AGENDA

Ordinary Council Meeting
Tuesday, 28 June 2022

I hereby give notice that an Ordinary Meeting of Council will be held on:

Date: **Tuesday, 28 June 2022**

Time: **7.00pm**

Location: **Town of Claremont**
Claremont Council Chambers
308 Stirling Highway, Claremont

Liz Ledger

Chief Executive Officer

DISCLAIMER

Would all members of the public please note that they are cautioned against taking any action as a result of a Council decision tonight until such time as they have seen a copy of the Minutes or have been advised, in writing, by the Council's Administration with regard to any particular decision. This meeting shall be recorded for Administration purposes only.

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1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

3 DISCLOSURE OF INTERESTS

4 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

5 PUBLIC QUESTION TIME

6 PUBLIC STATEMENT TIME

7 APPLICATIONS FOR LEAVE OF ABSENCE

8 PETITIONS/DEPUTATIONS/PRESENTATIONS

9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

That the minutes of the Ordinary Meeting of Council held on 14 June 2022 be confirmed.

10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

17.1.1 Chief Executive Officer Performance Review

11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil

12 REPORTS OF COMMITTEES

12.1 CLAREMONT MUSEUM ADVISORY COMMITTEE

12.1.1 MINUTES OF THE CLAREMONT MUSEUM ADVISORY COMMITTEE MEETING HELD ON 7 JUNE 2022

File Number: **GOV/00050-003, D-22-17688**

Author: **Fiona Crossan, Museum Curator**

Authoriser: **Liz Ledger, Chief Executive Officer**

Attachments: **1. Minutes of the Claremont Museum Advisory Committee Meeting held on 7 June 2022**

OFFICER RECOMMENDATION

That the minutes of the Museum Advisory Committee Meeting held on 7 June 2022 be received.

MINUTES

Claremont Museum Advisory Committee

Tuesday, 7 June 2022

Date: **Tuesday, 7 June 2022**

Time: **5.00pm**

Location: **Town of Claremont**
Claremont Council Chambers
308 Stirling Highway, Claremont

Liz Ledger

Chief Executive Officer

DISCLAIMER

Persons present at this meeting are cautioned against taking any action as a result of any Committee recommendations until such time as those recommendations have been considered by Council and the minutes of that Council meeting confirmed.

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MINUTES OF TOWN OF CLAREMONT
CLAREMONT MUSEUM ADVISORY COMMITTEE
HELD AT THE TOWN OF CLAREMONT, CLAREMONT COUNCIL CHAMBERS, 308 STIRLING HIGHWAY, CLAREMONT
ON TUESDAY, 7 JUNE 2022 AT 5.00PM

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

In the absence of Chairperson Cr Goetze, Cr Suann was chosen by the Committee to preside at the meeting in accordance with section 5.14 of the *Local Government Act 1995.*

The Chairperson welcomed the meeting attendees and declared the meeting open at 5:04pm.

2 RECORD OF ATTENDANCE / APOLOGIES

PRESENT:

Cr Annette Suann

Ms Ricki Hewitt

Ms Karen Kaard

Ms Carolyn Winterbottom

Mr Greg Simpson

IN ATTENDANCE:

Fiona Crossan (Museum Curator)

Liz Ledger (Chief Executive Officer)

Abbie Lawrence (Manager Tourism and Events)

APOLOGIES:

Cr Jill Goetze

Ms Karen Wood

LEAVE OF ABSENCE:

Nil

3 DISCLOSURE OF INTERESTS

Nil

4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

COMMITTEE RECOMMENDATION 003/22

Moved: Ms Karen Kaard
Seconded: Mr Greg Simpson

That the minutes of the Claremont Museum Advisory Committee held on 1 March 2022 be confirmed.

For: **Cr Annette Suann, Ms Ricki Hewitt, Ms Karen Kaard, Ms Carolyn Winterbottom, Mr Greg Simpson**

Against: **Nil**

CARRIED 5/0

5 PRESENTATION

Nil

6 REPORTS OF THE CEO

6.1 CLAREMONT MUSEUM OPERATIONS REPORT FROM MARCH TO MAY 2022

File Number: **GOV/00050-003, D-22-13931**

Author: **Fiona Crossan, Museum Curator**

Authoriser: **Liz Ledger, Chief Executive Officer**

Attachments: **Nil**

PURPOSE

To advise the Committee of the Claremont Museum's activities for the period of March to May 2022.

BACKGROUND

An updated report is provided to the Committee for each quarter of the year.

DISCUSSION

Programs & Events

The Museum has had a series of tour groups come through for visits which have been highly successful. Groups include Mercy Care, Umbrella Community Care, the Mt Claremont View Club and the Trefoil Guild.

In April the Museum had its first History in a Coffee Cup offering welcome back tours for our visitors and giving a little background about the exhibitions,

May's History in a Coffee Cup was presented by Andrew Reynolds of the John Taylor and Co. Bell Foundry. Andrew recently came to the museum to give advice on our historic bell which he related to our attendees, along with the history of his 700-year-old bell foundry business.

The first of our Lost Skills program was held on Sunday, May 15th. 15 participants came to take part in fishing in Freshwater Bay and creating river inspired artworks with Noongar artist Julianne Wade.

Bookings have opened for the Education Program which is being offered in Terms 3 & 4. A steady response so far but not to levels pre-closure.

On Tuesday 29 March, the Museum organised for approximately 50 Year 4 students, from Freshwater Bay Primary, to visit Claremont Council. The students had been learning about the levels of government, with a focus on their own local government and its roles and responsibilities. A big thank you to Councillors Annette Suann and Jill Goetze who attended and answered many interesting questions.

Collection Management

The Museum has successfully acquitted a grant from the National Library of Australia that aided in digitising 83 oral histories that were previously on cassette. The next steps will be to have transcripts made and to upload the digital content onto the Collections WA website.

One of our long-time volunteers has started back at the Museum accessioning the backload of photographs that have been waiting to be registered in our collection. While another volunteer is currently scanning all of the paper archives held in our Public Access System.

A unique donation has come in from the granddaughter of former Mayor Eric Gillett. Mayor Gillett was a solicitor for Derbyshire and Gillett Solicitors in Perth. Along with various documents from his time as Mayor we now have his original solicitor's wig.

Legs of an old bench from the Claremont Picture Gardens were donated to the Museum recently. Thanks to the Showgrounds Community Men's Shed, the bench has been beautifully rebuilt and is being enjoyed by visitors at the Museum.

The collection will be moved from O'Connor next month into the new home of 282 Stirling Highway. This building is more than suitable for the collection and close to the Museum which will improve efficiencies.

Staff

The museum has two new employees who began this quarter. Lily Jeffrey, who currently works four days at the Town's Customer Service desk is working on alternating Sundays for the museum and Amy Reid has signed on as a new casual to work on alternating Sundays and to cover permanent staff on leave.

The Museum continues to seek volunteers who are interested in assisting with the education program that will be running on Mondays and Tuesdays during Terms 3 & 4.

Exhibitions

Staff are currently writing small text panels for the display cases in the Freshwater Gallery. During Terms 3 & 4 they will display items relating to the History in a Coffee Cup subjects planned during that time.

Concepts for the January exhibition in the Freshwater Gallery are currently being investigated.

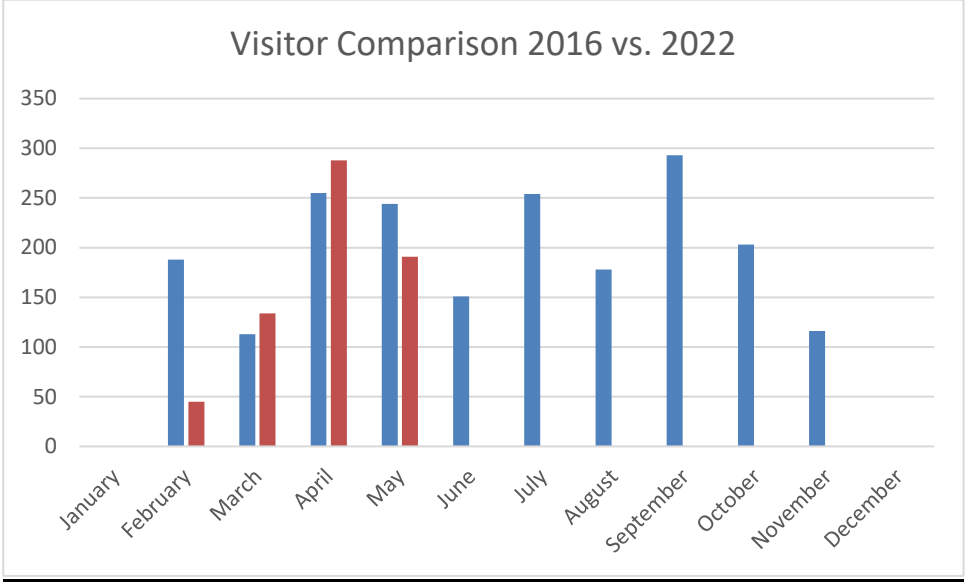
Publicity & Promotion

Autumn Flourish – Two articles were submitted by the Museum: *Share your story* which discusses the interactive component of the Museum's Ten Stories Display and *Autumn Events.*

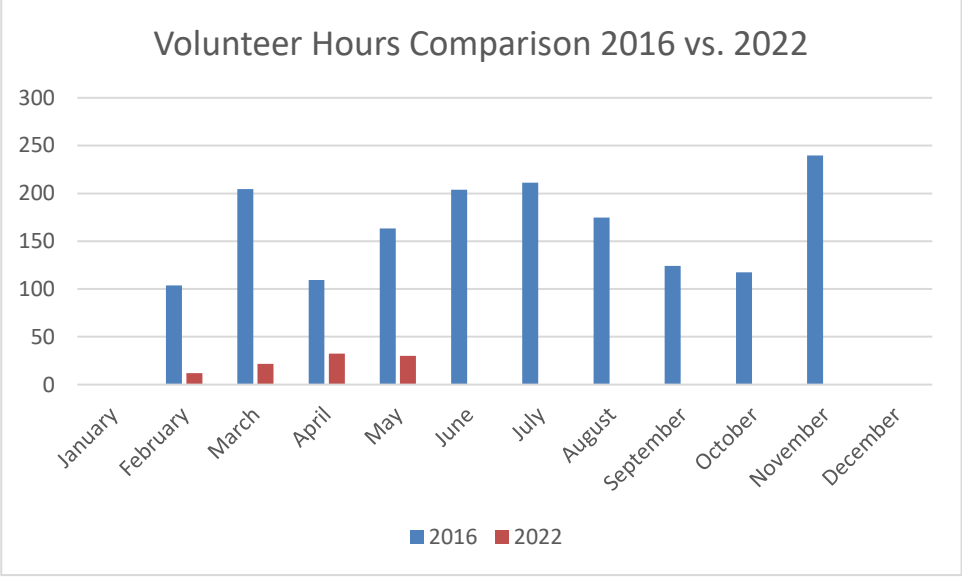
Research Requests

- Ashton Avenue
- Streets with military links
- Local Government responsibilities
- 1 Lapsley Road
- John Archibald Kevan
- Allen Park
- 93 Victoria Avenue
- Claremont Picture Gardens
- Brian Hutchinson
- The Retreat
- Bell research
- Arthur Abbott
- Wesley Adolph Meyer
- 46 Goldsworthy Road
- 5 Thomson Road
- 27 Bernard Street
- JLB Weir
- The Oliver Family
- 38 Victoria Avenue
- 15 Pennell Road
- Gantheaume

Statistics



Note: May hours incomplete at the time of reporting.



Note: May hours incomplete at time of reporting.

PAST RESOLUTIONS

Claremont Museum Advisory Committee 002/22, 1 March 2022.

That the Claremont Museum's Operation Report from October to February 2022 be received by the Museum Advisory Committee.

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

Local Government Act 1995

COMMUNICATION / CONSULTATION

'Freshwater Bay Students show political insight', *Post Newspapers*, April 2, 2002.

STRATEGIC COMMUNITY PLAN

People

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

- We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.
- Facilitate opportunities for social participation, health, learning and inclusion through programmed activities and events.
- Recognise and celebrate the Town's history and culture through arts and events.

URGENCY

Nil

VOTING REQUIREMENTS

Simple Majority decision of Committee *(More than half the Committee Members present are required to vote in favour)*.

COMMITTEE RECOMMENDATION 004/22

Moved: Ms Carolyn Winterbottom
Seconded: Ms Ricki Hewitt

That the Claremont Museum's Operation Report from March to May 2022 be received by the Museum Advisory Committee.

For: Cr Annette Suann, Ms Ricki Hewitt, Ms Karen Kaard, Ms Carolyn Winterbottom, Mr Greg Simpson

Against: Nil

CARRIED 5/0

7 OTHER BUSINESS

Karen Kaard noted that her 90 year old mother came to the museum and was very happy with the gradient of the footpaths and the hand rails. She was able to walk the path freely without the use of her walker as a result.

Greg Simpson mentioned his discussions with Museum staff regarding the possibility of producing an academic publication in honour of the Claremont Museum's 50th anniversary in 2025.

MOTION

COMMITTEE RECOMMENDATION 005/22

Moved: Mr Greg Simpson
Seconded: Ms Ricki Hewitt

That the Museum Advisory Committee recommends a working group be created to consider programs and activities to celebrate the 50th anniversary of the Claremont Museum which may include an academic publication of its history and contributions.

Reason: to enable consideration of programs and activities to celebrate the 50th anniversary of the Claremont Museum which may include an academic publication of its history and contributions.

For: **Cr Annette Suann, Ms Ricki Hewitt, Ms Karen Kaard, Ms Carolyn Winterbottom, Mr Greg Simpson**

Against: **Nil**

CARRIED 5/0

8 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PRESIDING PERSON OR BY DECISION OF MEETING

Nil

9 FUTURE MEETINGS OF COMMITTEE

Claremont Museum Advisory Committee Meeting, Tuesday 6 September 2022 at 5.00pm.

10 DECLARATION OF CLOSURE OF MEETING

There being no further business, the presiding member declared the meeting closed at 5:35pm.

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CHAIRPERSON

13 REPORTS OF THE CEO

13.1 LIVEABILITY

13.1.1 CLAREMONT TOWN CENTRE DRAFT PRECINCT STRUCTURE PLAN

File Number: LND/00095, D-22-10635

Author: Adam D'Alessandro, Coordinator Strategic Urban Planning
David Vinicombe, Director Planning and Development

Authoriser: Liz Ledger, Chief Executive Officer

Attachments:

1. Town Centre Draft Precinct Structure Plan ⇩
2. Town Centre Precinct Structure Plan Boundary ⇩
3. Community Engagement Outcomes Report ⇩
4. Precinct Structure Plan Map ⇩
5. Building Heights Plan ⇩
6. Ground Floor - Podium Street Setbacks Plan ⇩
7. Buildings Above Podium Street Setbacks Plan ⇩
8. Character Areas Plan ⇩
9. Local Commercial & Activity Centres Strategy ⇩
10. Noise Management Plan ⇩
11. Public Open Space and Community Facilities Strategy ⇩
12. Traffic Transport & Parking Strategy ⇩
13. Schedule of Modifications ⇩
14. Map of Submissions ⇩
15. Schedule of Submissions - Owners & Occupiers ⇩
16. Schedule of Submissions - Public Authorities ⇩
17. Submissions - Owners & Occupiers - Confidential
18. Submissions - Public Authorities - Confidential

Enabling Legislation:

***Planning and Development Act 2005* (PD Act)**

***Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regs)**

Local Planning Scheme No. 3 (LPS3)

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)

State Planning Policy 7.3 - Residential Design Codes Volume 1 (RDC Vol. 1)

State Planning Policy 7.3 - Residential Design Codes Volume 2 - Apartments (RDC Vol. 2 - Apartments)

Stirling Highway Local Development Plan (SHLDP)

Local Planning Policy 127 – Bicycle parking and Facilities (LPP 127)

Local Planning Policy 205 – Public Parking (LPP 205)

Summary

- This report presents to Council the response to submission following public advertising on the Draft Claremont Town Centre Precinct Structure Plan (PSP).
- The Draft PSP has been prepared by Taylor Burrell Barnett (TBB) in consultation with the Town's Planning Department and has been prepared over the past two years.

- The Draft PSP draws together significant other work undertaken for the Town inclusive of:
    - Retail Needs Assessment prepared by Pracsys
    - Traffic Transport and Parking Strategy prepared by Cardno
    - Infrastructure Capacity review prepared by JDSi
    - Environmental studies prepared for TBB
    - Draft Noise and Vibration Study
    - Public Open Space and Community Facilities Strategy prepared by David Lanfear Consulting
    - The Draft Town Centre Precinct Structure Plan (PSP).
- The Draft PSP has been through a rigorous public engagement process as part of its preparation inclusive of:
    - Survey Monkey questionnaire (330 responses)
    - Visioning and Design Workshops (93 attendees)
    - Major landowner meetings (19).
- The Draft PSP seeks to provide a planning direction for the Town of Claremont's Town Centre and balance both local and regional planning objectives to form the guiding local planning framework document for the forthcoming review of Local Planning Scheme No. 3 (LPS3) / preparation of the new Local Planning Scheme No. 4 (LPS4).
- Noting that the Town has already achieved its minimum Western Australian Planning Commission's (WAPC) residential growth target of 1,300 new dwellings since 2010, the Draft PSP provides for a balanced urban growth scenario to accommodate a minimum of 650 additional dwellings consistent with the WAPC's urban consolidation principles listed in Table 1 of the WAPC's Central Sub-regional Planning Framework and requirements under the WAPC's Draft State Planning Policy 4.2 – Activity Centres in Perth and Peel (SPP 4.2).
- The draft PSP also provides commercial expansion supported by a Local Commercial and Activity Centre Strategy and recognises key inputs from support strategies addressing Public Open Space and Community Facilities, Traffic, Transport and Parking, Infrastructure and Environmental matters.
- The draft PSP was advertised for public comment for a period of 54 days (inclusive of public holiday periods) concluding on 30 May 2022.
- A total of 54 public submissions and nine government authority/servicing agency submissions were received. Of the public submissions, seven were in full support of the PSP, 24 offered conditional support and 23 objected.
- All submissions have been addressed in the Submissions Schedules attached to this report.
- The main issues raised in objection to the PSP related to not enough/too much density, not enough/too much height, setbacks, amenity impacts of privacy, overshadowing, building bulk, loss of views and property value, traffic congestion/circulation and parking, inclusion of Mary Street in the PSP, protection of heritage, concern over strata title issues,

- The main issues raised in the conditional support submissions included requests to concentrate retail expansion in the Claremont Quarter, concentrate retail and the bulk of residential development on four properties either side of Leura Avenue, and also at the intersection of Bay View Terrace and Stirling Highway, increase residential densities, heights plot ratio for apartment development in various locations throughout the PSP area and requests for more clarity on development options in Avion Way.
- As a result of the submissions received, a number of modifications to the PSP are recommended (38 in total) as detailed in the attached Schedule of Modifications.
- The major recommended modifications address matters raised by public authorities and servicing agencies, changes to improve amenity considerations through additional setback requirements, bonus development yield and height on three properties in exchange for community benefit outcomes, clarification matters such as confirmation that Mary Street is not to be opened at the Highway end, general corrections and clarification on variation and discretion provisions of the PSP.
- It is recommended that the PSP be referred to the WAPC for approval with the modifications as detailed in the Schedule of Modifications.

PURPOSE

Council is required to consider the 54 submissions received from the public and nine submissions received from government authorities and service agencies on the Draft Claremont Town Centre Precinct Structure Plan (PSP) (Attachment 1) and make recommendation to the Western Australian Planning Commission (WAPC) on its progression.

The PSP, if approved by the WAPC, will form the basis of proposals for a new Local Planning Scheme No. 4 (LPS4), and the creation/review of supporting Local Planning Policies (LPPs) to guide future development in the locality.

BACKGROUND

In response to a request from the Department of Lands, Planning and Heritage (DPLH) in 2019 to prepare a Town Centre PSP and new Local Planning Strategy (LPS), the Town embarked on preparing the Draft PSP and LPS documents in conjunction with the following consultant team:

- Taylor Burrell Barnett – Lead consultant, Town Planning
- Cardno – Traffic, Transport and Parking Strategy
- David Lanfear – Community Facilities and Open Space Strategy
- JDSi – Engineering and Infrastructure Capacity Review
- Pracsys – Economic and Land Use Analysis
- Urbaqua – Environment.

The supporting documentation produced for the PSP also has relevance for the preparation of the draft LPS, which was brought before to Council for consideration on 14 June 2022. The above documents are support documents to the PSP (and to the LPS) and although they are specifically reference in the PSP (and LPS) they have not been and are not proposed to be explicitly adopted by Council, but rather provide background information to support the preparation of the PSP (and LPS).

PAST RESOLUTIONS

Council resolved at the Ordinary Council Meeting 29 March 2022 to:

1. Adopt the Draft Town Centre Precinct Structure Plan for the purpose of public advertising.
2. Authorise advertising of the Draft Town Centre Precinct Structure Plan for a period of 42 days in accordance with the requirements stipulated by the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Statutory Considerations

State Context

On a broader scale, the State Government sets the requirements for Local Authorities to meet minimum dwelling requirements through the Perth and Peel @ 3.5million and the Central Sub-regional Framework. The Town's minimum requirement is 1300 dwellings, which it has achieved to date.

The Claremont Town Centre Precinct along within the broader locality fall within the Central Sub-regional Planning Framework (Framework) and the PSP area is identified as an Activity Centre. The Framework recognises that Activity Centres are key focal points for commercial and social activity that deliver services to local residents and provide some employment opportunities. It is noted that although the Town has already achieved the minimum 1,300 additional dwelling target, the Town in preparing its LPS and the PSP is required to optimise future residential development taking into account the urban consolidation principles listed in Table 1 of the Framework. These principles include providing growth opportunity in Activity Centres, along urban corridors and in Station Precincts, balanced with consideration for character and heritage, the green network and protection of the environment.

State Planning Policy 4.2 – Activity Centres in Perth and Peel

State Planning Policy 4.2 (SPP 4.2) identifies Claremont Town Centre as a Secondary Centre in the hierarchy of activity centres across Perth.

SPP 4.2 has been under review by the WAPC for some time. The current SPP 4.2 which was gazetted in August 2010 specifies that a Secondary Centre should provide for a minimum residential density target of 25 dwellings per gross hectare and desirably 35 dwellings gross per hectare within a 400m walkable catchment, with a statement indicating the average R-Code equivalent is two to three times the number of dwellings per gross hectare (maximum approximately R100).

The current review of SPP 4.2 proposes to increase this requirement to 40 dwellings per Urban zoned hectare within an 800m walkable catchment of the centre. Based on these requirements, the Town identified that the PSP would potentially need to cater for a minimum of 600-1,200 additional dwellings. This was dependent on whether concessions would be considered for the considerable tracts of private schools (zoned Urban under the MRS) in proximity of the Town Centre which could not accommodate residential growth. The Department of Planning, Lands and Heritage (DPLH) has confirmed that the lower minimum target of 600 additional dwellings can apply to the PSP.

It is important to note that whilst Draft SPP 4.2 has not been finalised, the Town has been working towards the most appropriate outcome for the PSP area without necessarily aiming for a specific 'target' of dwellings.

Having now undertaken the considerable body of work requirement to support preparation of a PSP, the estimate dwelling increase for the PSP area is estimated between 900 and 1300. The capacity identified in the PSP Area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints (e.g. - strata issues to resolve before redevelopment). Notwithstanding the analysis confirms that a minimum of 650 new dwelling will be achieved in the PSP in order to satisfy the WAPC expectations under the proposed changes to SPP 4.2.

The land which is subject to the PSP has been determined in conjunction with the DPLH and is shown on Attachment 2. The PSP area has a total area of 29.8 hectares and includes approximately 161 land parcels.

HERITAGE

The PSP area contains a number individually Heritage Listed properties in addition to Heritage Areas and Precincts contained on the Town's LPS3 Heritage List. Significantly these include the Bay View Terrace Heritage Precinct, Mary Street Heritage Area and the Claremont Municipal Heritage Area which includes the Council Chambers, War Memorial and Claremont Park. In addition, an area surrounding Claremont Railway Station is shown as Station Curtilage gazetted by the State Heritage Office.

Other State Listed sites include the Claremont Post Office and Christ Church and Rectory.

COMMUNICATION/CONSULTATION

The first step in the PSP preparation process was to engage with the local community regarding their thoughts and expectations for the area.

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 International Association of Public Participation (IAP2) Spectrum of Public Participation.

Consultation and engagement 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 LPS and PSP as well as to the Town's Strategic Community Plan, which sits outside the scope of the LPS and PSP project. 330 responses were recorded in the community survey.

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 LPS and PSP. In total, 34 members of the community attended over both workshops held.

   Presentations on the purpose of the study and background technical information regarding the locality 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.

The intent of the Design Workshops was to seek feedback from the community on preliminary spatial plans and design scenarios developed in response to feedback from the Vision Workshop. In total, 59 members of the community attended over both workshops held. Presentations were given on the opportunities and potential concepts/scenarios (including examples of a range of development typology images) for the Town Centre prior to facilitated, interactive workshop activities.

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 landowner 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.

The results of these engagement exercises are reported in the Community Engagement Outcomes Report (Attachment 3).

The Draft PSP was advertised for a period of 53 days (with additional days added to allow for public holiday periods) and consultation closed on 30 May 2022. Advertising included:

- Letters to all owners and occupies of land within and immediately surrounding the PSP
- Notices in the Post newspaper
- Information on the Town's website.

A total of 54 submissions were received from the public and nine from government authorities and servicing agencies. Of the public submissions, seven were in full support of the PSP, 24 offered conditional support and 23 submissions were against the proposals. Details of the submissions are contained in the two Schedules of Submissions (Attachments 15 and 16) and full copies of all submissions are contained in Attachments 17 and 18.

The following summarises the main matters raised in the submissions and provides responses and recommended modifications to the PSP where appropriate:

- Density, height and plot ratio

  A number of respondents raise concerns indicating that the built form outcomes from these matters would destroy the 'village feel' of the Town Centre. Many of the objections sought modifications to lower height and densities as it was considered that the development proposed was too intense. Other submissions sought increases in development yield to maximise development potential and take advantage of significant investment by the Public Transport Authority in upgrades to Claremont Station befitting of a Transit Orientated Development and Secondary Centre.

  Claremont Town Centre is classified and a Secondary Centre by the WAPC. As such, there are a number of additional obligations which apply to the Centre which will require extensive redevelopment.

  Minimum growth targets have been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020).

  The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings

(approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation.

The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations.

The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.

With regard to specific 'village feel' concerns, it is noted that one of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape.

- Amenity impacts of privacy, overshadowing, building bulk

  A number of residents in Mary Street, Lansford Street and Barnfield Road have raised concerns over amenity impacts extending from building bulk and a decked car park proposal in Leura Avenue.

  It is proposed that additional development provisions be included to setback these developments in order to reduce overshadowing and privacy impacts, noting that these modifications will apply to all developments adjoining or adjacent to single house or grouped dwelling developments. This will ensure that overshadowing and privacy standards of the Residential Design Codes Volume 2 – Apartments (RDC Vol. 2 Apartments) will not only be achieved, but in the case of privacy, exceeded.

- Loss of views and property value

  Concerns were raised that the development outcomes will reduce existing views and devalue property.

  It is noted that both the protection of views and loss of property value are not valid planning considerations.

  Notwithstanding the PSP proposes to deal with this matter sensitively by firstly providing for most of the heavy lifting in density outcomes between Stirling Highway, Church Lane, St Quentin Avenue and Avion Way generally between the Claremont Quarter apartment blocks and secondly by providing for development controls which provide for reduced building footprints above podium level which work with the RDC Vol. 2 Apartments setback requirements to provide view corridors between apartment blocks.

  These provisions will provide for an equitable sharing of views within the PSP towards the river.

- Traffic congestion/circulation and parking

  Significant concern was raised relative to congestion and parking which will result from the significant development proposed by the PSP.

While acknowledging that traffic congestion will intensify for the development proposed, it is proposed that parking strategies be put in place to reduce the amount of traffic in the Mixed Use – Retail Core area and provide for parking in peripheral parking stations developed by the Town (and others) through cash-in-lieu for parking provisions.

- Inclusion of Mary Street in the PSP

  Given that the DPLH mandated the inclusion of Mary Street in the PSP area, the Town does not have a choice in this matter, however by including the street in the PSP, the concerns raised during the public engagement phase of the PSP preparation have been noted and development in the street is proposed to be maintained as currently allowed under LPS3 provisions, with the exception that this is bookended with higher intensity development at either end.

- Four submissions seek to significantly uplift density and height yields in concentrated areas (around Leura Avenue, along Stirling Highway near Bay View Terrace, in St Quentin Avenue and Avion Way.

  Noting the comments raise above relative to density, height and plot ratio, these submissions are not supported as they are contrary to the principles on which the PSP is founded and worked through the community engagement workshops to create a vision for the Town centre.

- Two submissions seek to concentrate/extend retail growth in the Claremont Quarter and around Leura Avenue.

  While noting that estimated commercial and retail growth capacity has been reassessed to increase between has been by 32,208m^2 – 36, 896m^2 by 2041, proposals to concentrate retail growth into Claremont Quarter and to the Leura Avenue site are not supported as the PSP seeks to regenerate retail activity on the ground floor through Mixed Use – Retail Core. The containment of any additional retail floorspace within the Claremont Quarter development would be to the expense of other landowners within the Mixed Use - Retail Core area as shown on Plan 1.

  The primacy and concentration of retail uses in Areas 3 and 4 (Quarter and Core) is considered appropriate to ensure the shopping functions of the Town Centre are concentrated into the central area and not fragmented throughout.

  While specific land use control for this and the other Mixed Use – Transitional Areas will be the subject of specific consideration during the preparation of LPS4 provisions, it is noted that these zones will accommodate smaller shop offerings along with other service commercial type uses (as existing).

Given the submissions received, a number of modifications to the PSP are recommended (38 in total) as detailed in the attached Schedule of Modifications. The major recommended modifications address matters raised by public authorities and servicing agencies, changes to improve amenity considerations through additional setback requirements, bonus development yield and height on three properties in exchange for community benefit outcomes, clarification matters such as confirmation that Mary Street is not to be opened at the Highway end, general corrections and clarification on variation and discretion provisions of the PSP.

DISCUSSION

The objectives of the Draft PSP are to:

- Maintain and enhance ‘village feel’ for Claremont Town Centre and ensure that the unique character of the Precinct is respected, retained, enhanced and celebrated.
- Deliver an optimal Transit Oriented Development (TOD) and Activity Centre outcome for the Town 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.
- Respond sensitively to residential interface amenity, particularly where new development abuts established suburban residential development that frames the core of the Town Centre.
- Define appropriate building envelopes and key development criteria to guide redevelopment of private property.
- Identify the location and type of key public spaces to provide a high level of amenity for current and future residents and visitors; and
- Facilitate improved connectivity, safety and a high level of activity within the movement network and broader public realm.

The planning imperatives for the SP are to:

- Ensure the Town achieves its requirements to meet the residential density targets required under SPP 4.2.
- Ensure appropriate opportunity for non-residential expansion in the Town Centre, particularly along Bay View Terrace, St Quentin Avenue and associated activated laneways, before these active uses are permitted elsewhere.
- Provide an opportunity for urban renewal and improvement of facilities in the Town Centre.
- Facilitate an improved and sustainable day and night-time economy for the Town Centre.
- Retain the ‘village’ feel of the existing Town Centre.

A number of opportunities and constraints were initially identified in the Draft SP:

- Protect the existing housing stock in Heritage Areas and Precincts such as Mary Street, along Shenton Road and on Bay View Terrace.
- Provide opportunity for future redevelopment of aging housing stock in key areas such as Stirling Road and on the north and south ends of Mary Street and to the north of Leura Avenue.
- Take advantage of larger underutilised sites with older building stock and undesirable movement networks (e.g. - Church Lane) to encourage higher density redevelopment and rationalisation of the movement network. This is typified through the identification of Landmark sites.
- Ensure the PSP aligns with the desired outcomes of the North East Precinct Structure Plan, creating a cohesive approach across the rail line.
- Take advantage of the improved connections to the airport through the Metronet upgrades of the train station.

- Need to formalise the Mary Street Local Reserve for the future. As it is currently split by driveways, any future application in this area will need to rationalise the access requirements.
- Acknowledging that the majority of the landholdings in the PSP area are outside of the Town's ownership, the Town can only attempt to facilitate development where possible.
- Desire to focus the prominent building heights to the centre of the PSP area, with heights transitioning down to the east, west and north as it moves towards existing residential areas.
- Implement a community benefits requirement to ensure that where development seeks to deliver a higher density than the baseline permissible, that the community seeks a practical and relevant benefit.
- Establish requirements for each Character Area noting the intricate differences in these areas between each other and the unique nature of the Claremont Town Centre.
- Implement provisions such as restricted height, plot ratio, setbacks and setbacks above the podium to restrict the influence of built form on the streetscape and the 'open air' nature of the existing Town Centre fabric and facilitate view corridors for existing and new development to acknowledge and respect existing residential amenity.

The Draft PSP proposes a range of increased densities for the Town Centre area, including a range of key planning controls which are outlined on the attached plans (Attachment 4 - Precinct Structure Plan Map, Attachment 5 - Building Heights Plan, Attachment 6 - Ground Floor Podium Setbacks Plan, Attachment 7 - Above Podium Street Setbacks Plan and Attachment 8 – Character Areas Plan).

Additionally, the Draft PSP notated Gateway and Landmark Development sites which included specific requirements to be addressed at the Development Application stage. By addressing these requirements, certain lots within the Draft PSP area would be eligible for height bonuses of between two and four storeys above the baseline six storeys (therefore eight or ten storeys in total).

The Draft PSP also proposed a range of movement network, and open space improvements commensurate with the proposed level of intensification.

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation. Future studies and reviews of associated local planning framework documents (as referenced below) will be required to be supported by future budget and resource allocations.

POLICY AND STATUTORY IMPLICATIONS

The PSP, once approved by the WAPC (along with the proposed Local Planning Strategy), will need to be implemented through a Scheme Amendment or new Local Planning Scheme (LPS4). Additional studies will be required in terms of a Local Parking Strategy and a Public Realm and Community Benefit Expenditure Plan. The Town will need to consider the preparation and adoption of Public Art, Public Open Space and Community Benefits LPPs to augment the proposals contained in the PSP and facilitate improved development

outcomes in the Town Centre. In addition, a number of existing LPPs may also require review to align with these documents

STRATEGIC COMMUNITY PLAN

Liveability

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

- Promote and support initiatives that improve traffic flow.
- Balance the Town's historical character with complementary, well designed development.
- Develop the public realm as gathering spaces for participation, prosperity and enjoyment.

Local Prosperity

Our businesses are thriving and integrated into the life of the Claremont community, and the town centre is known as the premier visitor destination.

- Plan for the development of attractive and thriving activity nodes to support small local business.
- Support new and existing local small business and entrepreneurial activity.
- Raise profile of the Claremont Town Centre as a visitor destination.

Leadership and Governance

We are an open and accountable local government; a leader in community service standards.

- Our stakeholders are well informed and we provide opportunities for community engagement.
- Demonstrate a high standard of governance, accountability, management and strategic planning.

URGENCY

The LPS Regs require Council's consideration of public submissions on the draft PSP within 60 days of the closure of the consultation period (29 July 2022).

Council's consideration of submissions on the PSP is the next critical step in this process.

Should the draft PSP be endorsed by the WAPC, it will set the strategic direction for approval of development applications within the PSP area.

VOTING REQUIREMENTS

Simple Majority decision of Council *(More than half the Elected Members present are required to vote in favour)*.

OFFICER RECOMMENDATION

THAT Council:

a) Recommend that the Western Australian Planning Commission approve the Claremont Town Centre Precinct Structure Plan with modifications detailed in the Schedule of Modifications (Attachment 13).

b) Council advise those who made submissions on the Draft Claremont Town Centre Precinct Structure Plan of the above and of the responses provided to each submission in the Submission Schedule.

Town of Claremont

TOWN CENTRE PRECINCT STRUCTURE PLAN

FINAL DRAFT | MARCH 2022 (FOR PUBLIC CONSULTATION)



TOWN OF CLAREMONT
Est 1898

ENDORSEMENT

This Structure Plan is prepared under the provision of the Town of Claremont *Local Planning Scheme No. 3*

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

…….. Date

Signed for and on behalf of the Western Australian Planning Commission

…….

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

…….. Witness

…….. Date

…….. Date of Expiry

PREPARATION

The Precinct Structure Plan (PSP) was prepared for the Town of Claremont by:

Taylor Burrell Barnett

Cardno | Traffic and Transport

David Lanfear | Community Facilities and Open Space

EPCAD | Landscape Architecture

JDSI | Engineering and Infrastructure

Malcolm McKay | Built Form Model Preparation

Pracsys | Economic and Land Use Analysis

Urbaqua | Environment

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Reference	Summary	Date of Approval
1.0	Draft for Public Consultation	30/03/2022

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Appendix D - Infrastructure Capacity Review
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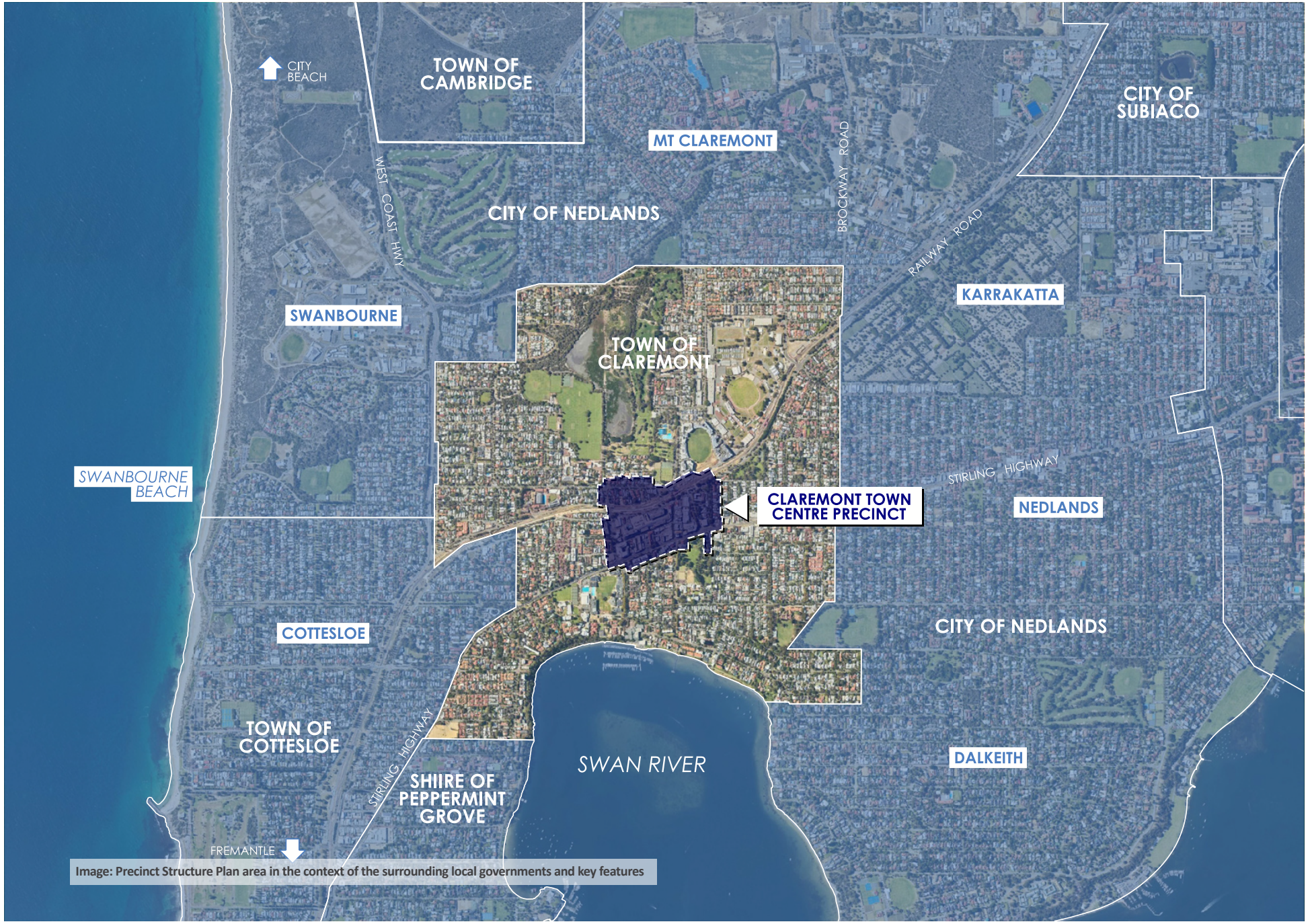


Image: Precinct Structure Plan area in the context of the surrounding local governments and key features

EXECUTIVE SUMMARY

The Claremont Town Centre Precinct Structure Plan (PSP) has been prepared to coordinate the redevelopment of land within the Claremont Town Centre Precinct.

The Precinct is already highly regarded and sought after by the residents of the catchment it supports. Redevelopment within the Precinct has been underway for some time, and has significantly contributed to delivering the vision for the Precinct. With this in mind, it is important to review and reassess the essence of and character of the Precinct as part of its future vision to ensure this is maintained and continually enhanced as the Precinct evolves.

The plan has been drafted in accordance with the relevant provisions of the Western Australian Planning Commission (WAPC)'s *State Planning Policy 4.2 'Activity Centres for Perth and Peel'*; *State Planning Policy 7.3 (Volume 2) Precinct Design*; the WAPC's *Structure Plan Framework*; and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The document comprises:

Part One – Implementation

This section contains the structure plan map and outlines the purpose and intent of the PSP. Part One outlines the requirements that will be applied when assessing subdivision and development applications over the land to which the PSP relates.

Part Two – Explanatory Report

This supports the PSP contained in Part One by providing the background and explanatory information used to prepare the PSP. Part Two contains site and context analysis; stakeholder and community participation; vision; design elements related to urban ecology; urban structure; public realm; movement; land use; and built form.

Technical Appendices

The technical appendices include information to inform the implementation provisions of the PSP and provide a basis for the assessment of subsequent planning applications.

The technical appendices for the Claremont Town Centre PSP include:

- Noise Management Plan prepared by Herring Storer Acoustics (Appendix A);
- Retail and Non-Retail Needs Assessment (covering local economic, retail and employment factors) prepared by Pracsys (Appendix B);
- Traffic, Transport and Parking Strategy prepared by Cardno (Appendix C);
- Infrastructure Capacity Review prepared by JDSi (Appendix D);
- Environmental Profile prepared by UrbAqua (Appendix E); and
- Public Open Space and Community Facilities Strategy (Appendix F).





Image: Oblique view north east across the subject area, noting proximity to the Swan River and Perth CBD

PART 1

Implementation



1.0 PRECINCT PLAN AREA

The Claremont Town Centre Precinct Structure Plan (PSP) applies to the land contained within the inner edge of the line denoting the PSP area boundary on **Plan 1** (PSP Area).

The PSP area is located within the Town of Claremont and is bound by existing land parcels to the north of Shenton Road, to the west of Stirling Road, to the south of Stirling Highway and to the east of Mary Street.

The PSP area has a total area of 29.8 hectares, and at the time of preparing this report consists of approximately 161 land parcels.

2.0 OBJECTIVES

The Precinct Structure Plan seeks to facilitate the redevelopment of the precinct in an area that:

- Maintains and enhances 'village feel' for Claremont Town Centre, and ensures that the unique character of the precinct is respected, retained, enhanced and celebrated;
- 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;
- 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;
- Defines appropriate building envelopes and key development criteria to guide redevelopment of private property;
- Identifies the location and type of key public spaces to provide a high level of amenity for current and future residents and visitors; and
- Facilitates improved connectivity, safety and a high level of activity within the movement network and broader public realm.

3.0 OPERATION

In accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015* (LPS Regulations) – Schedule 2 (the Deemed Provisions), the PSP shall become operational upon its approval by the Western Australian Planning Commission (WAPC).

The PSP is made pursuant to Part 5 of Schedule 2 of the LPS Regulations (the Deemed Provisions) and is to be read in conjunction with the Town of Claremont *Town Planning Scheme No. 3* (the Scheme) or any subsequent Scheme. In the event of any inconsistency between the PSP and the Scheme, the Scheme shall prevail to the extent of the inconsistency.

This Precinct Structure Plan has been prepared in accordance with:

- LPS Regulation requirements for the preparation of Precinct Structure Plans;
- The WAPC's *State Planning Policy 4.2 (Activity Centres for Perth & Peel)* which identifies the subject area as a Secondary Centre, and identifies the requirement for the preparation of a Precinct Structure Plan to guide subdivision and development of land within the centre; and
- State Planning Policy 7.2 - Precinct Design, including *SPP7.2 Precinct Design Guidelines*.

The provisions of Part 1 of the PSP are to be given due regard in determining development applications as required by Clauses 43(1) and 67(h) of the Deemed Provisions.

Part 2 of the PSP also functions as a strategic guide to the Scheme. As such it may provide guidance for future scheme amendments within the PSP area, and provide additional context for the application of discretion regarding subdivision and/or development in the PSP area.

3.1 Relationship to policies

Where the PSP is inconsistent with the Town's policies, the PSP shall prevail to the extent of any inconsistency. Where a matter is dealt with in a State Planning Policy but not in the PSP, the relevant matters in the State Planning Policy shall apply in addition to the requirements of the PSP.

3.2 Relationship to the Residential Design Codes

All residential development shall be in accordance with the requirements of *State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2)* unless specifically varied by Part 1 of this PSP, and is to otherwise be read in conjunction with the Scheme.

4.0 STAGING

The staging of subdivision and/or development throughout the PSP will be subject to individual land owner decisions and progression of proposals for consideration by the Town of Claremont and/or the WAPC.

5.0 SUBDIVISION AND DEVELOPMENT

5.1 Subdivision

5.1.1 Subdivision Assessment Considerations

When considering an application for subdivision, due regard shall be given to:

- The intended function of the land and the activities carried out on it;
- The intended character of the area;
- The intended amenity of the area;
- The ability to achieve built form on lots proposed in accordance with the provisions of the PSP;
- The established scale and existing grain of development; and
- Implications on vehicle access and servicing.

Green title and survey strata subdivision will not be supported where:

- The proposed lot design, inclusive of proposed lot area, dimensions or accessibility, is not considered to facilitate the development consistent with the objectives and vision of this PSP; or
- The proposed lot design significantly or substantially restricts the development or redevelopment of abutting or adjacent land parcels consistent with the objectives and vision of this PSP.

5.1.2 Notifications on Title

5.1.2.1 Road and Rail Noise

A Notification on Title may be required as a condition of subdivision for the creation of any new lot(s) to advise purchasers and interested parties of the potential for noise impact as a result of proximity to the passenger rail line or major road infrastructure.

Sites identified for a notification on title include:

- Sites within the trigger distance under *State Planning Policy 5.4* (as amended) for the Perth-Fremantle Passenger Rail;
- Sites within the trigger distance under *State Planning Policy 5.4* (as amended) for Stirling Highway; or
- Sites within 50m measured perpendicular from the outer extent of the closest road carriageway for Gugeri Street, Stirling Road or Leura Avenue.

In addition, notifications on title may be considered for sites anticipated to be developed for noise sensitive uses which are in proximity to approved land uses which have the potential to produce noise as a result of outdoor dining, outdoor entertainment or similar uses.

5.2 Zoning and Land Use

The distribution of zoning and reservations throughout the PSP area are outlined in **Plan 1**. The formal implementation of these zonings is subject to separate consideration and progression of an amendment to the Town's *Local Planning Scheme No. 3* to incorporate the revised zoning and subsequent land use permissibility within the Scheme.

It is noted that a number of the properties in the PSP are located in Heritage Listed Areas or are individually Heritage Listed under the provisions of Local Planning Scheme No. 3. Subdivision and development of these properties consistent with the visions of the PSP may be approved ahead of a Scheme amendment in accordance with deemed provision 12 of the LPS Regulations.

The proposed allocation of land use zoning is outlined in **Plan 1** and further described as follows:

Mixed Use Zone - Retail Core

This zone is proposed to apply to the key nodal areas of the PSP area and allow for continued development and redevelopment for a wide variety of urban uses, including retail, commercial and residential uses in a compact and integrated form.

Mixed Use Zone - Transitional Area

This zone is proposed to apply to areas peripheral to the retail core and facilitate development for a variety of uses, including commercial and residential uses (but excluding larger format retail uses) in a compact and integrated form. It is anticipated that small scale retail uses may be permitted as a matter of discretion.

Commercial Zone

This zone is proposed to apply to individual isolated sites only which by virtue of their location and context are considered to be suitable for commercial activity, but not suitable for integrated residential development which would warrant their inclusion within either of the proposed Mixed Use zones.

Residential Zone

The Residential zone is generally proposed to be applied to the peripheral areas of the PSP area to facilitate built form and land use transition to the surrounding suburban residential areas. Subject to detailed review it is anticipated the existing Residential zone of the Scheme, and associated Scheme provisions, will generally apply to these areas.

Reserved Land

Public Purpose reservations under both the *Metropolitan Region Scheme* and *Local Planning Scheme No. 3* are reflected on **Figure 15** and are not proposed to be modified under this PSP.

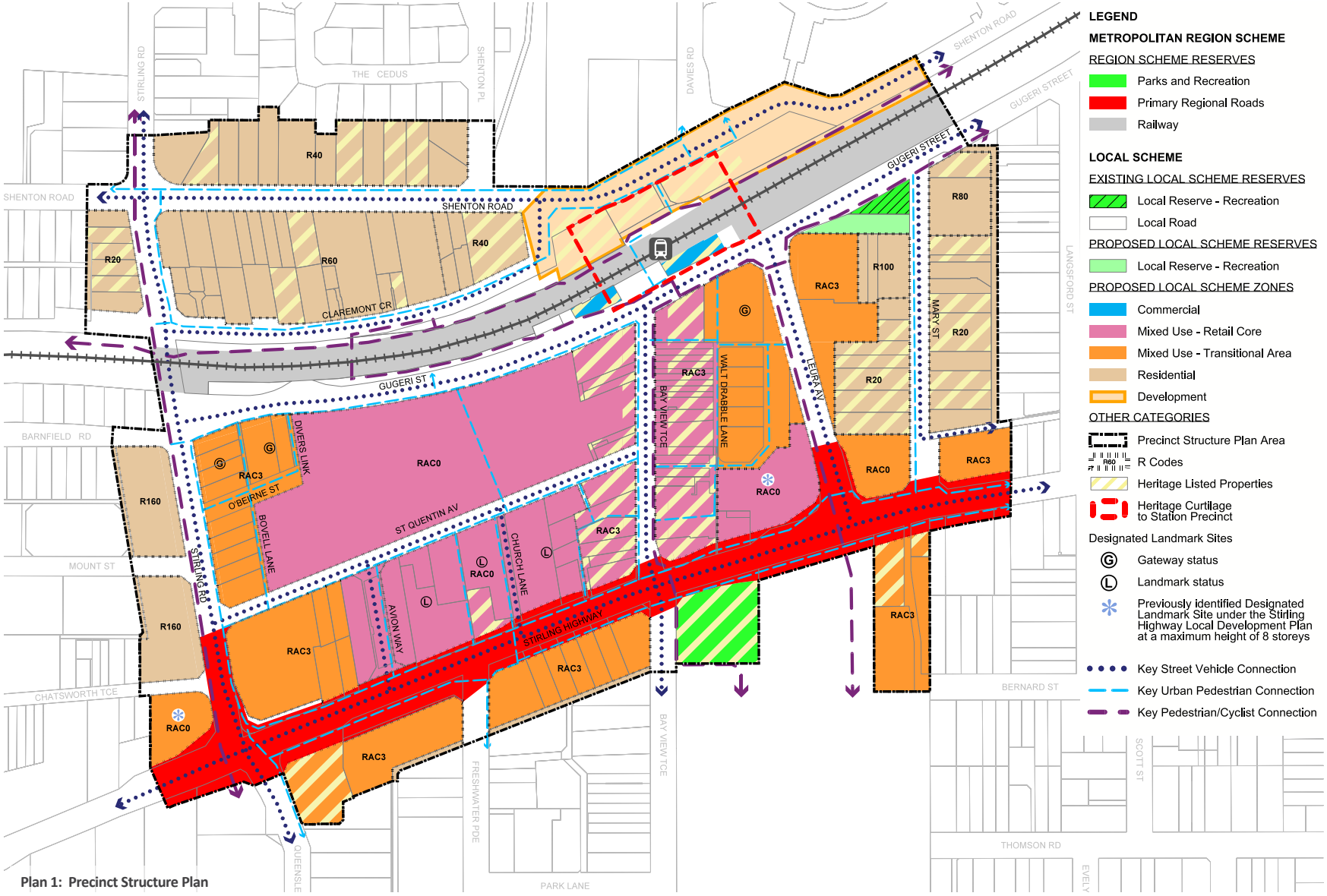
Amendments to reservations under *Local Planning Scheme No. 3* are proposed to occur to reserve a portion of road reserve between Mary Street and Gugeri Street as 'Local Reserve- Recreation' to reflect the intent to retain and enhance public use and amenity of these spaces. This is further outlined in **Section 12.0.**

5.3 Density Coding

The applicable density coding for the PSP area is outlined on **Plan 1**, and is subject to separate consideration and progression of an amendment to the Town's *Local Planning Scheme No. 3* to incorporate the coding within the Scheme.

The density coding is intended to directly align with the applicable provisions of *State Planning Policy 7.3 - Residential Design Codes* (as amended) unless these provisions are specifically modified by Part 1 of this PSP.

The provisions applicable to an RAC1 coding shall be applied to sites coded R-AC0 in **Plan 1** unless otherwise stated in Part 1 of this PSP.



Plan 1: Precinct Structure Plan

5.4 Character Areas

In order to achieve the overarching vision for the Claremont Town Centre Precinct, the PSP identifies eight distinctive areas based on their diverse building typologies; density; building edge activity levels; and the public realm functionality that characterises areas within the Town Centre.

This character area-led approach will influence appropriate place-led built form provisions including the street level design; land use preferences at street level and above; street level activation, built form setbacks; and treatment.

5.4.1 The Typology Character Areas

The Activity Centre has been divided into the following character areas to enable appropriate development provisions, character statements and key attributes/objectives that will inform built form provisions. The following character statements and the key attributes detailed at Part 2 Section 4.3 shall be referred to for all development proposals.

5.4.1.1 Area 1 - Shenton

Character Statement:

The Shenton Character Area provides the northern setting for the PSP area and a transitional function to the existing low density residential development north of Shenton Road. The Shenton Character Area will retain its existing heritage characteristics and blend new development in a manner that protects and celebrates its heritage elements.

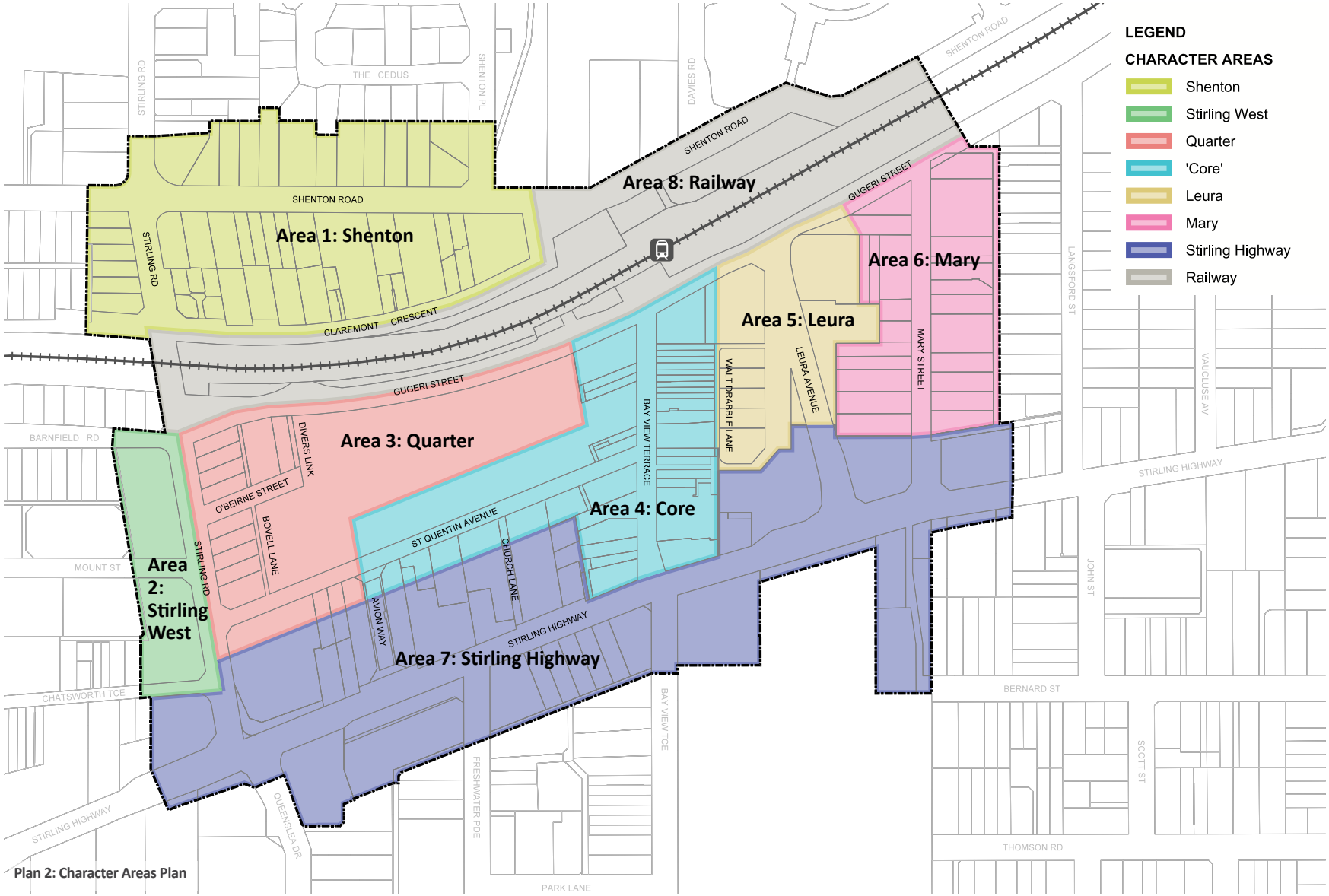
This Character Area benefits from proximity to the Claremont Train Station, Claremont Oval and Lake Claremont, where future development will leverage from this amenity and achieve a townhouse built form character that increases dwelling diversity within the PSP in a form that is harmonious to the existing character.

5.4.1.2 Area 2 - Stirling West

Character Statement:

The Stirling West Character Area provides a gateway to the Town Centre with residential development blending sensitively with established surroundings. The residential density will promote developments with significant dwelling diversity and opportunities for relative housing affordability within the PSP. The area achieves a transition from mixed land use at its eastern edge to residential land use at its western interface with adjacent residential development outside of the PSP area.

Stirling West will achieve enhanced streetscape amenity to this key connector road incorporating a functional and aesthetic green link to enhance the public realm benefits as a key pedestrian, cycling and transport link.



Plan 2: Character Areas Plan

5.4.1.3 Area 3 - Quarter

Character Statement:

The Quarter Character Area is characterised by a diverse range of landuses, achieving a semi-active public realm supporting good pedestrian permeability and vehicle access. The Character Area supports a day and limited night economy with a mix of land uses at the periphery of the area along with the predominant Claremont Quarter retail and residential development.

This area is typified by its apartment developments, establishing a typology character of generous upper level setbacks above podiums in the Claremont Quarter for its 7 storey buildings.

5.4.1.4 Area 4 - Core

Character Statement:

The Core Character Area incorporates Bay View Terrace and St Quentin Avenue as the cultural and historic heart of both the Precinct and the broader Town of Claremont. Through its historic architectural character and a 'village feel' that is distinctly 'Claremont', the Core sets the tone for the broader Precinct with active land uses and has an open air sense of place. Development within the area will capitalise on its destination status, and opportunities to enhance the day and night economy for maximum vibrancy as an open-air Secondary Activity Centre.

This area provides opportunities to enhance public realm spaces with benefits to land use activation and opportunities for community events. High levels of pedestrian comfort are achieved ensuring the area is community focused.

5.4.1.5 Area 5 - Leura

Character Statement:

The Leura Character Area provides an area of eclectic mix of heritage elements and fine grain land uses. The area is supported by an exciting network of laneways and remnant road structure from the Leura Avenue deviation, that create a unique 'village feel' characteristic in the Town Centre.

The Character Area transitions from the higher activity central area of the Precinct out towards the periphery to provide connection between commercial and non-commercial areas and create a walkable urban environment.

5.4.1.6 Area 6 - Mary

Character Statement:

The Core Character Area incorporates Bay View Terrace and St Quentin Avenue as the cultural and historic heart of both the Precinct and the broader Town of Claremont. Through its historic architectural character and a 'village feel' that is distinctly 'Claremont', the Core sets the tone for the broader Precinct with active land uses and has an open air sense of place. Development within the area will capitalise on its destination status, and opportunities to enhance the day and night economy for maximum vibrancy as an open-air Secondary Activity Centre.

This area provides opportunities to enhance public realm spaces with benefits to land use activation and opportunities for community events. High levels of pedestrian comfort are achieved ensuring the area is community focused.

5.4.1.7 Area 7 - Stirling Highway

Character Statement:

The Stirling Highway Character Area capitalises on the proximity to the Highway as a transport link between Perth CBD and Fremantle. A diverse range of land use typologies activate this Area with residential building typologies located above commercial highway-based activities- in mixed use buildings.

Through potential landscaping and public art opportunities that will enhance the public realm experience. Heritage components including the Claremont Town Hall and Claremont Municipal Heritage Area will be sensitively interfaced by any future adjacent development.

5.4.1.8 Area 8 - Railway

Character Statement:

The Railway Character Area provides the integration between the Town Centre, its railway heritage buildings and the Claremont on the Park development at Claremont Oval. The area is characterised by two key elements of cultural significance and heritage, being the historic Goods Shed and Claremont Train Station.

Future development within the area has the opportunity to invigorate the area with commercial and mixed-use land uses that will activate public realm areas for community and civic type activities while protecting view corridors to the heritage buildings.

5.5 Built Form Design

5.5.1 Building Envelope

The building envelope defines the outer limits for any built form on site and is not an indication of the final building form, mass or scale. Building envelopes are defined through the following detailed built form design controls that respond to the PSP vision and the objectives of the relevant character area.

5.5.1.1 Building Height

Objectives

- To ensure that building heights are consistent with the desired scale and form of the PSP vision and is respectful of the 'village feel' and local character.
- To ensure that larger scale developments are appropriately located within the PSP to manage appropriate transitional height and scale to the outer edges of the PSP.

Development Controls

a) The maximum building height requirement is outlined spatially on **Plan 3**.

b) The building height specified on **Plan 3** is in replacement of generic building height maximums specified under *State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2)* (as amended) for the applicable density codes.

c) Building height is to be measured in accordance with the provisions of *State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2)* (as amended) and clause 40 of *Local Planning Scheme No. 3* and is not to exceed the maximum building height specified on **Plan 3**.

d) The potential bonus building height of between 2 and 4 storeys (to a maximum total building height of between 8 and 10 storeys) is specified for the identified landmark and gateway development sites on **Plan 1** and **Plan 3**. The bonus building height is available only where a proposal meets the bonus development criteria outlined in **Section 5.5.7**.

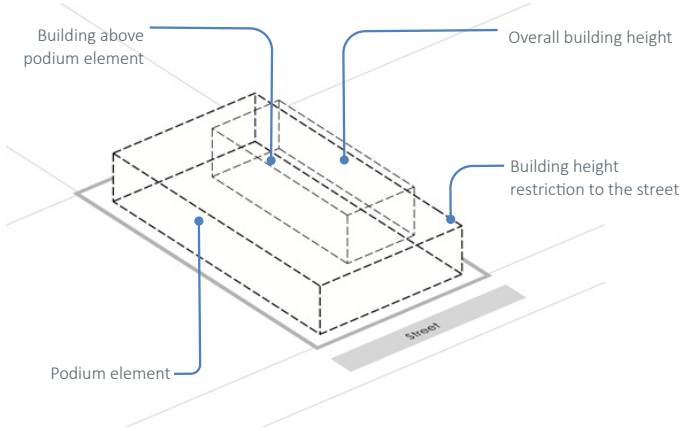


Figure 1: Building Envelope Diagram

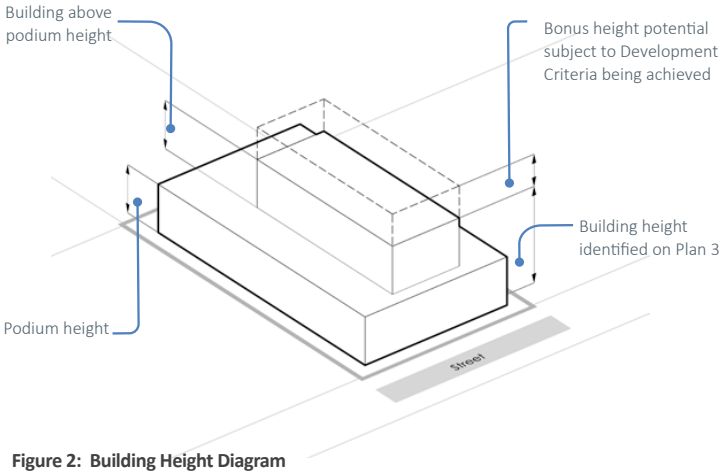
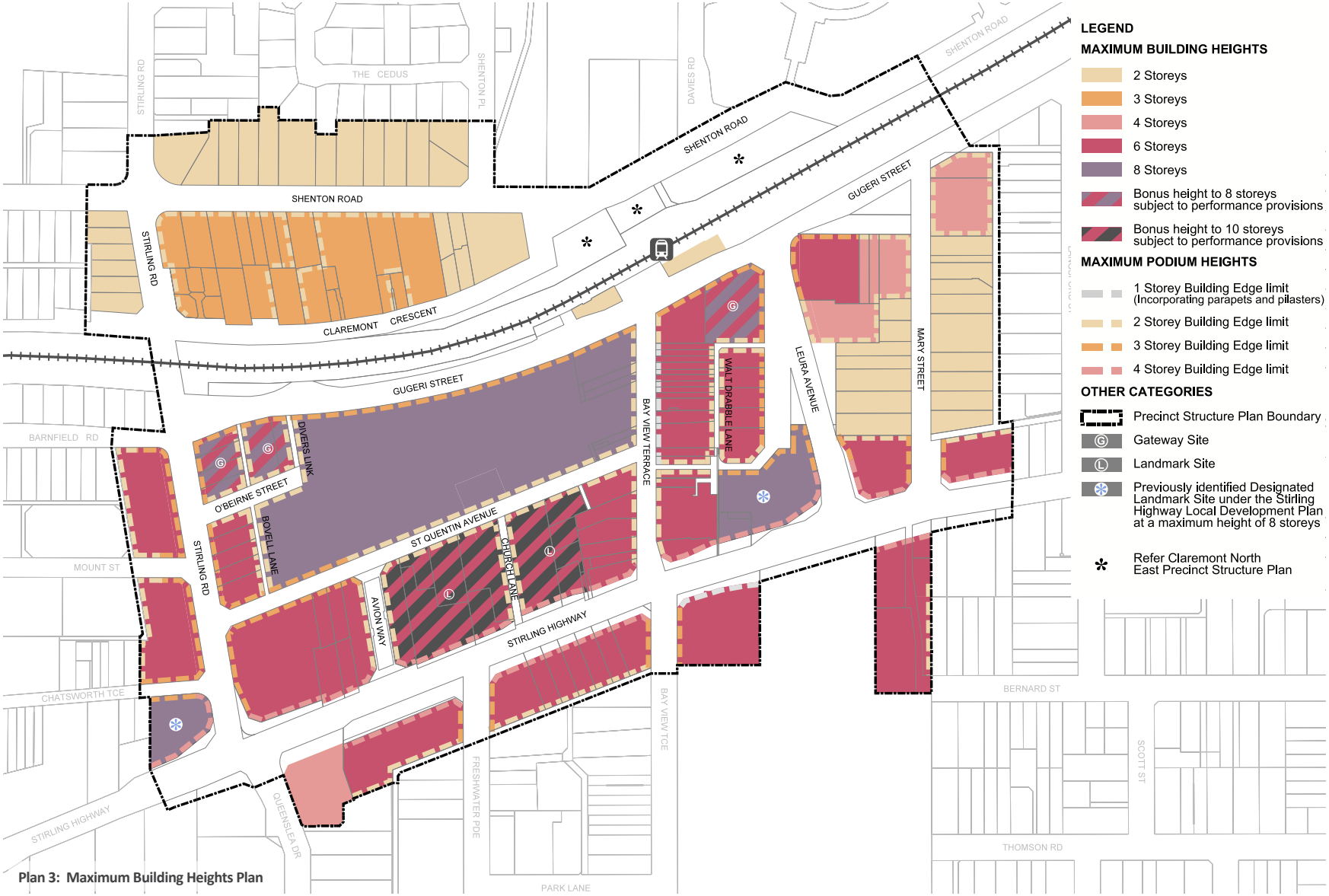


Figure 2: Building Height Diagram



Plan 3: Maximum Building Heights Plan

5.5.1.2 Plot Ratio

Objectives:

- To ensure the amount of development permitted upon any site is controlled within the defined building envelope.
- To ensure development mass is consistent with the Character Area location and is respectful of local amenity.
- To provide sufficient space within the building envelope to achieve design articulation and site responsiveness whilst respecting key view corridors and height restrictions.

Development Controls:

a) The maximum plot ratio requirement for each of the density codes is to be in accordance with *State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2)* (as amended).

b) The maximum plot ratio for sites coded R-AC0 is 3.0

c) The identified 'Landmark' development sites on **Plan 1** are afforded a potential bonus plot ratio of 0.5 (to a maximum total plot ratio of 3.5:1) subject to meeting the criteria outlined in **Section 5.5.7.**

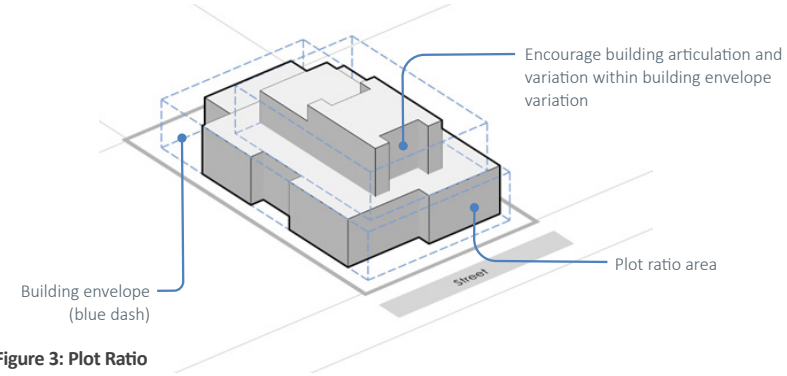


Figure 3: Plot Ratio

5.5.1.3 Boundary Setbacks - Podium Level

Objectives

- To ensure buildings contribute to their appropriate Character Area.
- To provide 'human-scale' building development that contributes to the vitality and activity of the streetscape experience.

Development Controls

a) The minimum primary street and secondary street setbacks for all podium level buildings are specified in **Plan 4**.

b) The primary and secondary street setbacks specified on **Plan 3** replace the generic street setbacks specified under *State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2)* (as amended) for their applicable density codes.

c) Street setbacks are permitted to be averaged, up to a maximum of 50% of the setback distance, provided this results in a benefit to the streetscape amenity and/or broader community.

d) The primary and secondary street setbacks shall be read in conjunction with the Building Height **Plan 3** which specifies maximum podium building height locations.

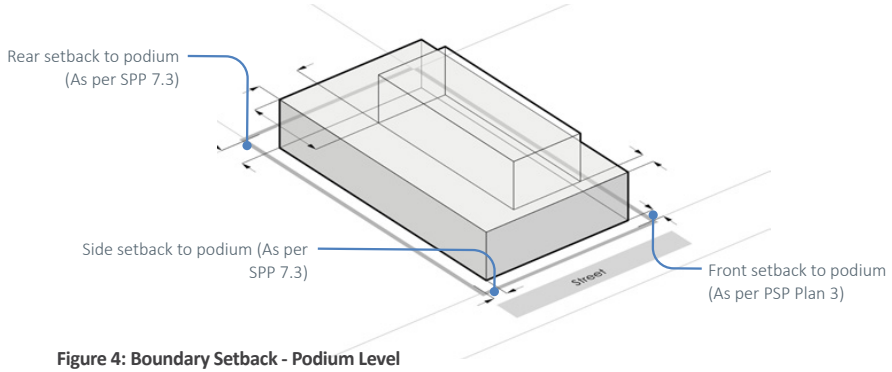
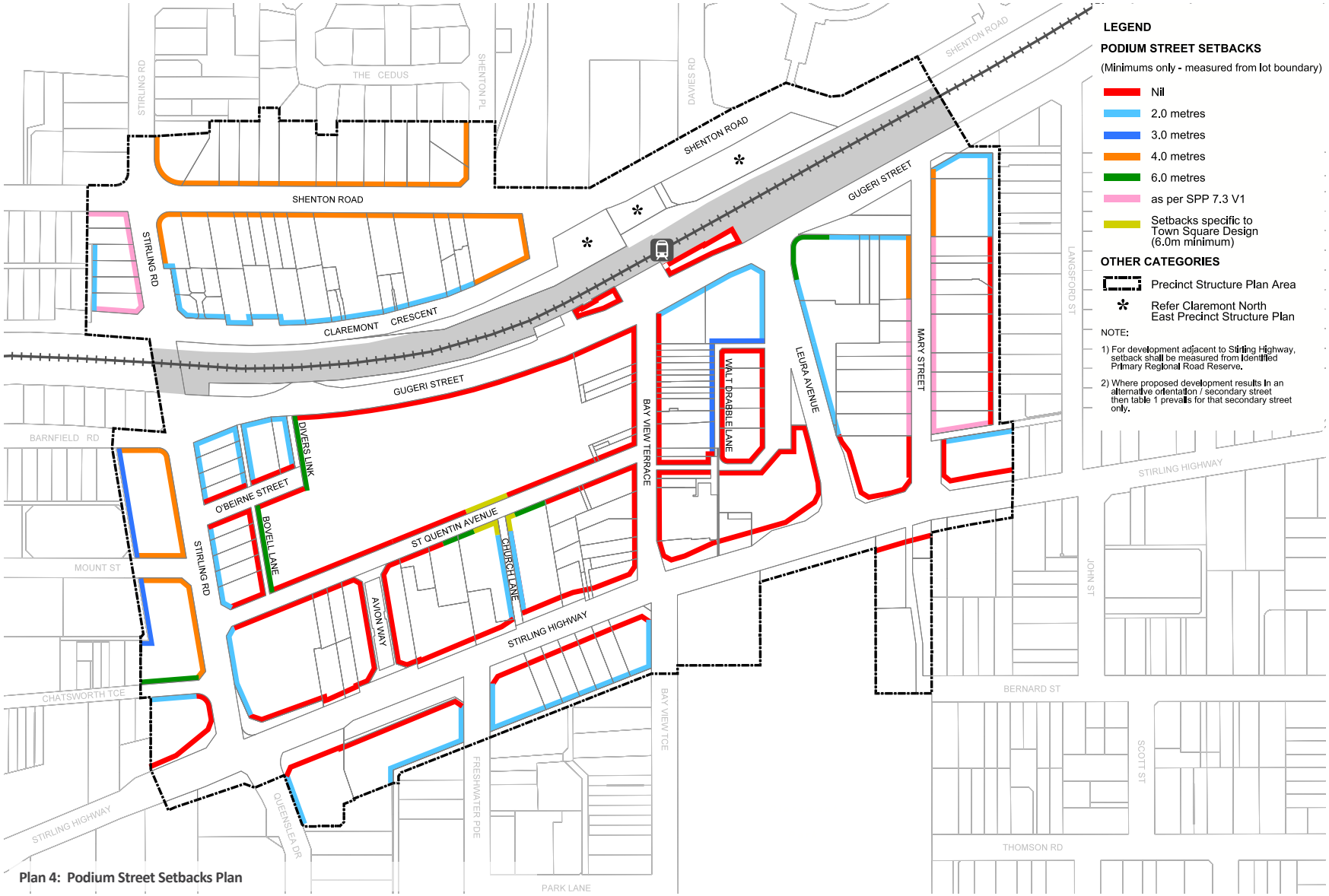


Figure 4: Boundary Setback - Podium Level



Plan 4: Podium Street Setbacks Plan

5.5.2 Boundary Setbacks - Above Podium

Objectives:

- To ensure the building height and mass above the podium is setback from the podium appropriate to their Character Area and respects local amenity.
- To enable view corridors, ventilation and sunlight to penetrate adequately between buildings and into the public realm.
- To ensure that taller buildings must be proportionately slender to respect desired view corridors , and to minimise overshadowing and building bulk.

Development Controls

a) The minimum primary street and secondary street setbacks for all buildings above podium level are outlined in **Plan 5**. These setbacks shall be measured from the podium building edge.

b) The primary and secondary street setbacks specified on **Plan 4** replace the generic street setbacks specified under State Planning Policy 7.3- Residential Design Codes for their applicable density codes.

Table 1: Building above the podium - maximum gross floorplate area

Character Area	Maximum gross floorplate area less than 7 storey	Maximum gross floorplate area greater than 6 storey
1 - Shenton	30%	n.a.
2 - Stirling West	40%	na.
3 - Quarter	50%	n.a.
4 - Core	50%	20%
5 - Leura	40%	20%
6 - Mary	40%	30%
7 - Stirling Highway	50%	30%
8 - Railway	50%	30%

c) For development above the podium level, the tower element is restricted to a maximum percentage of total site area set out in **Table 1**.

d) For development which proposes one or more buildings above podium level, the maximum combined floorplate area shall not exceed the percentage of total site area set out in **Table 1**. Where the proposed development incorporates more than one tower, building seperation shall accord with *State Planning Policy 7.3 - Residential Design Codes (Volume 2)* (as amended).

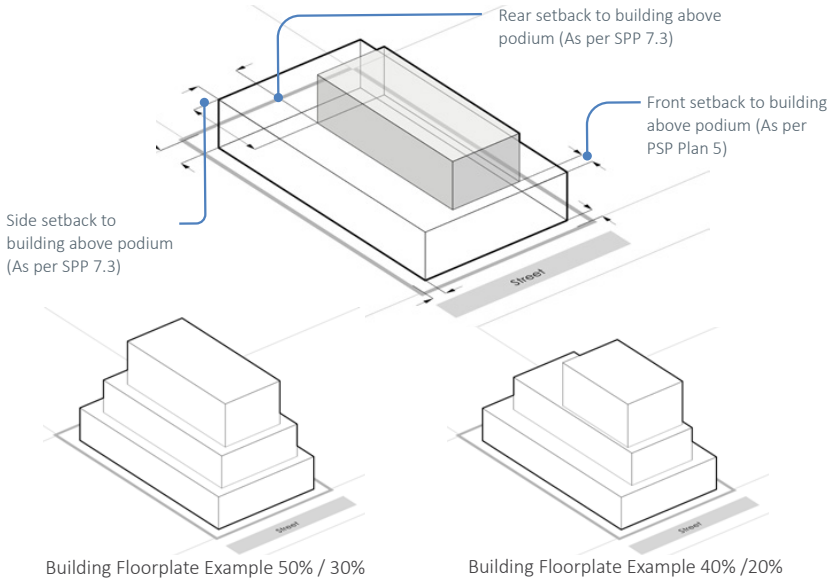
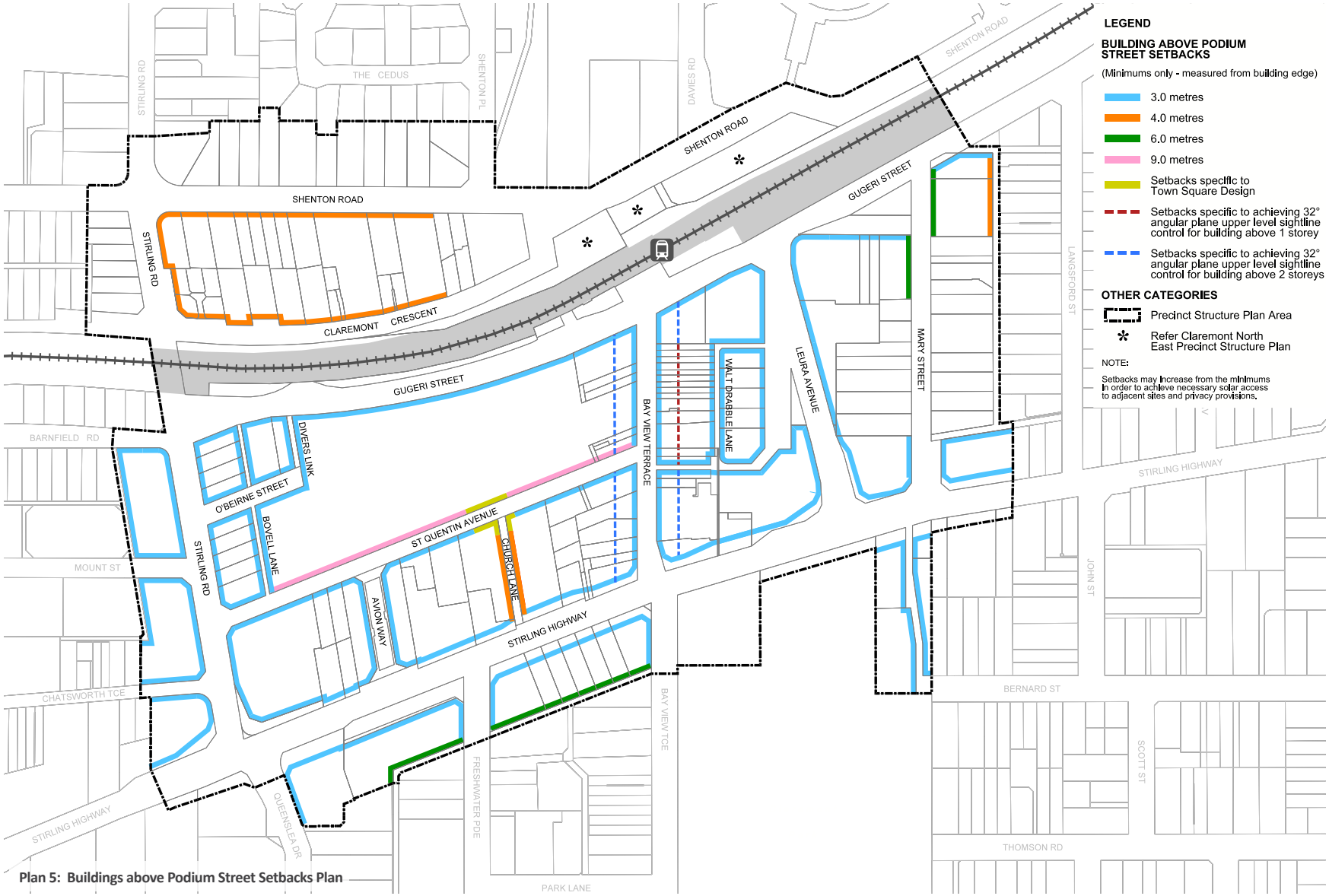


Figure 5: Building Above Podium Elements



Plan 5: Buildings above Podium Street Setbacks Plan

5.5.3 Streetscape Interface

Objectives:

- To ensure that proposed development is complementary to the desired street level condition in each character area.
- To ensure that residential and non-residential ground floor land uses are provided in appropriate locations.
- To achieve building interface that enhances street safety, vitality, activity, visual interest and design quality.

Development Controls:

Building facade categories that apply to new ground floor development are specified in **Plan 6**. The controls relevant to these facade categories are as follows:

5.5.3.1 Active Street Interface Design Attributes

Active street interface design should enable substantial interaction between the buildings interior and the public domain, achieved through direct visual surveillance and land use activation.

a) Buildings are to have clearly defined entrances and windows that constitute a minimum 50% of the street interface with clear, untinted glass.

b) Extent of blank walls to the building frontage shall be limited to 2m lengths.

c) Awnings and/or canopies shall be provided to achieve weather protection to active frontages.

d) Land uses at ground level adjacent to an Active Street shall contribute to generating interest and activity within the adjacent public realm.

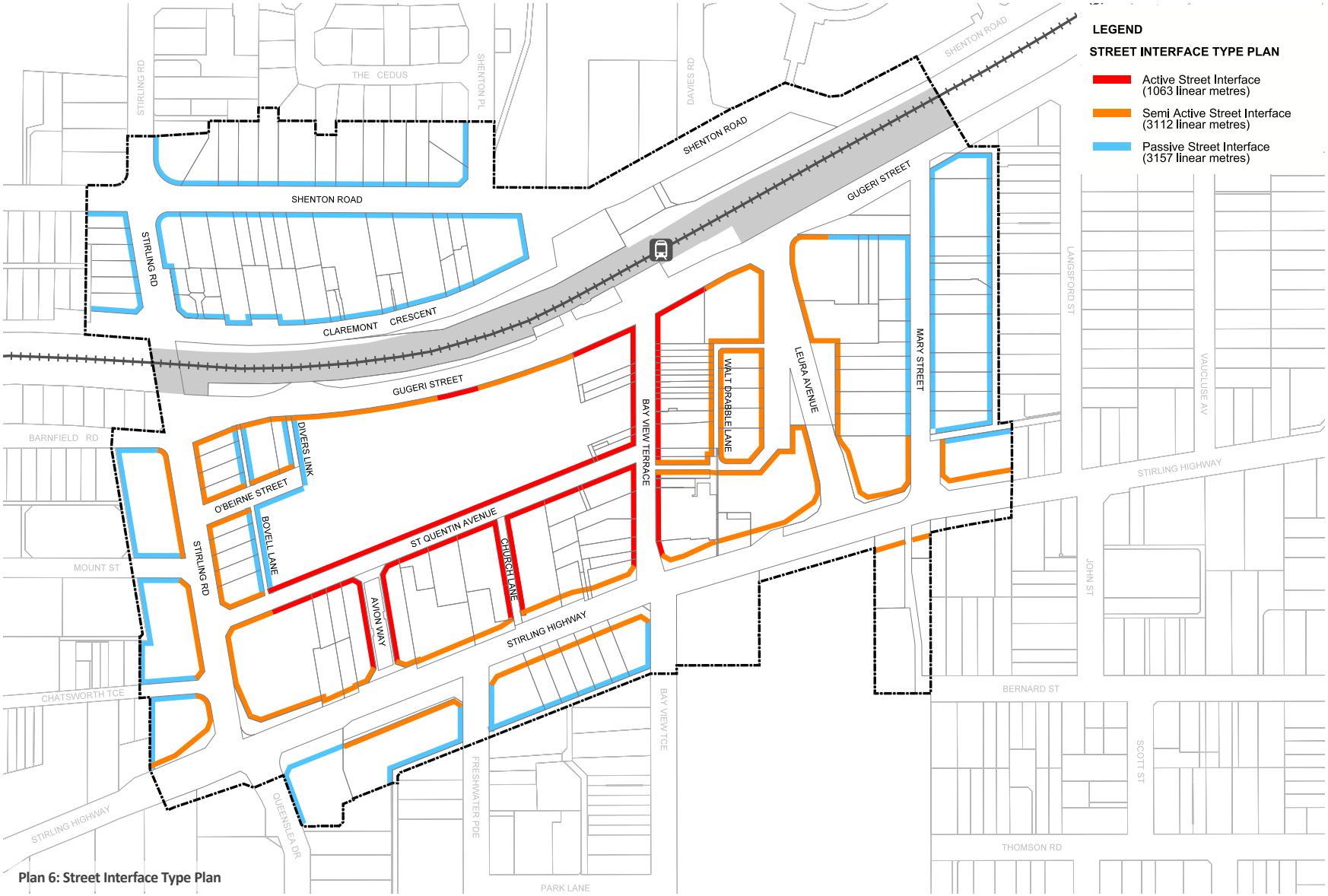
e) Development shall be designed to reinforce the significance of the Active Street with a high standard of details, materials and finishes.

f) Any area where the building is setback from the front lot boundary shall be designed and treated as part of the adjacent pedestrian domain.

g) Residential dwellings and on-site vehicle parking is not permitted at ground level adjacent to an Active Street.



Image: Examples of Active Street Interfaces



Plan 6: Street Interface Type Plan

5.5.3.2 Semi-Active Street Interface Design Attributes

Semi-active street interface design shall contain a balance of active elements and passive elements along their length and even within individual building frontages, to provide interaction and activation of the adjacent public realm.

a) Incorporate capability in a buildings long-term ground floor design to be adaptable between residential and commercial/retail uses, through the following design elements:
   - Floor to floor ceiling height minimums of 4.0m;
   - Universal accessibility requirements; and
   - Limit changes in internal floor levels adjacent the street to a maximum of 1.0m.

b) For semi-active streets with nil building setbacks, awnings and/or canopies shall be provided to achieve weather protection to active frontages.

c) Buildings are to have clearly defined entrances and windows that constitute a minimum 40% of the street interface with clear, untinted glass.





Image: Semi - Active Street Interface Attributes

5.5.3.3 Passive Street Interface Design Attributes

Passive street interfaces are characterised by residential land uses (or otherwise inactive spaces such as laneways or service corridors) with an appropriate amenity and building privacy to the street.

a) Building facades that are articulated at the ground floor, achieving a high quality architectural design response.

b) Passive surveillance of the adjacent street achieved through the location and orientation of habitable rooms within buildings, balconies and/or verandahs.

c) Legible distinction between the public and private realm through the use of low fences, walls or soft landscaping that are visually permeable above 1.2m in height.

d) Non-residential land uses are permitted in accordance with the Town of Claremont Scheme, but the building design shall be compatible with the local character and amenity of the street interface.





Image: Passive Street Interface Attributes

5.5.4 Heritage Sites and Areas

Objectives:

- To ensure that proposed development protects and enhances identified heritage elements within the PSP and wider Claremont Town.
- For all development to be sensitive to the unique heritage character of adjacent and nearby sites.

Development Controls:

a) Sites identified on the Town's Municipal (Heritage) Inventory or Heritage List are identified on **Plan 1**.

b) An application for development of land identified as a heritage sites or areas (or within the immediate locality of an area) which in the opinion of the Town has the potential to alter, impact or affect the heritage value of that site, is to be accompanied by a heritage assessment prepared by a suitably qualified heritage advisor.

c) New development involving a heritage element shall retain, re-purpose and maintain the integrity of the existing heritage place within the new development.

d) The built form controls outlined within this PSP may be varied by the local government to ensure that the heritage value(s) of identified heritage sites are suitably retained, restored and/or integrated into any redevelopment.

5.5.5 Diversity and Ground Floor Adaptability

Objectives:

- Achieve longevity and flexibility in the performance of buildings by ensuring ground floor uses can adapt and transition over time.
- To extend the life of buildings by ensuring flexible configurations to support diverse households and adaptability for future stages of life.
- To achieve robust urban structures, that will meet changing demands.

Development Controls:

a) All development located within Mixed Use- Retail Core and Mixed Use- Transitional Area zoned areas shall achieve minimum ground floor to first floor ceiling heights of 4.0m.

b) Where residential ground floors are proposed within Semi-Active Street interfaces, then a minimum floor to ceiling height of 4.0m shall be achieved to facilitate future adaptability to a non-residential use.

c) All residential floor to ceiling heights (other than those identified in b) above) shall accord with SPP 7.3 or 2.7m, whichever is the greater value.

5.5.6 Vehicle Parking

Objectives

- To ensure that vehicle parking requirements assist in incentivising alternative forms of transport, including public transport and walking / cycling in order to reduce the impact of traffic congestion in the Town Centre.
- To ensure that vehicle parking within the centre is managed in an efficient way and shared use of bays is prioritised over private exclusive use.
- To encourage the development of parking stations to be developed on the periphery of the centre to assist in alleviating excessive traffic intrusion and congestion in the Town Centre.
- To prioritise the provision of residential and existing customer parking in the core of the Town Centre, with the provision of staff parking in parking stations on the periphery of the Centre.

Development Controls

a) The requirements for car parking are outlined in the Town's Scheme.

b) All vehicle parking is to be provided within the proposed development site area or parking stations paid for by cash in lieu funds, and not within the public realm.

c) Residential and short-term visitor/customer parking may be provided on site, but longer term parking is to be provided primarily in parking stations on the periphery of the Town Centre.

d) At grade vehicle parking shall be screened from the view of the primary and secondary street via built form, fencing, landscaping or other screening which provides a high quality interface with the public realm.

5.5.7 Development Bonuses for 'Landmark' and 'Gateway' Sites

Objectives

- To facilitate additional public realm and community benefits in key landmark and gateway locations as annotated[1] on **Plan 1** and **Plan 3.**
- To ensure that development within key locations is able to be developed at a size and scale appropriate for their landmark or gateway location status.

Development Controls

a) The bonus building height and/or plot ratio specified in **Section 5.5.1.11** for identified 'Landmark' and 'Gateway' sites is available only where a proposal provides a public realm or community benefit contribution to a value reflective with the value uplift for the development to the satisfaction of the local government and in accordance with the provisions of the Scheme, this PSP report and any applicable local planning policy.

b) A public realm or community benefit contribution is to be:

i) Consistent with one or more of the criteria outlined in section c) or some alternative form of contribution works which is considered to benefit the broader community to the satisfaction of the local government;

ii) Either:

- Paid as a cash in lieu contribution to the Town, and held in trust, to be expended in accordance with an adopted Public Realm and Community Benefit Expenditure Plan; or
- Delivered in accordance with the conditions of approval, to the satisfaction of the Town of Claremont.

iii) Of a monetary value generally in accordance with whichever of the following formula that yields the greatest contribution amount:

1 Previously identified Designated Landmark Sites under the Stirling Highway Local Development Plan are subject to a maximum height of eight storeys, and are not subject to the development bonus provisions of the PSP.

- (3% x total contract sum) x (number of storeys above the Primary standard ÷ total number of storeys); or
- (3% x total contract sum) x (m^2 of plot ratio area above the Primary standard ÷ m^2 of total plot ratio area).

c) Public realm or community benefit contributions shall take one or more of the following forms to the satisfaction of the Town and be subject to the monetary value requirement outlined in clause b):

i) Publicly accessible private open space areas (PAPOS) which meet the following criteria:
- The PAPOS must be either directly abutting the public realm or designed to be a logical extension of the public realm via the built form design, and must be designed as an integral part of abutting land uses;
- The PAPOS must be developed to accommodate the use of the broader public through the installation of landscaping, seating and other features to invite the public into the space;
- The PAPOS area must be identified as an easement in gross in favour of the local government to provide public access to the site in perpetuity, with maintenance and upkeep of the area to be provided by the landowner; and
- The PAPOS must be open to natural daylight and sufficient sunlight to support landscaping, and not be enclosed on more than two sides, and does not include undercroft areas of a building.

ii) The provision of community facilities which are not related to any proposed use on site and are made available to the public either free of charge or via the management and operation of the local government;

iii) The upgrade of the streetscape, public realm or public open space within the PSP area but not otherwise required as a condition of development approval or necessary as a component of the proposed development;

iv) Provision of movement network or transport infrastructure not otherwise required or necessary as a component of the development; and/or

v) Place making initiatives within the PSP area which are not specifically related to the development proposed.

d) Where a public realm or community benefit is proposed as a component of a development application it must be supported by:
- A Community Needs Assessment to demonstrate and provide evidence for the existing or future need within the PSP area for the proposed contribution item; and
- Justification demonstrating that the proposed community benefit is not otherwise required or necessary as a component of the development, or provides a direct financial benefit to the development beyond the bonus height and/or plot ratio available; and
- Justification regarding the value calculation of the proposed contribution in the context of the formula options outlined in clause 5.5.7 b) iii).

6.0 LOCAL DEVELOPMENT PLANS

Local Development Plans are not proposed for the precinct unless separately identified as necessary by the Town of Claremont or Western Australian Planning Commission in consideration of a specific subdivision or development proposal, or otherwise deemed beneficial in overcoming localised planning issues.

7.0 ADDITIONAL INFORMATION

Other requirements applicable to development applications are outlined in **Table 2** and are discussed below:

7.1 Precinct Strategies

Other strategies that may be developed or reviewed by the Town of Claremont to deliver the vision for the PSP area include (but are not limited to):

- Parkland Masterplan(s);
- Movement Network Strategy(s);
- Community Facility Strategy;
- Public Art Strategy;
- Car Parking Strategy;
- Public Assets Strategy;
- Public Realm Strategy;
- Economic Development Strategy;
- Community Development Strategy; and/or
- Tourism and Destination Development Strategy.

Where relevant to particular development proposals in the PSP Area, these strategies will be given due regard in determining development applications for these proposals.

7.2 Design Review Process

Although the Scheme provides for the Town to establish a Design Review Panel (DRP), at the time of preparing this report the Town does not have a DRP responsible for providing independent advice to the Council and applicants on the architectural quality of new developments in the Town. Instead, the Town utilises the State Design Review Panel where the proposed application meets the threshold for consideration of that panel as a component of assessment.

A development application may be referred to one of the above if considered beneficial to the assessment and determination of the proposal, with advice to be provided on architectural design, to ensure that a high standard of design quality is provided in all proposals and that qualitative design factors are considered in the development approval process.

7.3 Variations

To assist with the exercise of discretion for all development provisions (except for those specified as absolute within the provisions of the Town's Scheme, e.g. height and plot ratio limits and allowances) due regard is to be given to whether the variation:

- Enhances the design quality of the building;
- Presents no significant additional impact on the amenity of the adjoining properties or the public realm; and
- Is consistent with the objectives of the Precinct and/or the applicable design element objectives of the R-Codes.

Table 2: Additional Information Applicable to Development Applications

Matter for Consideration	Requirement	Criteria	Further Information
Transport Impact	A Transport Impact Statement (minor development) or a Transport Impact Assessment (major development) is to be submitted with any development proposal within all Character Areas of the precinct with the exception of Area 1 (Shenton), Area 6 (Mary) and Area 8 (Railway).	The proponent is required to prepare and lodge a Transport Impact Statement (TIS) or Transport Impact Assessment (TIA) with any development proposal within the precinct consistent with the Department of Planning, Lands and Heritage *Transport Impact Assessment Guidelines* (as amended).	**Section 9.0**
Landscape Concept Plan	A Landscape Concept Plan is required to be prepared and submitted with any development proposal within all Character Areas of the precinct with the exception of Area 1 (Shenton) and Area 6 (Mary).	The proponent is required to demonstrate that onsite landscaping is consistent with the guidance provided by *State Planning Policy 7.3 - Residential Design Codes* and/or the Town's relevant Scheme provisions and policy guidance, and in addition is to identify: • Measures taken to ensure that verge landscaping and mature trees are not impacted by the development design or damaged during construction; and • Opportunities to increase landscaping within the adjacent public realm, or undertake landscaping immediately abutting the public realm to provide shared benefit.	**Section 8.0**
Stormwater Drainage Management	A concept stormwater drainage plan is to be prepared and submitted with any development proposal within all Character Areas of the precinct with the exception of Area 1 (Shenton) and Area 6 (Mary). by a qualified engineer to demonstrate that onsite drainage will sufficiently meet the needs of the development without impacting upon adjacent sites or the Town's broader drainage network.	The proponent is required to demonstrate that onsite drainage proposals will meet the needs of the proposed development without impacting the function of adjacent sites or the broader drainage network, and are in accordance with the principals and requirements of SPP7.3 (as applicable) and the Department of Water's *Better Urban Water Management* (2008).	**Section 10.0**
Utility Infrastructure Impact	A utility infrastructure assessment is required to be prepared and submitted with any major development proposal.	Where in the opinion of the local government a development proposal is likely to exceed the capacity of the existing utility infrastructure network, the proponent is required to prepare and submit a utility infrastructure assessment to demonstrate that the subject proposal is capable of being serviced with all essential utilities based on existing network capacity or proposed upgrades.	**Section 11.0**
Acoustic Assessment Report	An acoustic assessment report is to be prepared and submitted as a component of any development application within all Character Areas of the precinct with the exception of Area 1 (Shenton) and Area 6 (Mary) which includes a proposal for any of the criteria listed to address the requirements of the Noise Management Plan and State Planning Policy 5.4	1. Where a development proposal includes any noise sensitive use and the subject site is within: • The trigger distance under State Planning Policy 5.4 (as amended) for the Perth-Fremantle Passenger Rail; • The trigger distance under State Planning Policy 5.4 (as amended) for Stirling Highway; • 50m measured perpendicular from the outer extent of the closest road carriageway for Gugeri Street, Stirling Road or Leura Avenue. 2. Where a development proposal includes an outdoor dining or entertainment space which is likely to generate noise and is within 100m of any existing or future noise sensitive use(s).	**Section 5.0** **Appendix A** State Planning Policy 5.4- Road and Rail Noise

PART 2

Explanatory Section



1.0 INTRODUCTION

The purpose of the Explanatory Report is to support the Precinct Structure Plan (PSP) contained in Part 1 by providing the background and explanatory information used to prepare the Precinct Structure Plan.

The information included is to be relevant and sufficient to support the precinct structure plan and provide further information to assist decision-making. Part 2 is to include recommendations for implementing the technical studies in the PSP.

The Explanatory Report is divided into Sections as follows:

- **Site and Context Analysis:** This section provides a comprehensive overview of the relevant background information including the planning framework, opportunities and issues, demographic profile and contextual considerations.
- **Stakeholder and Community Participation:** This section provides an overview of the extensive stakeholder and community engagement and the key message that emerged from the process to inform the preparation of this Precinct Structure Plan.
- **Vision:** This section provides an outline of the urban design and public realm vision for the precinct.
- **Urban Structure:** This section provides an overview of the street and block structure of the precinct, lot layout and key contextual considerations.
- **Activity / Land Use:** This section outlines the existing and proposed land use framework within the precinct
- **Built Form:** This section outlines the proposed built form responses across private landholdings.
- **Public Realm:** This section outlines the existing public realm and proposed improvements which reflect the vision for the precinct.
- **Movement:** This section outlines the existing movement network, including local and regional roads, cycle network and pedestrian connectivity, and proposed improvements to these networks to reflect the vision for the precinct.
- **Infrastructure:** This section outlines the existing utility infrastructure services, and the extent of upgrades which may be required to facilitate redevelopment within the precinct.
- **Environment / Urban Ecology:** This section outlines environmental and urban ecology considerations within the precinct.
- **Implementation:** This section outlines the actions required in implementation of the Precinct Structure Plan.

1.1 Purpose

The PSP provides a framework for the planning and development of the area by providing a holistic long term vision and implementation framework. The report is intended to guide decision making by all stakeholders, including Local and State Government, landowners, business owners, residents and investors.

1.2 Objectives

The Precinct Structure Plan seeks to facilitate the redevelopment of the precinct in an area that:

- Maintains and enhances 'village feel' for Claremont Town Centre, and ensures that the unique character of the precinct is respected, retained, enhanced and celebrated;
- 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;
- 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;
- Defines appropriate building envelopes and key development criteria to guide redevelopment of private property;
- Identifies the location and type of key public spaces to provide a high level of amenity for current and future residents and visitors; and
- Facilitates improved connectivity, safety and a high level of activity within the movement network and broader public realm.

1.3 Precinct Plan Area

The PSP applies to the land contained within the inner edge of the line denoting the PSP area boundary on **Figure 6**.

The PSP area is located within the Town of Claremont and is bound by existing land parcels to the north of Shenton Road, to the west of Stirling Road, to the south of Stirling Highway and to the east of Mary Street.

The area straddles both a Regional Road (Stirling Highway) and the passenger railway (Fremantle line), and is in close proximity to the Swan River, Claremont Oval and Claremont Park, in addition to the Lake Claremont recreation precinct and the Royal Agricultural Showgrounds.

The PSP area has a total area of 29.8031 hectares, and at the time of preparing this report consists of approximately 161 land parcels.

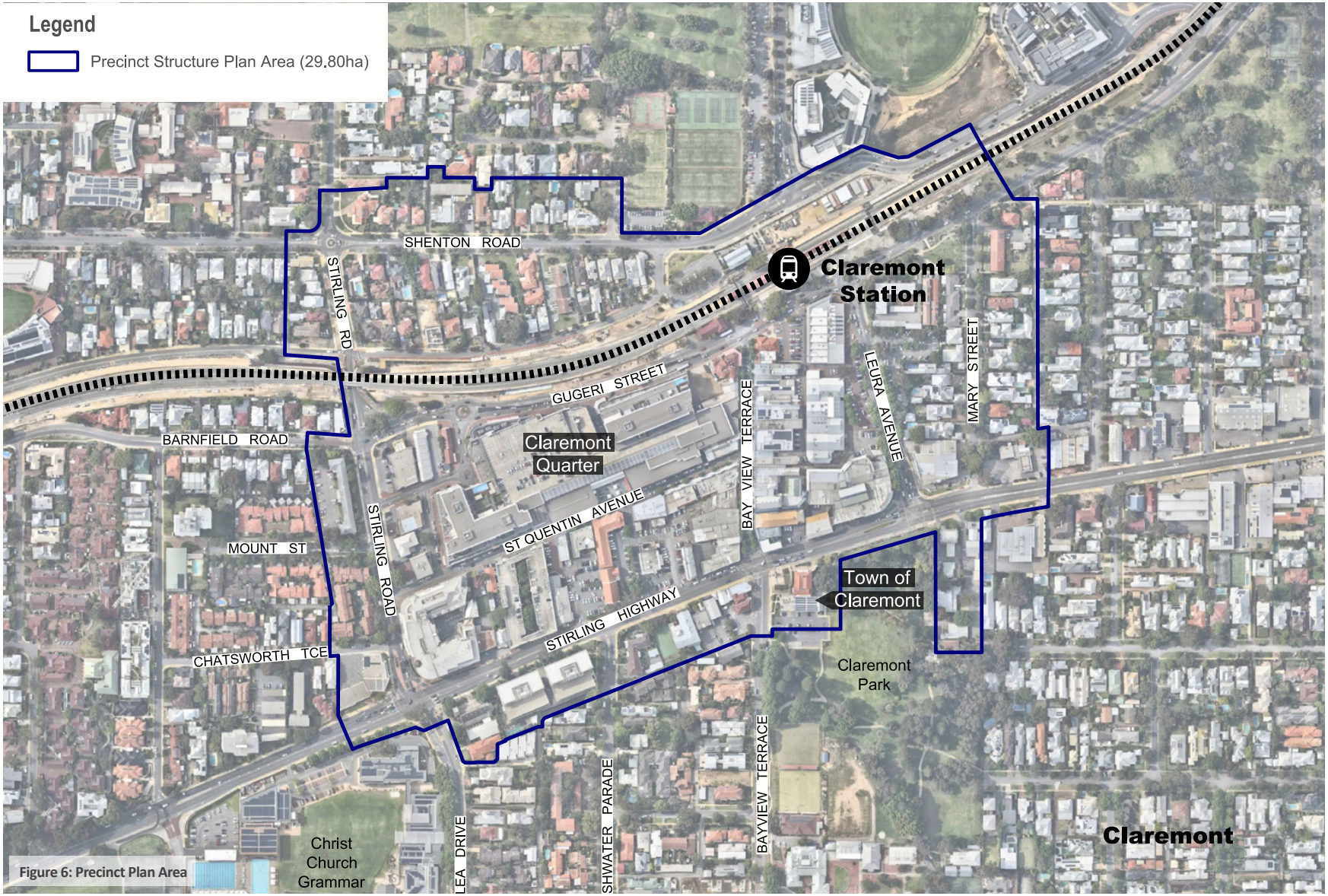


Figure 6: Precinct Plan Area

2.0 SITE AND CONTEXT ANALYSIS

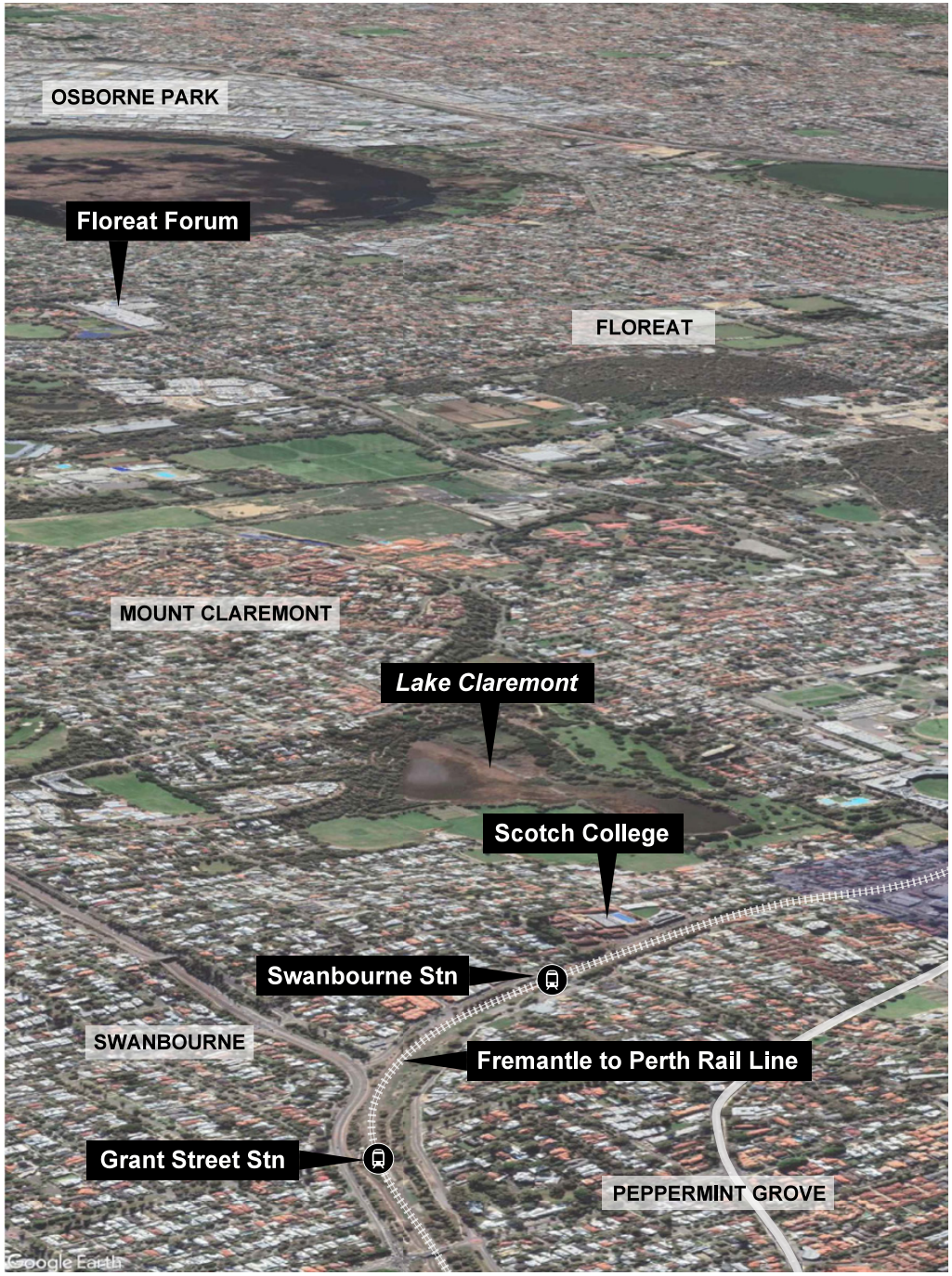
2.1 Physical Context

2.1.1 Regional Context

The Claremont Town Centre (The Precinct) is located in the western suburbs of the Perth Metropolitan region within the Town of Claremont. The Precinct is located approximately 9km 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 8**- Regional Context).

The Precinct is a Secondary Activity Centre within the Perth and Peel Activity Centre Hierarchy outlined in State Planning Policy 4.2 (SPP4.2). SPP4.2 recognises that secondary centres such as Claremont play a significant role as regional activity centres providing essential services to their catchment but overall serve smaller catchments than Strategic Metropolitan Centres. The Claremont Town Centre catchment extends approximately 10km and services a population beyond the Town of Claremont.

Other activity centres in proximity to the Precinct are mostly higher order centres including the Perth CBD (Capital City) and Fremantle and Stirling (Strategic Centres) all of which are within 10km of Claremont, however, Subiaco is also a Secondary Centre and is approximately 6km north-east of Claremont. A number of lower order District Centres are located within proximity and play a role in servicing a smaller catchment with a small offering of services and facilities.



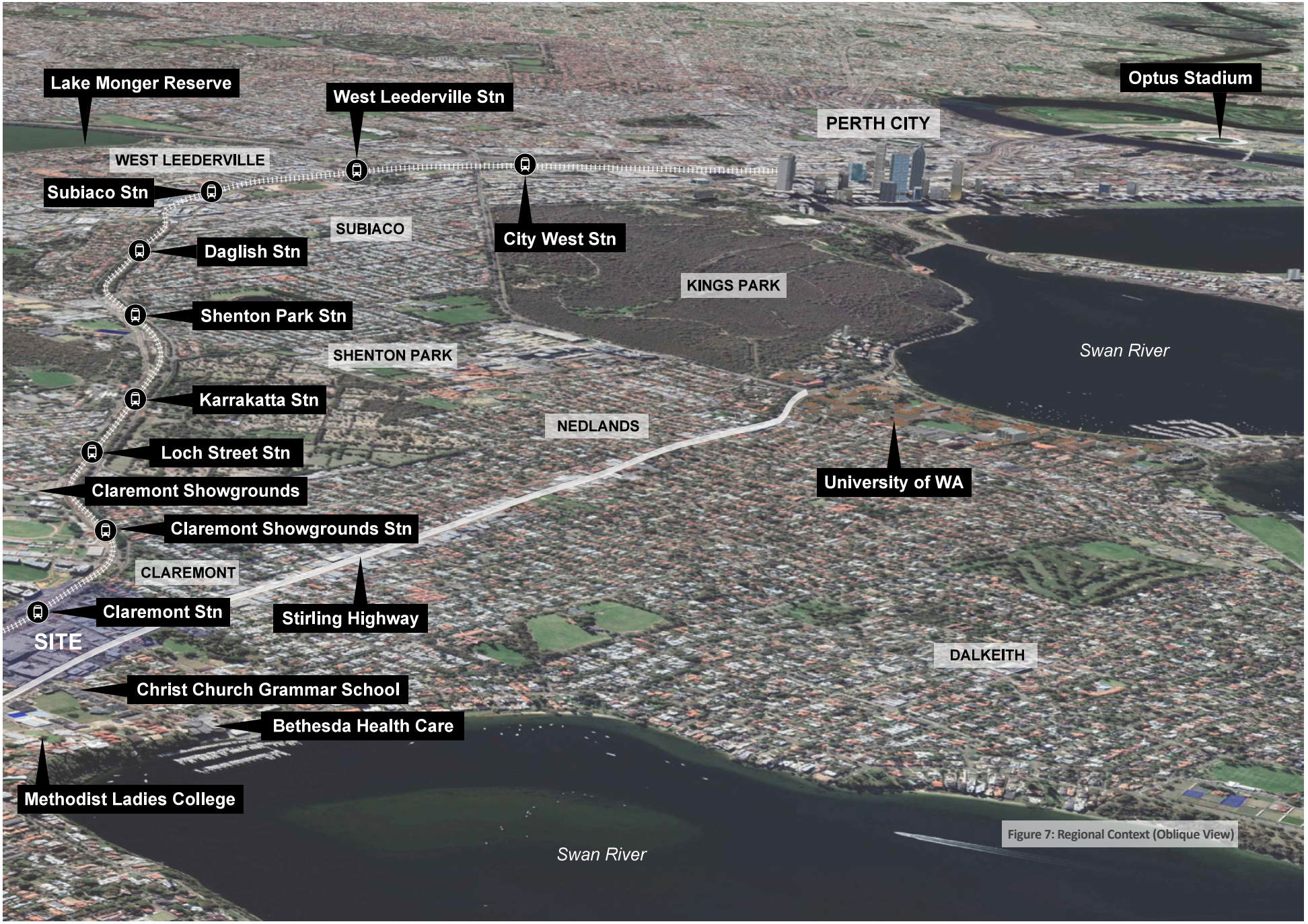


Figure 7: Regional Context (Oblique View)

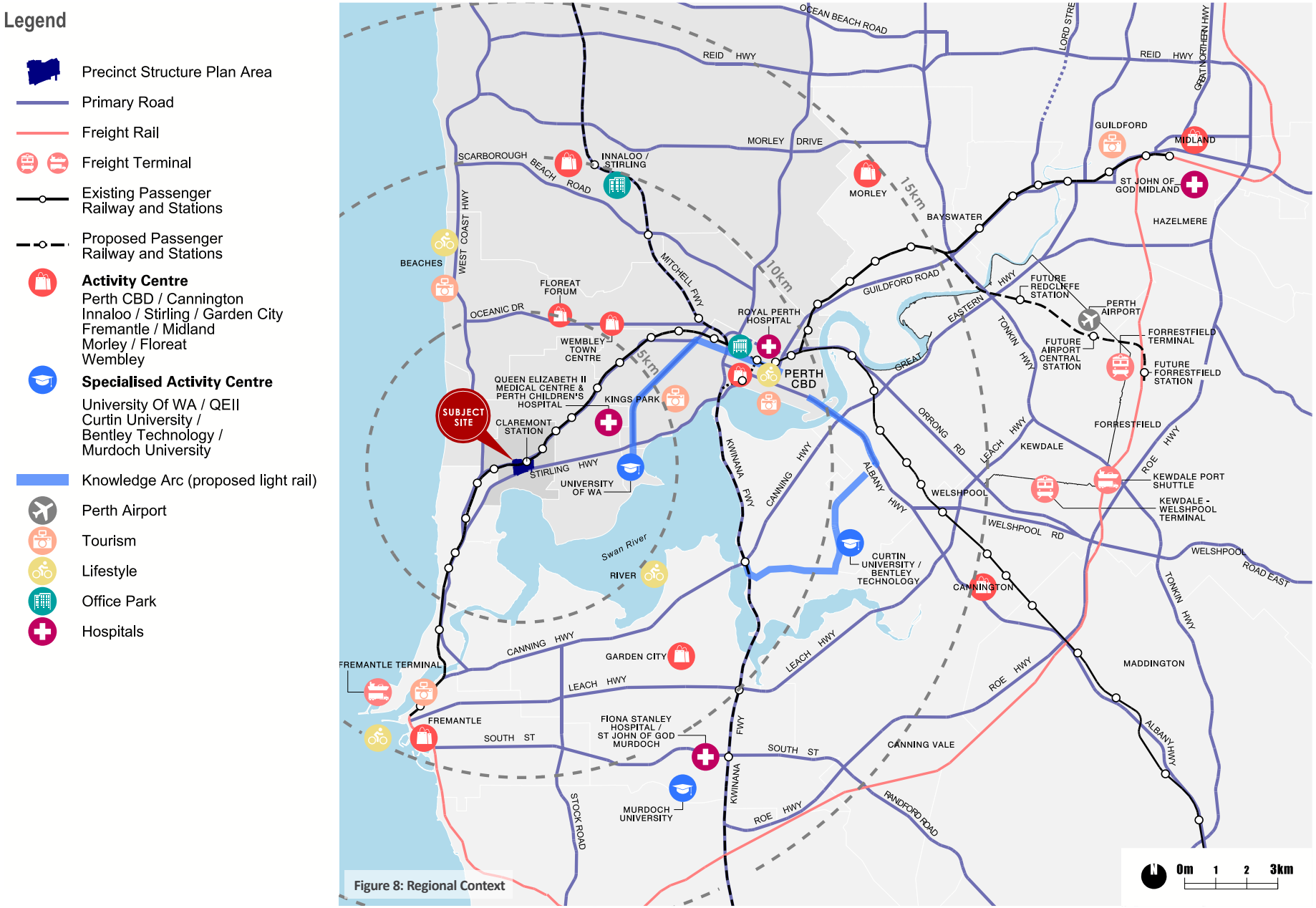


Figure 8: Regional Context

2.1.1.1 Regional Assets

The PSP area possesses a range of regionally significant assets and infrastructure, which establish it as a significant Activity Centre with greater regional importance than a standard Activity Centre and underpin its potential for significant future growth.



Premier Retail Precinct

Bay View Terrace and St Quentin Avenue are some of Perth's most established cafe, retail and restaurant precincts, anchored by Claremont Quarter. It offers a diverse range of convenience and experiential shopping, dining and entertainment. Claremont Quarter is acknowledged as one of Perth's premium shopping and lifestyle destinations and attracts visitors from the wider metropolitan area.

The future of retail is experiential and place based. Bay View Terrace offers a significant opportunity to capitalize on this if the public realm is enhanced, local character and distinctiveness is maintained, and if the mix of uses is carefully considered.



Private Education Institutions

Claremont is home to a number of private Education Establishments that cater to Primary through to Secondary school aged students and include day and boarding schools including Scotch College, Methodist Ladies' College and Christ Church Grammar School.

Facilitating the needs of youth within the Precinct is an important consideration noting the larger student population within the area. Consideration of public realm requirements as well as safe and legible pedestrian and cycle accessibility will be important.



Swan River and Lake Claremont Environs

The Swan River and its environs is a regional waterway and recreation facility that connects Perth to Fremantle. It provides for a variety of water based and recreation opportunities that support the Precinct, which is otherwise reliant upon the environmental and recreational asset of Lake Claremont, and other smaller regional and local parks and recreation areas.

Development within the Precinct should respond to its relative location to the Swan River and the Lake Claremont area, and provide for strong legible pedestrian and cyclist connections to facilitate access and enhance the public realm within the Precinct.



Regional Connectivity

The Perth to Fremantle Railway line and Stirling Highway provides the PSP area with direct connectivity to regional centres from Fremantle to Joondalup and the Perth CBD. This makes the PSP area one of the most highly accessible centres for regional visitation. This accessibility is further enhanced by the Claremont Railway Station and the high frequency bus services along Stirling Highway, along with the recent designation of the station as the terminus for the Perth to Forrestfield Airport Link.

Development within the PSP and in close proximity to the Claremont Station and Stirling Highway should respond to the Transit and Activity Corridor land use and intensification opportunities.



Stirling Highway

Stirling Highway is one of Perth's busiest roads, and congestion and delays are common as regional traffic passes through Claremont to access the Perth CBD and Fremantle. This also limits the ability for pedestrians and cyclists to access across Stirling Highway.

In addition to managing noise considerations from the Stirling Highway, development should be designed to facilitate safe and convenient access to the Highway for motorists, pedestrians and cyclists.



Open Space and Community Facilities

The Town of Claremont is comparatively well provided for in local and regional open space and community facilities, including Claremont Oval, Lake Claremont, the Aquatic Centre, Golf Course, Tennis Club, Bowling Club and Claremont Park area, all within relatively close proximity to the PSP Area.

Upgrades to connectivity of the PSP area with the adjacent and surrounding community facilities and open space will be essential in providing for the needs of a changing and growing resident community.

2.1.2 Local Context

2.1.2.1 Historical Context

Historically the Aboriginal people who were the main occupants, including what is now the Town Centre area, were the Whadjuk Noongar people – in particular a family unit of about 32 people who are thought to have been the main occupants of the area. The district containing Claremont was known as Mooro and the area was seen as a place of plenty that provided a stable water and food source, particularly in Freshwater Bay and Lake Claremont[1].

As European Settlement occurred, the area played an important role in connecting the emerging colonies at Perth and Fremantle, acting as a halfway point between the settlements with the area growing with the development of a Pensioner Guard Village, Convict Depot and Gentry Village providing the eventual birth of Claremont as a suburb. At the heart of these developments was the Perth to Fremantle rail line around which the beginnings of what is now the Claremont Town Centre were born.

The pre- and inter-war period saw the most significant development of the Claremont Town Centre, which has characterised its heritage value. Some of the most significant developments that occurred during this time include the Claremont Hotel which remains in place to this day.

The inter-war period saw the introduction of Art Deco architecture, of which the Claremont Municipal Chambers is a fine example. By the end of World War II, the distinct and charming character of Claremont was well and truly established.



Image: Historical images of the Claremont Town Centre - Claremont Train Station c. 1890's (top left); Nicholson's Chemist Bay View Terrace c. 1906 (top right); Claremont Train Station November 1945 (bottom left); Bay View Terrace c. 1964 (bottom right). Source: State Library of Western Australia

1 Town of Claremont (2022), Heritage & the Town of Claremont, https://www.claremont.wa.gov.au/MediaLibrary/TownOfClaremont/Documents/Thematic-history.pdf

2.1.2.2 Existing Land Uses

The Precinct is characterised by a broad range of land uses common within an inner urban metropolitan centre.

Commercial and retail uses are predominantly located within the 'Town Centre zone' of LPS3, and are focused between the railway line to the north and the precinct boundary to the south, and generally between Stirling Road to the west and Leura Avenue to the east. Common uses include retail shops, cafes, restaurants, offices, small showrooms and pubs/bars.

Residential uses are equally as broad, and the PSP area currently accommodates a broad range of single detached dwellings, attached or grouped dwellings and apartments in a medium and high density configuration.

The predominant use mixture is shown in **Figure 9**.

2.1.2.3 Existing Built Form

Existing built form throughout the Precinct also varies significantly, with building heights ranging from single storey detached dwellings or commercial buildings to the multi-storey apartments more developed atop the Claremont Quarter and to the south of Stirling Highway.

There are also many sites across the Precinct identified on the Town's Municipal Inventory and Heritage List, in addition to the State Heritage List, which warrant varying levels of protection. The identified heritage sites are shown in **Plan 1**.

2.1.2.4 Accessibility and Connectivity

Movement to, from and around the Precinct is supported by a number of major transport infrastructure links including Stirling Highway; Stirling Road; Gugeri Street; a strong public transport network and access to pedestrian and cycle paths.

The Precinct is strategically located adjacent to the Perth to Fremantle train line, which provides a walkable catchment to the majority of the Town Centre Precinct.

As part of the Metronet project, the Claremont Station is undergoing upgrades to increase service frequency and allow direct access to the Forrestfield-Airport link for rail passengers and to upgrade bus facilities. The area is also accessed by two high frequency bus routes and eight other bus routes that traverse the Precinct. Key movement networks are shown in **Figure 48**.

2.1.2.5 Existing Public Realm

The Precinct has reasonable access to open space and public realm amenity. Formalised public open space is available to the south (Claremont Park) and immediate north (Claremont Oval and Lake Claremont Recreational Area), with the Swan River foreshore able to be reached within a 10 minute walk. There are also a range of more urban public spaces available, notably the Town Square on St Quentin Avenue and the Bay View Terrace shared space.

The road network provides some high amenity streets, but there are also a number of streets which lack suitable infrastructure to encourage pedestrian movements and streetscape activity.



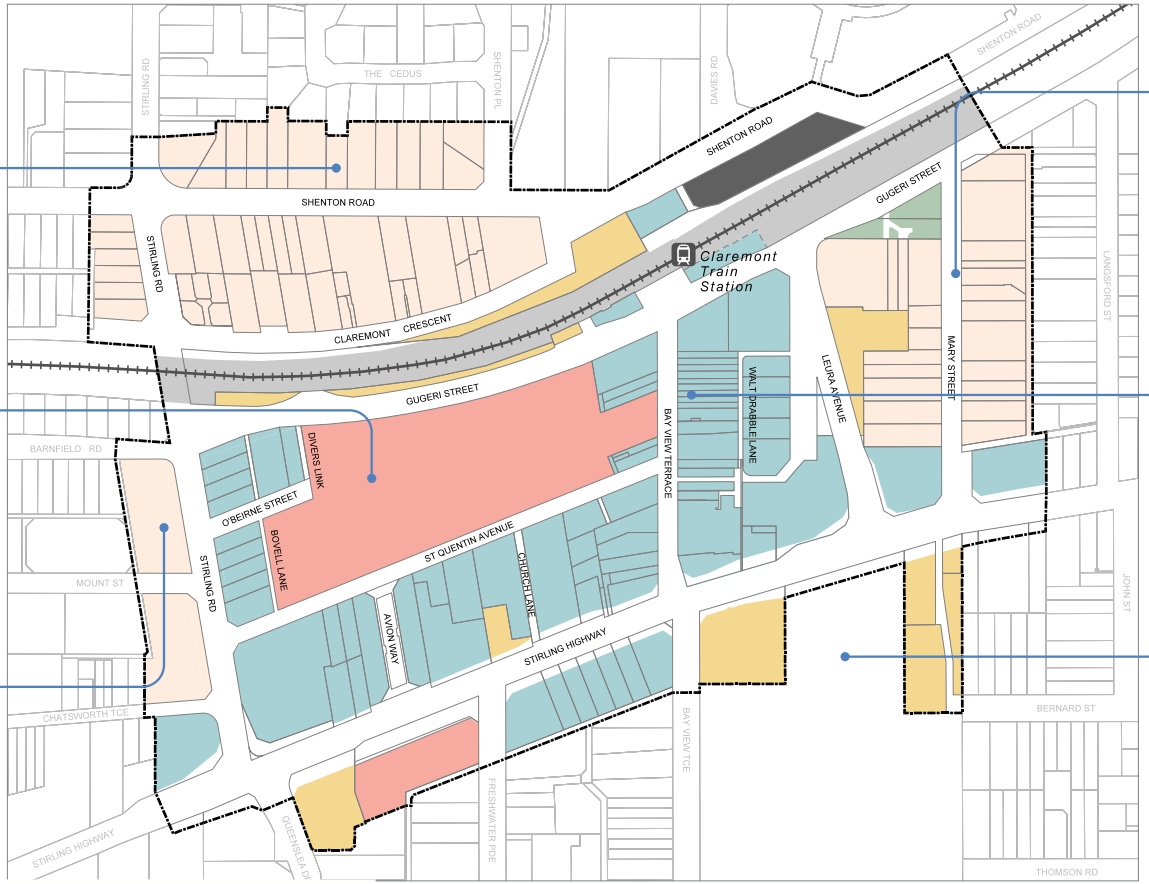
Existing suburban residential development fronting Shenton Road



Redevelopment of the Claremont Quarter provided for higher density mixed use outcomes



Existing higher density residential along Stirling Road.





Existing residential development within the Mary Street character area.



Existing character retail within the Bay View Terrace mall area.



Claremont Park provides local open space for the PSP area.

Figure 9: Local Context Plan

2.2 Community Context

2.2.1 Demographic Summary

A demographic summary is outlined on the adjacent page outlining key demographic considerations which have informed the preparation of this PSP.

Planning for the Precinct must account for the existing and anticipated community and needs of the current and future resident, workforce and visitor populations. The summary below provides a snapshot of this changing area and its unique demographic attributes and characteristics as compared to Greater Perth. Further details regarding **Figure 10** are detailed in **Section 2.2.2, 2.2.3 and 2.2.4.**

The Town of Claremont has an older population when compared to greater Perth with a median age of 43 when compared to Greater Perth at 36 and with 23% aged 65 years and older. Local residents tend to be relatively affluent, with a higher proportion of residents earning a weekly income of $3,000 or more (13.87%) compared to Greater Perth (4.3%).

Despite access to convenient rail and bus services, public transport patronage is relatively low with only 4% catching the bus to work and 9% catching the train. Cycling to work is also relatively low compared to inner city areas in other Australian cities.

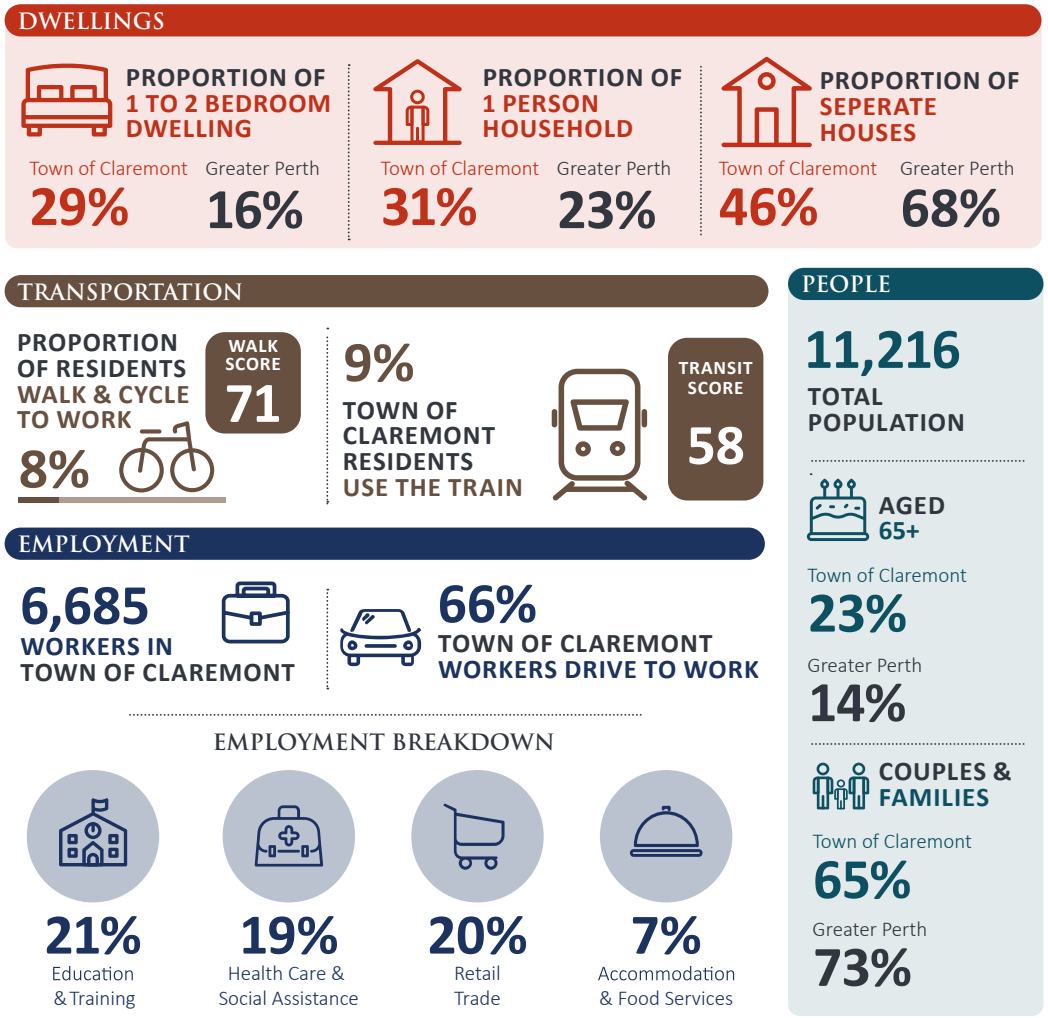


Figure 10: Demographic Summary

2.2.2 Population

The Town Centre has a population of 587 within the Precinct boundary and supports the broader Town of Claremont local government which has a total population of 11,216. This represents an 11.56% increase from 2016.

Population forecasts prepared by forecast.id predict a population of 14,600 by 2041 representing an increase of 3,384 people, or 30.17%, from 2021. Whilst it is not expected the Town Centre Precinct will accommodate the entire increase in residential population, it is expected to play a significant role in providing housing options and serving the commercial and infrastructure needs of the expanded population for the Precinct and broader local government area.

Based on the 2016 Census, the Town of Claremont has a median age of 43 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 60+ age bracket (**Figure 11**) and significantly lower proportions of children under 5 and within the 25-44-year-olds.

Between 2016 and 2031, the age structure forecasts for the Town of Claremont indicate a 20% increase in population under working age (15-64 years), a 26.4% increase in population of retirement age (>65 years), and a 27.8% increase in population of working age.

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.

Based on this age structure, it is expected that the design, operation and goods/services offered within the Town Centre need to ensure they are 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.

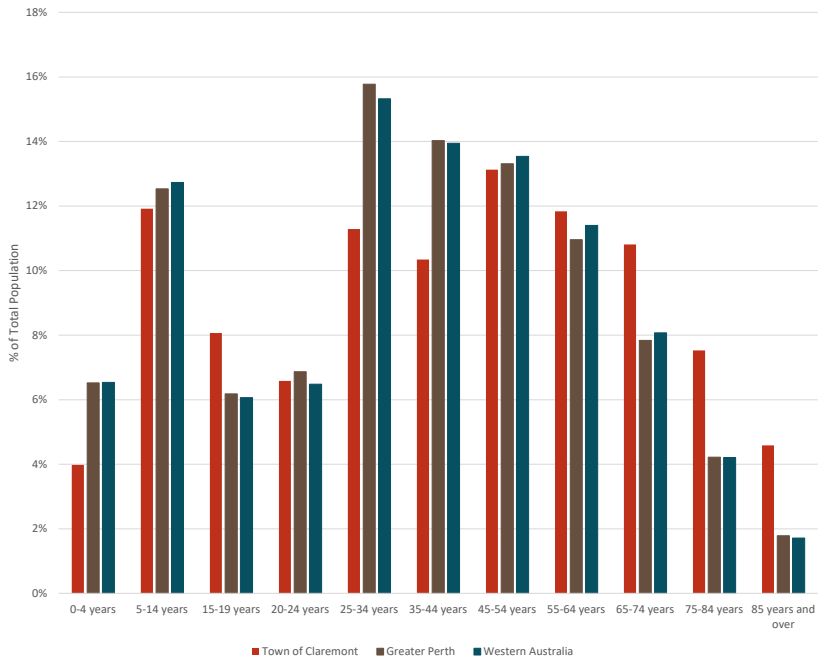


Figure 11: Population by Age/Location (Source: ABS Census 2016)

2.2.3 Housing

Traditionally, the Town of Claremont has 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 flat or apartment dwellings (20.79% vs. 5.85% and 4.91% respectively) when compared to the Greater Perth Area and Western Australia (**Figure 12**).

The area 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 25-35.

The number of dwellings in the Town is forecast to grow from 4,842 in 2016 to 6,882 in 2041, with the average household size falling from 2.30 to 2.23 by 2041. In 2016, the dominant household type in the Town was 'Lone person households' accounting for 30.9% of household types, increasing to 31.6% by 2041. The second highest is 'Couples with dependents' increasing from 27.5% in 2016 to 28.1% by 2041.

The Town Centre Precinct is expected to play an important role in supporting this housing stock diversity and affordability, with its high amenity location in the activity centre; with access to Claremont Station; and 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 precinct will prepare for delivery of adequate retail, commercial and service offerings as well as housing to meet these future needs.

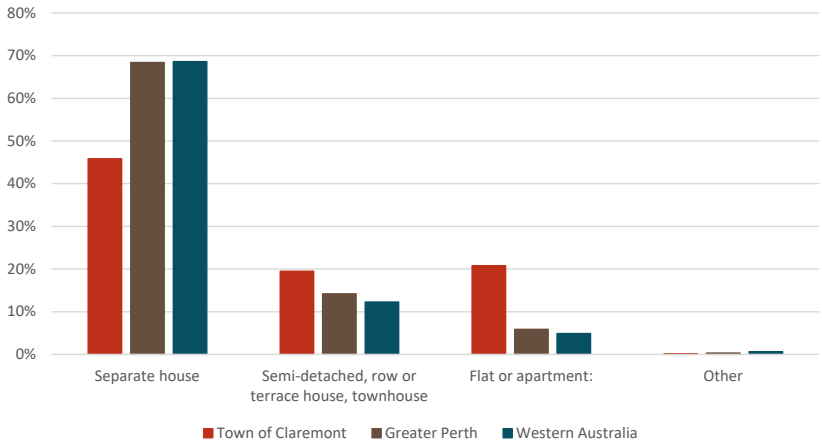


Figure 12: Household Type by Location (Source: ABS Census 2016)

2.2.4 Economy

As of 2016, the top employing industries in the Town of Claremont were education; retail; and health care and social assistance. The prevalence of the education sector is to be expected given the extent of high quality educational facilities located within the local government area. Beyond the education sector, the high number of retail jobs are heavily located in the Town Centre and along with other sectors, the Town Centre provides employment for 2,628 workers.

The Town Centre has a diverse mix of land uses including predominantly shop/retail but also residential; office/business; utilities/communications; entertainment/recreation/culture and health/welfare/community services. The Centre has a greater diversity of activity than most other Secondary Centres in the Perth Metropolitan region, providing a greater offering to the catchment, however, the changing nature of retail has the potential to result in changes to the composition of major retailers.

Such a scenario may create a number of opportunities for redevelopment of these spaces including attracting multiple smaller tenants to occupy the space or to follow the examples of department store redevelopment into a mix of retail, office, community and food & beverage uses such as in the old Myer building in Fremantle.

The Town of Claremont has approximately 283,000m^2 of commercial floorspace distributed across the Claremont Town Centre, Stirling Highway East, Swanbourne Local Centre, Loch Street Local Centre, Claremont Showgrounds, a small light industrial area and Bethesda Hospital and several private schools. The majority of future commercial floorspace will be concentrated within the Town Centre.

As per 2020 estimates by Pracsys, a conservative growth scenario would increase the total commercial floorspace in the Town Centre by 20,997m^2. A moderate growth scenario that can incorporate the vision of the community to increase amenity and improve the night-time economy would increase the total commercial floorspace by an additional 26,846m^2. A progressive scenario would see an increase in commercial floorspace of 32,536m^2 which would include shop/retail; office/business; health/welfare/commercial services; and entertainment/recreational/cultural land uses all increase significantly, however, would be part of a long-term growth scenario across the entire Town.

To achieve the vision of the community to have a more vibrant night-time economy, planning for the precinct needs to support future floorspace growth which will in turn bring new jobs to the precinct and create more offerings for local residents.

The proportion of residents with the Town of Claremont in higher income brackets exceeds those in Greater Perth and Western Australia with 13.87% of residents over 15 years of age in the Town reporting a total personal weekly income of $3,000 or more compared to 4.28% and 4.23% in Greater Perth and Western Australia respectively (**Figure 13**).

Within an activity centre catchment, the greatest influence on expenditure (among other demographic influences) is income levels of the residential catchment. Within the Precinct, the higher income of the catchment may act as an attractor for a broad range of retail, commercial and service offerings including some higher-end offerings.

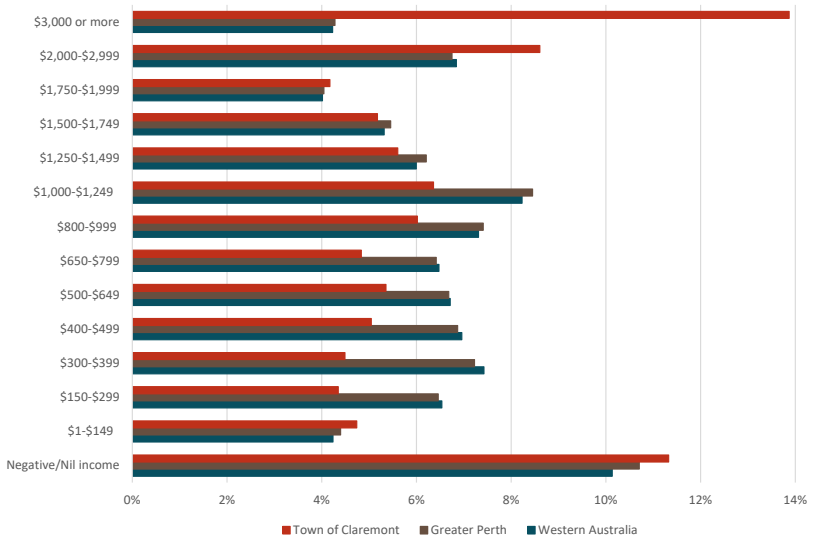


Figure 13: Proportion of Population by personal weekly income (source: ABS Census 2016)

2.2.5 Social Infrastructure and Services

As part of the development of both the PSP and Town of Claremont Local Planning Strategy, a *Public Open Space and Community Facilities Strategy* (POSCFS) was prepared by David Lanfear to provide a conceptual framework for the delivery of POS and community facilities to address current and future community needs.

The Strategy identified 28 existing areas of Public Open Space in the Town of Claremont ranging from regional to pocket park under the 'Classification Framework for Public Open Space', however only one – Mary Street Reserve – is located in the Precinct boundary and one significant area – Claremont Park – is located adjacent.

There are 21 existing community facilities across the Town of Claremont identified by the Strategy with a range of functions and hierarchy of catchment. The facilities provide for a range of functions including civic building; exhibition and events; heritage/memorial; sport and recreation; childcare; and health. A number of these facilities are located within the Precinct, including a number which are have a heritage/memorial function and will need to be protected through any future development of the Town Centre.

The Strategy recognises there is limited land available to accommodate new facilities, so instead improvements including renewals, refurbishments or redevelopment of existing facilities to meet local needs may be required.

This information is further detailed in **Section 5.0** of this report.

2.3 Governance Context

2.3.1 State Planning Strategy 2050

The State Planning Strategy is the lead strategic planning document within State government and provides a strategic context and basis for the integration and coordination of land-use planning and development across state, regional and local jurisdictions. The Strategy guides, shapes and informs the hierarchy of State, regional and local planning tools, instruments and decisions within the Western Australian planning system.

The 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. Population projections in the document indicate that Western Australia's current population could double to 5.4 million by 2056 and the Perth metropolitan region could be home to around 4 million people (75 per cent of the State's population) based on a high growth scenario.

In planning for the future of the Claremont Town Centre Precinct, the State planning principles that underpin and inform the State Planning Strategy are highly relevant to the vision of the Precinct. Guidance provided by the principles and the strategic goals recognise it is of key importance when planning for the Precinct to prioritise community-specific development that is responsive to the Claremont community needs; supports economic diversity and innovation; and builds inclusive and connected communities. Specific consideration in the Precinct is given to the impacts of housing supply and affordability; the aging population and population growth to ensure an outcome with mixed built form that will support an inclusive and diverse future community and economic activity whilst retaining the village feel of Claremont.

2.3.2 Perth and Peel @ 3.5 million

The Perth and Peel @ 3.5 million land use planning and infrastructure framework sets out an overarching framework for the Perth and Peel regions in accommodating an anticipated population of 3.5 million people by 2050.

Perth and Peel @ 3.5 million provides guidance on where development should occur over the next 30 years to ensure sustainable growth of the metropolitan area.

The Claremont Town Centre Precinct along within the broader Town of Claremont fall within the Central Sub-regional Planning Framework (Framework) and the precinct is identified as an Activity Centre. The Framework recognises that Activity Centres are key focal points for commercial and social activity that deliver services to local residents and provide some employment opportunities.

The Secondary Activity Centre under State Planning Policy 4.2 (SPP4.2) and the Precincts role as a Transit Orientated Development, provide an appropriate location to accommodate the infill designated by the State Government for the Town of Claremont.

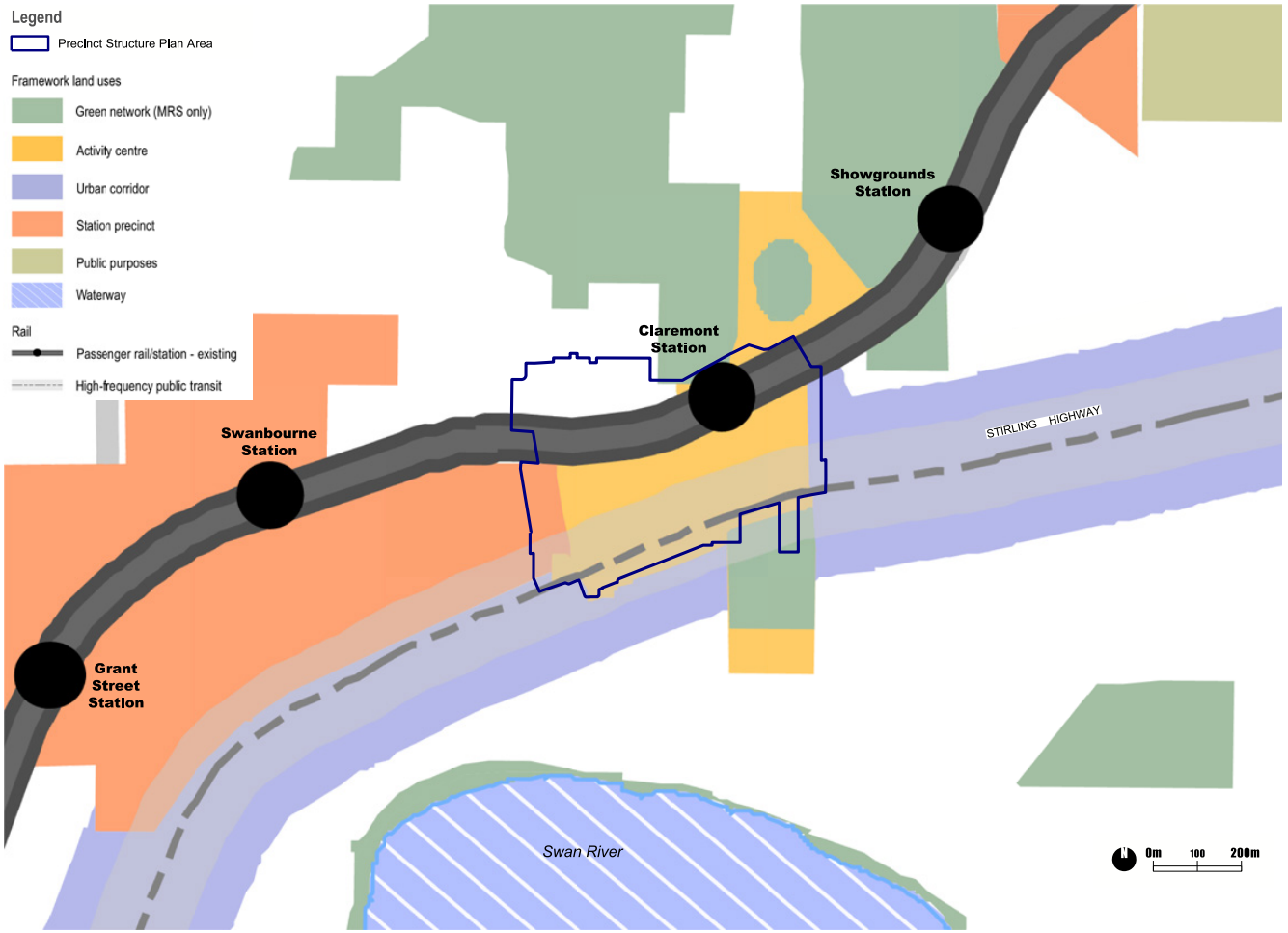


Figure 14: Extract of Perth and Peel @ 3.5 million - Central Sub-Regional Strategy

2.3.3 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a statutory State Government planning instrument which broadly guides the distribution of land use through the Perth metropolitan area by designating 'zones' and 'reserves'.

The Claremont Town Centre Precinct is primarily zoned 'Urban' which provides for commercial, residential and retail land uses with Stirling Highway reserved as a 'Primary Regional Road' and Claremont Park reserved for 'Parks and Recreation' (as shown in **Figure 15**).

An area of the Town Centre surrounding the Claremont Train Station is identified as Planning Control Area 136 to facilitate redevelopment of the Claremont Station and enable works required for railways and related public purposes in line with the goals of the State Government's METRONET project.

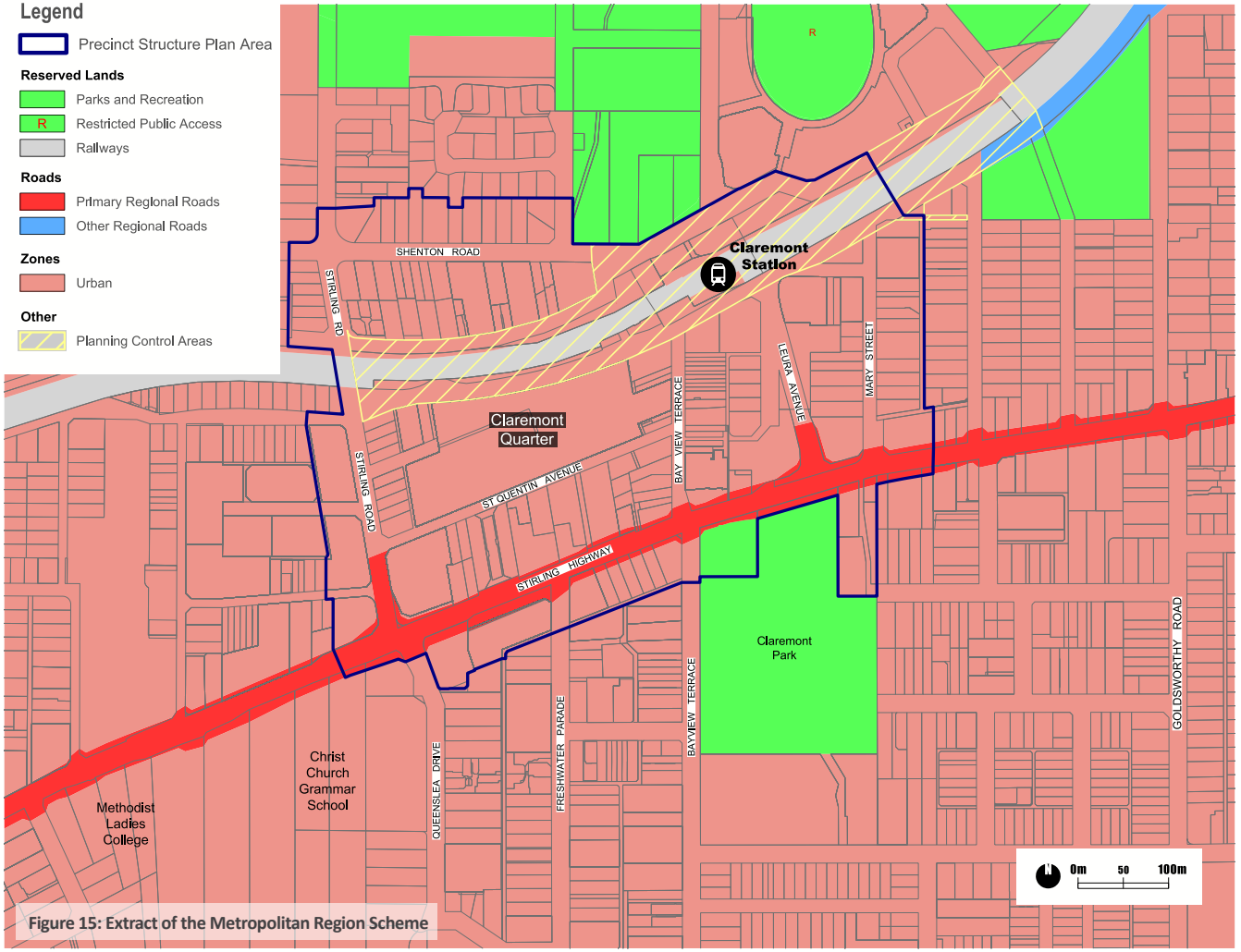


Figure 15: Extract of the Metropolitan Region Scheme

2.3.4 Town of Claremont Local Planning Scheme No. 3

The PSP area is predominantly zoned 'Town Centre' under the Town's LPS3. Land north of the railway; east of Leura Avenue and west of Stirling Road within the PSP is zoned 'Residential' with density coding ranging from R20 to R40. A small portion in the north-east of the PSP area is zoned 'Development' (**Figure 16**).

Adjacent the PSP Area, **Figure 16** also identifies the Development Zone to facilitate the Oval redevelopment as well at the Highway Zone along Stirling Highway to facilitate its Activity Corridor function.

Figure 16 also identifies the local recreation reserves located immediately adjacent the PSP area comprising Lake Claremont, Claremont Park and Rowe Park.

As the Town of Claremont develops a new Local Planning Strategy that will inform a new Local Planning Scheme, it is expected that the zoning of the Scheme area alters to align with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* but will support the outcomes and controls of the PSP.

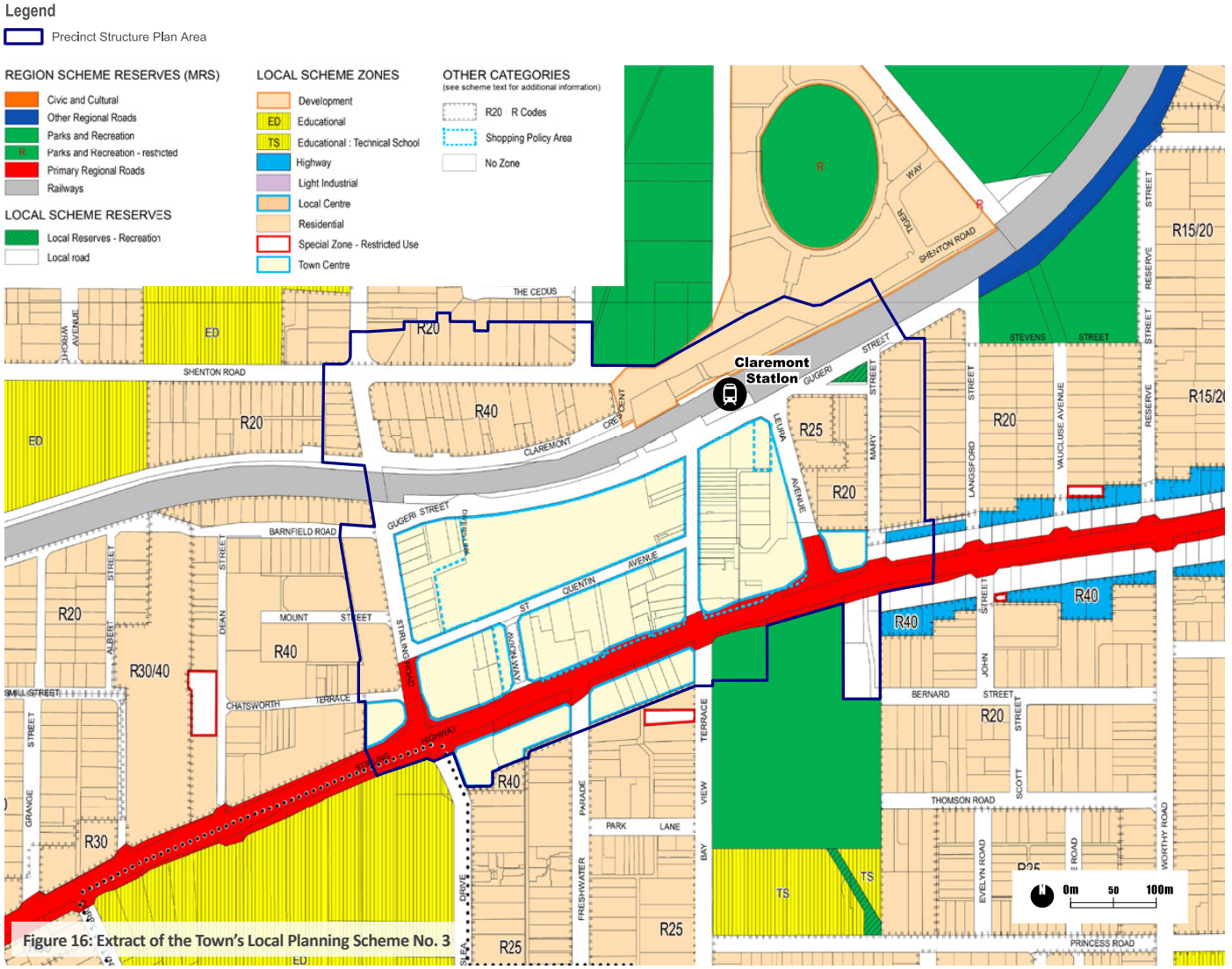


Figure 16: Extract of the Town's Local Planning Scheme No. 3

2.3.5 Relevant State Planning Policies

The State Planning Policies relevant to the PSP Area are summarised as follows:

2.3.5.1 State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2)

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. SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres.

The Claremont Town Centre is a Secondary Activity Centre within the Perth and Peel Activity Centre Hierarchy outlined in SPP4.2. SPP4.2 recognises that Secondary Centres such as Claremont play a significant role as regional activity centres providing essential services to their catchment but overall serve smaller catchments than Strategic Metropolitan Centres. The Claremont Town Centre catchment extends approximately 10km and services a population beyond the Town of Claremont.

The preparation of a Precinct Structure Plan in response to SPP4.2 ensures long term planning for the future of the Claremont Town Centre as an important Secondary Centre with direct access to a rail link with a 400m walkable catchment that covers most of the PSP Area.

A draft revised SPP4.2 was released in October 2020 which proposes a range of modifications to the definitions and requirements of precinct structure plans for activity centres.

Of specific relevance to the Claremont PSP area is the modification of the dwelling target for secondary centre precincts from

- A minimum of 25 dwellings per hectare, and a desirable target of 35 dwellings per hectare, within the Secondary Centre precinct under the existing SPP4.2; to
- A minimum of 40+ dwellings per hectare within an 800m walkable catchment of the central node of a Secondary Centre precinct under the draft revised SPP4.2.

This PSP meets the minimum dwelling target requirements, and this is further outlined in **Section 6.6.3.1**.

2.3.5.2 State Planning Policy 5.4 Road and Rail Noise (SPP5.4) September 2019

SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.

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.

Where any part of a lot is within the specified trigger distance, an assessment against SPP 5.4 is required to determine the likely level of transport noise and management/ mitigation required.

In relation to the PSP area, consideration will be given to SPP 5.4 in the context of railway noise and noise associated with Stirling Highway. Although not required under SPP5.4, the acoustic consultant has recommended that assessments be undertaken for noise sensitive proposals located adjacent (within 50m) of Leura Avenue, Gugeri Street, and Stirling Road. This is further addressed in **Section 5.3.**

2.3.5.3 State Planning Policy 7.0 Design WA (SPP7.0) May 2019

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.

The framework provided in the Precinct Structure Plan for the Claremont Town Centre provides built form guidance that should be read alongside SPP7.0 when considering future development in the Precinct in order to ensure the vision of the Precinct is met and design excellence achieved with the ultimate built form outcomes.

2.3.5.4 State Planning Policy 7.2 Precinct Design (SPP7.2) February 2021

SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia.

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. This PSP has been informed by SPP 7.2 and its guidelines.

2.3.5.5 State Planning Policy 7.3 Residential Design Codes (SPP7.3) Volume 1 July 2021 and 2 May 2019

SPP 7.3 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.

The Claremont Town Centre PSP utilises built form controls from both volumes of the R-Codes to provide guidance for future development with some variations to the R-Code controls to ensure the future characteristics of the Town Centre can achieve the desired vision and maintain the 'village-feel' that is important to the Claremont community.

2.3.6 Stirling Highway Local Development Plan

The preparation of the Stirling Highway LDP was supported by the Department of Planning on behalf of the Western Australian Planning Commission on 30 May 2016, and the principles were endorsed as a 'necessary and appropriate tool to implement Council's strategic view'.

The objectives outlined within the Stirling Highway LDP include:

- To improve the visual streetscape appeal and residential amenity of the land adjoining Stirling Highway whilst recognising Stirling Highway's significance as an important urban arterial road.
- To facilitate a significant increase in the type and number of quality local dwelling units and population, consistent with the *Directions 2031* infill targets, without undue detriment to the character of the existing residential areas.
- To estimate the likely extent of redevelopment in the short to medium term.
- To determine the appropriate acceptable scale and form of development for anticipated redevelopment sites.
- To provide an urban design and planning framework to guide and encourage appropriate and responsible redevelopment of a high, yet affordable, quality.

Under the Claremont Town Centre PSP, consideration has been given to the Stirling Highway LDP, specifically the portion of the Structure Plan area bound by Stirling Highway and St Quentin Avenue, which is also covered within the LDP. As the Stirling Highway LDP guides the density of development within this area, the Claremont Town Centre PSP introduces complimentary built form requirements that align with the original objectives of this Local Development Plan.

2.3.7 Claremont North East Precinct Structure Plan

The NEP Structure Plan was initially approved by the WAPC in 2008 and revised in 2013 to include Design Guidelines and Detailed Area Plans, with the objective to provide for an urban renewal project in Claremont that focused on transport orientated development.

The Claremont Oval was subsequently rezoned under the MRS from 'Parks and Recreation' to 'Urban'. The purpose of the NEP Structure Plan and subsequent design guidelines is to assist with the built form outcomes for all development within the structure plan area, and encourage high quality architectural expression, form and consistency.

While the NEP Structure Plan area and the Claremont Town Centre PSP are separated by the Claremont Train Station, due regard has been given to the development of the NEP Structure Plan, to ensure that all provisions outlined within the Claremont Town Centre PSP demonstrate a sympathetic approach to existing and likely future development within the broader locality.

Specifically, considerations have been made around future density increases, to avoid any potential for over-development, and to accommodate for a future complimentary built form.

2.3.8 Local Planning Strategy

The Town of Claremont Local Planning Strategy 'Clearly Claremont' was endorsed by the Department of Planning, Lands and Heritage in February 2011. It set out the land use and planning framework for the Town for 2010 to 2025 to enable the Town to respond to changing circumstances including an aging population and changing climate and based itself on a vision to develop an exemplary, sustainable locality.

The Town is preparing a new Local Planning Strategy to replace 'Clearly Claremont' to address the goals and vision for Town over the next 10 to 15 years. The new Local Planning Strategy is being prepared concurrently with the PSP to ensure alignment between the documents that prepares Claremont to deliver the community's vision for the Town.

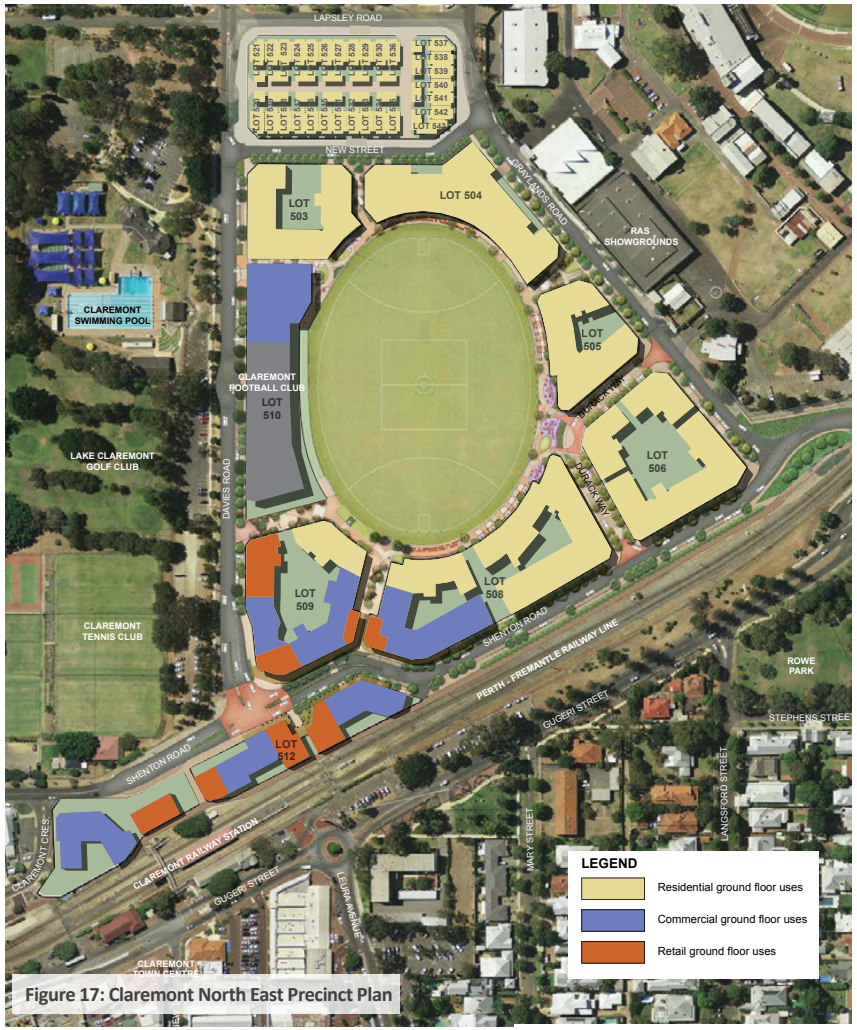


Figure 17: Claremont North East Precinct Plan

2.3.9 Strategic Community Plan

The Town's Strategic Community Plan 'Claremont Ahead 2021 – 2031' is a high-level document which outlines the visions, aspirations and objectives of the community and forms the basis for the Town's projects and endeavors for 2021 – 2031. The Vision of the Strategic Community plan is:

'The Town is a progressive, respectful, sustainable local government supporting a connected, flourishing community.'

The plan is separated into five strategic goal areas: leadership and governance; people; liveability; environmental sustainability; and prosperity. Each strategic goal area has an aspiration statement; strategies; and performance indicators. **Table 3** summarises relevant provisions of the plan which are relevant to the PSP.

Table 3: Claremont Strategic Community Plan Strategic Goals

Strategic Goal Area	Aspiration	Strategies
Liveability	We are an accessible community with well-maintained and managed assets. Our heritage is preserved for the enjoyment of the community.	• Promote and support initiatives that improved traffic flow. • Provide clean, usable, attractive and accessible streetscapes and public spaces. • Balance the Town's historical character with complimentary, well design development. • Develop the public realm as gathering spaces for participation, prosperity and enjoyment.
People	We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.	• Effectively manage and enhance the Town's community facilities in response to a growing community. • Support local safety and crime prevention.
Environmental Sustainability	We are a leader in responsibly managing the built environment for the enjoyment of the community and continue to demonstrate diligent environmental practices.	• Take a leadership in the community in environmental sustainability.
Propserity	Our businesses are thriving and integrated into the life of the Claremont community and the town centre is a premier place to dine, shop and visit.	• Plan for the development of attractive and thriving activity nodes to support small local business. • Support new and existing local small businesses and entrepreneurial activity. • Raise the profile of the Claremont Town Centre as a visitor destination.

2.3.10 Local Planning Policies / Plans

2.3.10.1 Local Planning Policy 123 – Retention of Residential Character (LPP 123) August 2010

LPP 123 has been developed to retain the existing character within low density residential areas. The Town has identified that the protection of the existing character of select residential areas is a key consideration that needs to be made by local government. The purpose of this policy is to further address the design requirements for two storey residential development within single storey residential streetscapes.

While not relevant to the whole of the Claremont Town Centre PSP, development controls have been implemented to portions of the PSP that LPP 123 applies to within Mary Street and Shenton Road. Sites adjoining the low-density heritage area are subject to development controls in this PSP to protect the existing character of the streetscape.

2.3.10.2 Local Planning Policy 124 – Retention of Heritage Property and Assets (LPP 124) August 2010

LPP 124 provides the Town with a means to assess development within heritage buildings, areas and precincts. The purpose of the policy is to ensure that places, areas and precincts that are identified as having heritage significance to the Town are retained, and that any adaptations or additions proposed do not impact the heritage characteristics.

Similar to LPP 123, areas that have heritage significance have been identified within the PSP and appropriate built form controls have been implemented to respect the heritage elements of identified heritage places and areas.

2.3.10.3 Local Planning Policy 129 – Residential Amenity (LPP 129) May 2015

LPP 129 is predominantly applies to single dwelling developments, and seeks to protect the amenity of existing residential areas from potential impacts resulting from new development. The policy seeks to further mitigate potential amenity impacts resulting from matters such as overlooking concerns, and reflectivity/glare from light coloured roofing which are not, in Council's view, adequately addressed by the R-Codes.

This policy has been given due regard within the PSP, and as a result no built form design guidelines have been implemented that conflict with the specific objectives of this policy. Provisions set out within LPP 129 remain relevant, and will form part of any residential development assessment within the PSP, where it is applicable.

2.3.10.4 Local Planning Policy 202 – Town Centre Zone Signage (LPP 202) April 2008

LPP 202 applies to signage applications lodged within the Town Centre Zone, which is bound by Stirling Highway, Leura Avenue, Gugeri Street and Stirling Road. The objectives of this policy are to encourage high quality signage that maintains the character of the street, protects heritage buildings, and prevents the proliferation of signage.

While the policy boundary is entirely bound within the PSP, no provisions are proposed to amend the LPP 202 controls through the PSP.

3.0 STAKEHOLDER & COMMUNITY PARTICIPATION

3.1 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.

Consultation and engagement 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 Local Planning Strategy (LPS) and PSP as well as to the Town's Strategic Community Plan which sits outside the scope of the LPS and PSP project. 330 responses were recorded in the community survey.

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 LPS 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 (LGA) 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.

   The intent of the Design Workshop was to seek feedback from the community on preliminary spatial plans and design scenarios developed in response to feedback from the Vision Workshop.

   In total, 59 members of the community attended over both workshops held.

   Presentations were given on the opportunities and potential concepts/scenarios (including examples of a range of development typology images) for the Town Centre prior to facilitated, interactive workshop activities.

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 land owners 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 4**.



Image: Claremont PSP Visioning Workshop

Table 4: Summary of Engagement Feedback

Engagement	Engagement Feedback
Community Survey	• Within the Town Centre, some apartment development was supported with most support for the location to be near Stirling Highway up to 5 storeys with some up to 8 storeys. • Low rise apartment development up the 3 storeys was supported near local centres outside of the Town Centre including near Swanbourne and Loch Street train stations. • Retention of heritage buildings and character was noted as important for the future of Claremont. • Strong support was indicated to diversify the economy with diversified land uses including small offices, hospitality and entertainment. • Traffic congestion was a major concern, particularly within the Town Centre and in proximity to some of the schools.
Vision Workshops	• General support for focusing the majority of future development opportunities in the Town Centre, with limited development of low scale at the local centres • The vision for the local centres was to sustain the convenience and diversity of services and retain the character of these small centres. • The vision for Claremont Town Centre was to ensure there was a 'Village feel' where retention of heritage character yet an increase of vibrancy, activation and choice of accommodation were key drivers to achieving the vision. • The community were keen to see the establishment of green corridors and links including public realm improvements to continue the strong connection to nature within the Town Centre and more broadly across the Town of Claremont. • Movement networks were seen as needing critical attention for all users, but particularly to improve pedestrian connection over Stirling Highway and across the Fremantle rail line.
Design Workshops	• Within the broader LGA, it was reiterated that a village feel including activation and diversity of land uses at the street interface and retention of heritage character is key to achieving the vision. • In the broader LGA the local centres and the Claremont Showgrounds were seen as having a role in future development of the Town at an appropriate scale; and consideration of traffic and transport matters.

Engagement	Engagement Feedback
Design Workshops (cont)	• Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugeri Street block ends • Scenarios presented at the Design Workshop focused on increased intensity in the Town Centre. This was largely supported with site specific height and built form feedback provided – particularly focusing height along Stirling Highway and in the core of the Town Centre near the Claremont Quarter. • Enhanced public realm and landscaping is necessary in the Town Centre, with particular interest in a bigger more activated and community focused Town Square on St Quentin Avenue. • Careful consideration of traffic management and improved pedestrian and cyclist amenity needed to be considered as redevelopment occurs. • Favoured future land uses included residential accommodation providing choice for down sizers/empty nesters/young and small households, quality entertainment and food and beverage outlets, a hotel and some serviced accommodation for visitors and tourists, small scale offices for local businesses and community services
Landowner Meetings	• Landowners were interested in opportunities for Claremont that would come through in the Strategy and Scheme and were keen to align. • The prevailing issues associated with global economic fluctuations and the COVID-19 pandemic highlighted the potential for investment risks in the immediate future, with improved optimism for the medium to longer term. • Landowners were considering where realignment/relocation of roads, lot amalgamation or joint ventures may create potential for improved outcomes for the centre in the future in terms of diversity, sustainability and economic development. • Interest exists for development of residential; hotel and serviced accommodation; small scale offices; character/specialist retail; and food and beverage offerings. • Equity in development opportunities between all landowners was raised in the context on preferred locations for uplifting development yields. • Built form options discussed – consolidated bulky development on concentrated locations verses an option of broader podium with slender towers to maintain view corridors.

3.2 Engagement Outcomes

Following the Engagement Process, feedback was consolidated to provide key outcomes related to the Precinct area for consideration in the development of the Claremont Town Centre Precinct Structure Plan. Summary of these outcomes is outlined in **Table 5.**

Table 5: Thematic Outcomes from Community and Stakeholder Engagement

Theme	Outcome
Built Form and Land Use	• Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugeri street block ends. • Development at higher density should be limited to the Town Centre core and along Stirling Highway at a 6-storey maximum. 8-10 storey developments on some key sites may be acceptable where high quality development outcomes are achieved. • Building edges should be restricted to lower heights (2-4 storey) to maintain a 'human scale' (or podium) public realm interface, maintaining views to the sky and a village perception from the pedestrian level. • Mixed use development is considered appropriate through the Town Centre except the area north of the railway along Shenton Road west of Claremont Crescent, the central core of Mary Street and west of Stirling Road. • Land use diversity is important for a vibrant Town Centre. Office land uses should be included within the Town Centre. • Heritage buildings and facades are important and must be respected in future development of the Town Centre. • Activation of the Town Centre needs to be improved including a shift from a retail driven Town Centre. Land uses that promote night-time activity such as food and beverage providers need to be supported within the Town Centre. • Development controls within the Town Centre need to respect existing character and streetscapes. • Within Bay View Terrace, redevelopment above existing tenancies may be supported to a 4-storey height, potentially 6 if the redevelopment provides a high-quality outcome and retains the heritage facades.
Built Form and Land Use	• Laneway network and character needs to be protected and enhanced rather than sites amalgamated into large floorplate buildings and removal of laneway permeability. • The Town needs to define "Village feel" in this context and establish built form heights relative to views and equitable considerations.
Public Realm, Environment, Landscape and Community Facilities	• Create more of a true Town Centre feel by capitalising off the village feel of Claremont with high amenity public realm and civic spaces including a true Town Square to act as the heart of the Town Centre. • Enlarge the Town Square and surround with active ground floor land uses that improve its desirability for usage. • Enhance the public realm character with increased landscaping which will provide shade and amenity for pedestrians. • Consider the use of increased public art within the Town Centre to support improvements to the public realm and the creation of landmarks through the Town. • Investigate the benefits of increasing diversity of community facilities into the Town Centre.
Movement Network	• Maintain a slow vehicle speed within the Town Centre to provide safety for pedestrians and cyclists. • Consider opportunities for improved north-south connections to/from the Town across the railway and Stirling Highway. The areas are currently difficult to navigate. • Parking is sufficient within the Town Centre and should not ideally be reduced • The movement hierarchy isn't clear along all street types within the Town Centre for user groups. Pedestrians need to be prioritised, followed by cyclists then vehicles. • Connection to the Train Station needs to be improved for the Town Centre including improved lighting to create a safer environment. • Transit nodes of bus interchange and train station need to be highly accessible for all users. • Bay View Terrace treatment and movement through need to be considered. The current movement system funnels traffic to St Quentin Avenue and the goal and user prioritisation is unclear.

4.0 VISION

The Claremont Activity Centre is one of Perth's Secondary Activity Centres which when combined with the transit opportunities afforded by the Claremont station and its location along the Stirling Highway Activity Corridor provides a unique opportunity for a premier residential, business, entertainment, and tourism destination.

The ongoing redevelopment of the Precinct will create a significant destination for Claremont, its hinterland and the state.

The vision is guided by the urban design themes defined during community consultation and in keeping with the Town of Claremont's strategic aspirations for the Precinct as a premier place to dine, shop and visit. The Precinct, through the Vision Plan, seeks to build upon the vitality and excitement of the various development and revitalisation projects currently underway and planned for the area, whilst capitalising on the character of the Town Centre.

The urban design and public realm will represent a fresh interpretation on the traditional urban fabric of Claremont, with landmark buildings, a strong retail and entertainment focus and building scale and relationship with the adjoining footpaths playing an important role in creating safe and vibrant streets.

The research and engagement that has been undertaken for this Precinct Structure Plan (PSP) has clearly demonstrated the pride and ambitions the local community have for their Town Centre, and the care they have for their place and the people who live, work, visit, contribute and invest here in the PSP Area.

4.1 Vision Plan

The Vision Plan is outlined in **Figure 18** and is based on six overarching urban design principles that specifically guide the development of the precinct. These are the major concepts which deal with the overall patterns of development the character of the place and the special opportunities of the location. The principles also serve as the design rationale for the Vision Plan.



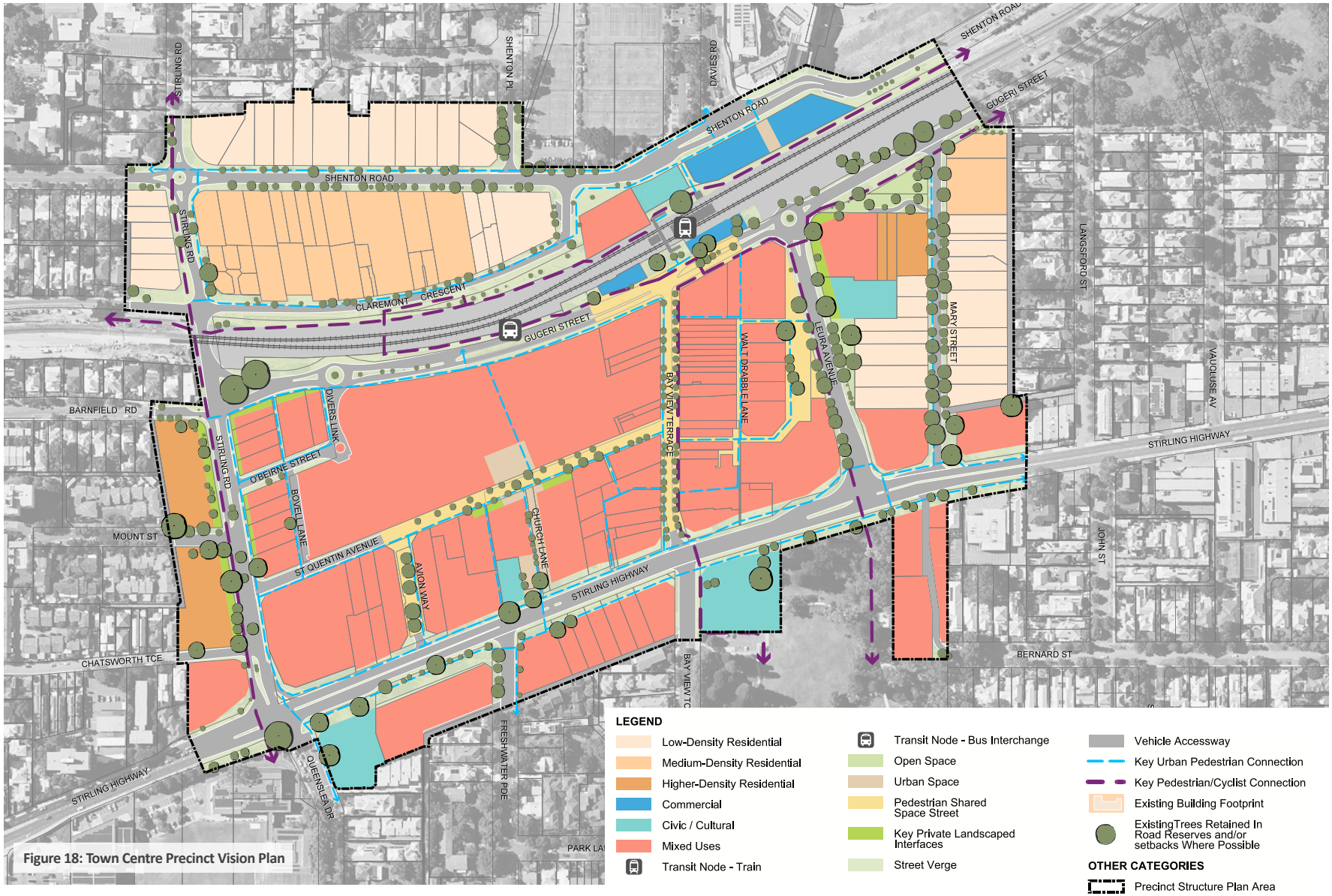


Figure 18: Town Centre Precinct Vision Plan

4.2 Urban Design Themes, Values and Objectives

The overarching urban design rationale informs the themes for the planning and design of the PSP that focus on aspects of human connection to place.

These themes are outlined in the graphic below.

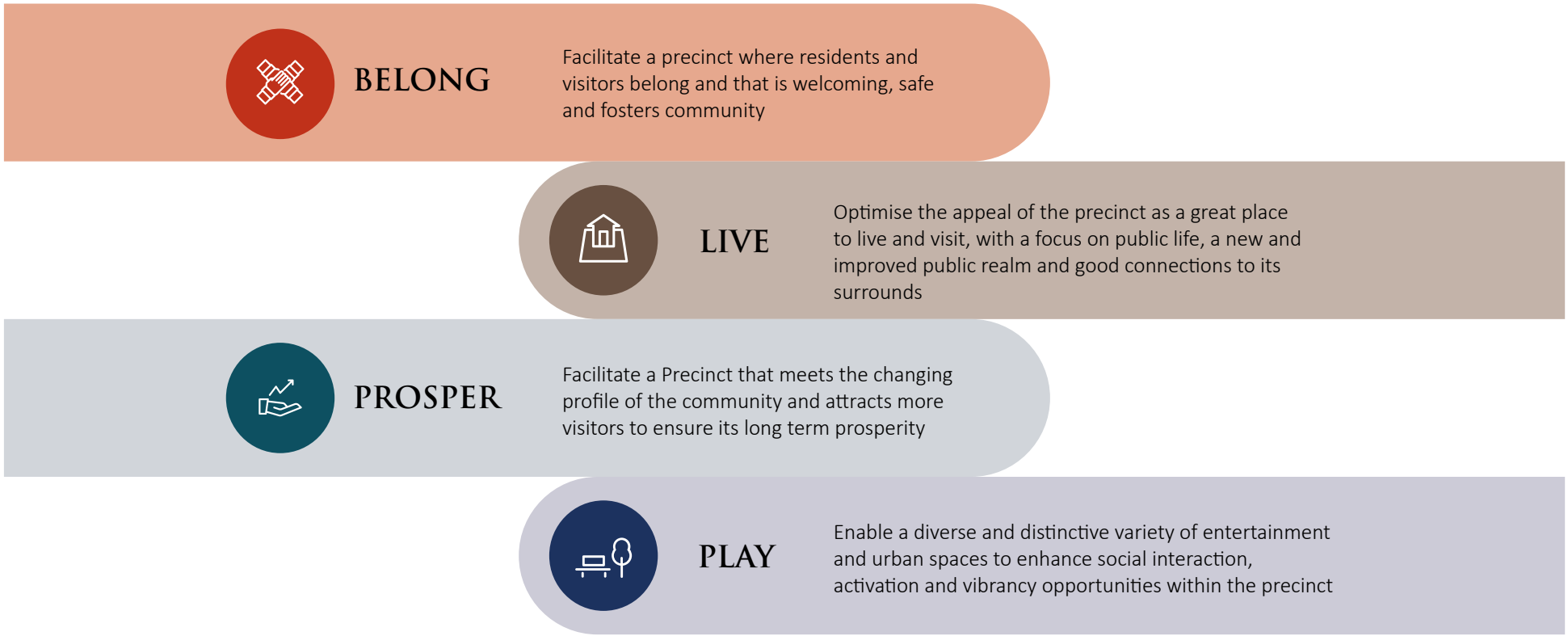


Table 6: Urban Design Theme - Belong

BELONG

Facilitate a precinct where residents and visitors belong and that is welcoming, safe and fosters community

Values	Objectives
A Place of Distinct Character	• Support a Town Centre character reflecting Claremont's social, cultural and built heritage. • Retention of existing landmark 'sentinel' trees, and the planting of new landmark trees in key locations. • Foster the civic presence of key facilities, and their active interface with public spaces and streets. • Provide building setbacks and street spaces that support a quality public realm experience.
A Friendly Place	• Provide safe streets, pathways, public/private spaces. • Maintain building facade design characteristics that enhance the amenity and appeal of the adjacent streetscape through appropriate building proportions, surveillance and visual interest. • Connect the public places and spaces together with a legible, high quality pedestrian/cycle path network. • Make the public spaces and pedestrian connections comfortable – providing shade and shelter, cool areas and warm areas. • Respect the amenity of neighbours around the edge of the precinct by optimising compatibility and minimising impacts.
A Welcoming Place	• Make the Town Centre easy to get to for pedestrians, cyclists and transit users, and easy to access parking areas. • Improve the ease of movement around the Town Centre, with existing laneway permeability and quality/activated cyclist and pedestrian linkages. • Reduce barriers to pedestrian movement such as difficult streets to cross and increase the enjoyment of public spaces. • Provide a quality Town Centre environment, with detailed attention to the design of buildings and the public realm.
A Place that Fosters Togetherness	• Providing and linking a range of civic and community facilities that will support an interactive community life. • Creating and managing publicly accessible spaces and nodes of activity for socialising and activation. • Support a democratic Town Centre, with features and facilities that cater for everyone. • Enhance the choices of public spaces, settings and uses available within the Precinct.







Table 7: Urban Design Theme - Live

LIVE

Optimise the appeal of the precinct as a great place to live and visit, with a focus on public life, a new and improved public realm and good connections to its surrounds

Values	Objectives
A Place of Housing Choices	• Enable a diverse choice of residential dwellings within the PSP area. • Provide places for apartments of varying sizes in mixed-use Town Centre streets. • Enable opportunities for housing associated with aged care, age-related and/or managed accommodation. • Support short-stay accommodation opportunities. • Consider opportunities for contemporary / innovative housing models to optimise diversity and affordability.
A Place of Quality Amenity	• Optimise the retention of mature existing 'sentinal' trees, particularly in parks and street verges. • Ensure small-lot housing and apartment developments are designed and configured to contribute towards attractive streetscapes. • Optimise opportunities to enhance the amenity and quality of public spaces to attract and sustain the residential population. • Ensure the architecture of all new buildings contributes to the creation of a high-quality urban environment and champion/evolve the village and heritage attributes of the existing Town Centre.
An Enlivened Place	• Increase the residential population supporting Town Centre businesses and activating the public realm during the day and night. • Ensure that the blend of residential dwellings located near uses that attract people and generate noise doesn't adversely compromise the operation or amenity of either the residential or non-residential uses. • Optimise the distribution and orientation of buildings throughout the PSP area to enhance the sense of safety and surveillance for people in the streets and spaces, and in their dwellings.







Table 8: Urban Design Theme - Prosper

PROSPER

Facilitate a precinct that meets the changing profile of the community and attracts more visitors to ensure its long-term prosperity

Values	Objectives
A Business and Jobs Attractor	• Optimise opportunities for new sustainable commercial development which enhances the existing commercial landscape. • Provide appropriate land use zones, land use permissibility and development requirements that support and facilitate the growth of non-residential uses and associated employment. • Facilitate the growth of employment within the PSP area. • Facilitate an activated day and night economy. • Facilitate a sustainable retail core to emphasise its status as a Secondary Activity Centre.
A Place of Cultural and Social Well-being	• Augment the reputation of Claremont as a premier cultural destination, with enhanced opportunities for facilities and programs that attract diversity in the resident, workforce and visitor population. • Ensure the design of the public realm expresses and celebrates the community's identity, shared histories, values, beliefs and traditions. • Locate and connect public spaces and facilities to support and raise the awareness of cultural initiatives and community diversity.
A Place of Synergies	• Support the growth of entertainment and hospitality uses within close proximity to key retail and civic/cultural facilities. • Support the regeneration and activation of the southern end of Bay View Terrace. • Enable new appropriately located non-residential land uses that support employment growth without adversely affecting the sustainability of existing businesses. • Strategically locate public vehicle parking to optimise the associated pedestrian traffic exposure to retail and hospitality businesses. • Consider opportunities to facilitate entertainment uses (e.g. cinema), along with food and beverage opportunities such as hotels, small bars and restaurants.
A Place to Invest	• Facilitate a precinct framework that gives clarity, certainty and confidence for the PSP area landowners and developers. • Champion a Town Centre vision and implementation strategy with collaboration between the public and private sector. • Provide development requirements that will lead to a high-quality urban environment whilst maintaining efficient approval processes and construction outcomes. • Enable desired Town Centre outcomes to be staged as private redevelopment and public works occur over time.







Table 9: Urban Design Theme - Play

PLAY

Enable a diverse and distinctive variety of entertainment and urban spaces to enhance social interaction, activation and vibrancy opportunities within the precinct

Values	Objectives
A Place to Socialise	• Reinforce the St Quentin Avenue/Bay View Terrace 'Main Street', and the accompanying Public Plaza and urban spaces, as the socialising hub for cafes, restaurants and bars in the PSP area. • Promote land uses which foster the 'evening economy' with a diversity of entertainment, leisure and hospitality opportunities. • Optimise the amenity offered in Claremont Park, with possible family-focused amenities such as a café-in-the park, nature-based play or the like to support the recreation and amenity requirements of future family household apartments in the PSP area. • Increase the quantity and variety of urban spaces for informal socialising and curated events, including enhanced utilisation of the existing Town Square.
A Highly Pedestrianised Environment	• Improve the quantity and quality of pedestrian and cycle links within and from the Town Centre to Lake Claremont, Claremont Park and the river foreshore. • Provide well-defined and safe walkways through streets and laneways that connect to parks and other destinations within the Town Centre and nearby.
A Place for Passive Recreation and Leisure	• Utilise Claremont Park and its environs as an opportunity to create new leisure activities complementary to the PSP area. • Retain the cultural importance of Claremont Community Hub, possibly enhancing its use with complementary new features. • Enable development that will accommodate multi-use community facilities and a diversity of leisure activities. • Improve public spaces with the flexibility to be part of a combined system for community events, particularly the Town Square public plaza and adjacent shared street opportunities. Consideration should be given to the introduction of green landscaped space in any extension of the existing public realm.







4.3 Typology Character Precincts

In reviewing the existing characteristics within the PSP area, there are distinguishable areas with common elements which assist in defining typology character precinct areas.

These distinct areas not only reflect communities of interest with respect to land use, built form typology and public realm consistency, but also assist in defining the future vision for development and redevelopment.

The PSP has been divided into the following typology character areas to enable appropriate development provisions, character statements and key attributes/objectives that will influence appropriate place-led built form provisions. The overarching variations in character area responses are summarised in **Table 10** below.

The following character area statements are to be read in conjunction with the statements and attributes outlined in Part 1.

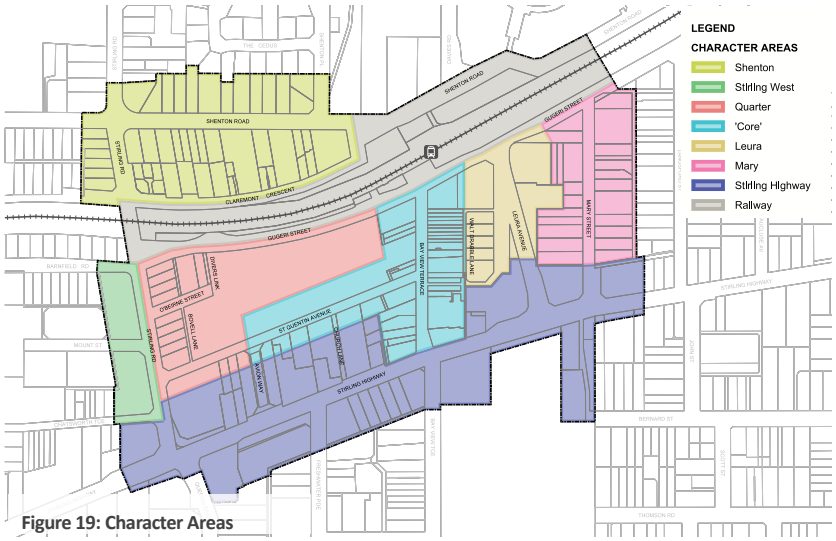


Figure 19: Character Areas

Table 10: Character Area Typology Variations

PSP Design Element/ Typology Character Area	Public Realm Character	Street Interface Type	Ground Floor Landuse Adjacent Street	Building Height at Street	Building Setback from Street	Building Setback from Side Boundaries
Area 1: Shenton	Green + Leafy	Passive	Residential	1 + 2 Storey	Generally Large	Medium - Detached Streetscape
Area 2: Stirling West	Green + Leafy + Active	Semi Active	Commercial and Residential	3 Storey	Generally Medium	Minimal - Attached Streetscape
Area 3: Quarter	Hardscape + Active	Semi Active	Retail, Commercial and Residential	3 Storey	None	None - Attached Streetscape
Area 4: Core	Hardscape + Active	Active	Retail and Commercial	1 + 2 Storey	None	None - Attached Streetscape
Area 5: Leura	Hardscape + Active	Semi Active	Commercial and Residential	2 +3 Storey	Minimal	None - Attached Streetscape
Area 6: Mary	Green + Leafy + Private	Passive	Residential	1 + 2 Storey	Large	Medium - Detached Streetscape
Area 7: Stirling Highway	Hardscape + Active	Semi Active	Retail And Commercial	4 Storey	None	Minimal - Attached Streetscape
Area 8: Railway	Green + Leafy + Active	Semi Active	Commercial	2 Storey	None	Medium - Detached Streetscape

4.3.1 Area 1: Shenton

The Shenton Character Area provides the northern setting for the PSP area and a transitional function to the existing low density residential development north of Shenton Road. The Shenton Character Area will retain its existing heritage characteristics and blend new development in a manner that protects and celebrates its heritage elements. This Character Area benefits from proximity to the Claremont Train Station, Claremont Oval and Lake Claremont, where future development will leverage from this amenity and achieve a townhouse built form character that increases dwelling diversity within the PSP in a form that is harmonious to the existing character.

Key Attributes:

- The Shenton Character Area will prioritise the retention and respect of heritage character elements of built form and existing trees through identification of these elements for protection in the PSP.
- A diversity of residential opportunities will be facilitated through the zoning and built form provisions to provide dwelling diversity and create a strong transition between higher density, active land uses within the Town Centre through to lower density residential areas of the broader local government area.
- Ensure any future multiple dwelling (apartment) proposals within the Character Area achieve a 'townhouse'-style built form character in appearance to ensure consistency with the existing Character Area and surrounding development.
- New development shall respect the heritage characteristics of dwellings where development is immediately adjacent to a heritage dwelling / area facing the same street.
- Promote strong north-south pedestrian connectivity, linking Lake Claremont in the north, through into the Town Centre Precinct and extend further south towards the Swan River.



Figure 20: Existing leafy, detached building character



Figure 21: Shenton Road (20.0m) characterised by residential land use and low Shenton Road (20.0m) characterised by residential land use and low scale building typologies with landscaped building setbacks enhancing the wide street.

4.3.2 Area 2: Stirling West

The Stirling West Character Area provides a gateway to the Town Centre with residential development blending sensitively with established surroundings. The residential density will promote developments with significant dwelling diversity and opportunities for relative housing affordability within the PSP. The area achieves a transition from mixed land use at its eastern edge to residential land use at its western interface with adjacent residential development outside of the PSP area. Stirling West will achieve enhanced streetscape amenity to this key connector road incorporating a functional and aesthetic green link to enhance the public realm benefits as a key pedestrian, cycling and transport link.

Key Attributes:

- The Stirling West Character Area will include a key pedestrian and cycle route along the western verge of Stirling Road with enhanced shade and amenity provided through the retention of green edges and street trees.
- Ensure that development prioritises the retention and respect of existing trees to provide a strong urban canopy and shading to the pedestrian environment. Such a prioritisation ensures the Character Area is responsive to changing climate factors and builds a defence against a potential urban heat island effect.
- Development at the extent of the PSP area will be characterised with transitional building heights and mass achieving a sensitive interface form to the adjacent development external to the PSP.



Image: Existing trees provide the basis for future streetscape embellishments and landscape character



Figure 22: Area character is heavily influenced by an established tree attractiveness. These are located within street verges and on-site and have been considered in the built form controls.



Figure 23: Stirling Road (20.0m) characterised as a key road connector with significant treed edges and separated pedestrian/shared pathways to provide for an enhanced pedestrian and cyclist environment

4.3.3 Area 3: Quarter

The Quarter Character Area is characterised by a diverse range of land uses, achieving a semi-active public realm supporting good pedestrian permeability and vehicle access. The Character Area supports a day and limited night economy with a mix of land uses at the periphery of the area along with the predominant Claremont Quarter retail and residential development. This area is typified by its apartment developments, establishing a typology character of generous upper level setbacks above podiums in the Claremont Quarter for its 7 storey buildings.

Key Attributes:

- The Quarter Character Area is distinguished by consolidated large footprint mixed use buildings providing retail, commercial and residential land uses. These buildings are bordered with a range of active, semi active and passive frontages which respond variously to pedestrian amenity requirements.
- New mixed use development will range from 6 to 8 storeys, dependent on site classification by the PSP and will minimise visual and overshadowing implications.
- Retained sentinel trees and landscaped embellishments along Stirling Road frontage, enhancing the public realm interface and character.



Image: Desirable development form adjacent Stirling Road



Image: Existing high amenity streetscape character of St Quentin Avenue

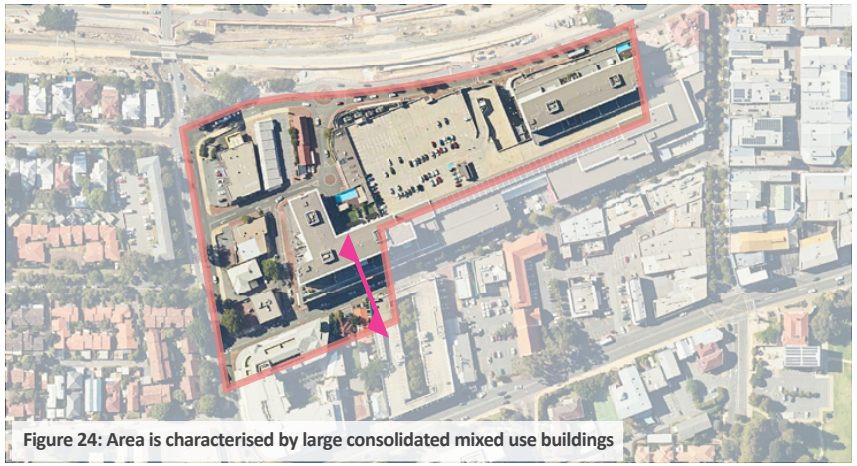


Figure 24: Area is characterised by large consolidated mixed use buildings

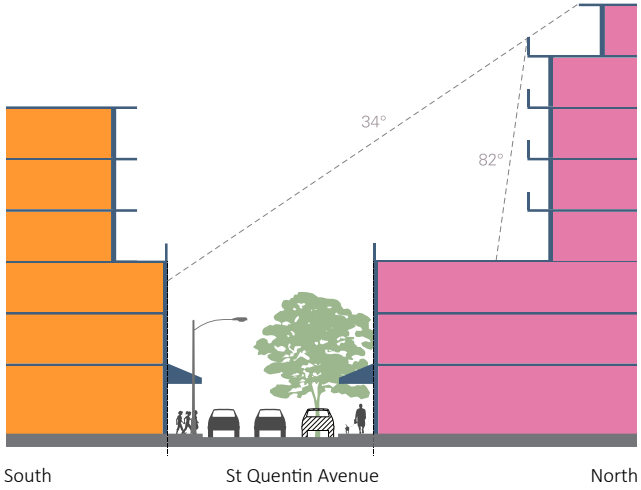


Figure 25: St Quentin Avenue - west (12.0m) is characterised as a two way street with separated pedestrian movement framed with human scale building typologies, awnings over footpaths and no street setbacks

4.3.4 Area 4: Core

The Core Character Area incorporates Bay View Terrace and St Quentin Avenue as the cultural and historic heart of both the Precinct and the broader Town of Claremont. Through its historic architectural character and a 'village feel' that is distinctly 'Claremont', the Core sets the tone for the broader Precinct with active land uses and has an open air sense of place. Development within the area will capitalise on its destination status, and opportunities to enhance the day and night economy for maximum vibrancy as an open-air Secondary Activity Centre.

This area provides opportunities to enhance public realm spaces with benefits to land use activation and opportunities for community events. High levels of pedestrian comfort are achieved ensuring the area is community focused.

Key Attributes:

- The Core Character Area facilitates a vibrant diversity of land uses including local entertainment, food and beverage, retail and community uses. These uses will service residents, visitors and workers while providing strong ground floor activation along key streets within the Precinct.
- Provide a pedestrian-first hierarchy with priority pedestrian shared spaces that create a well-connected and walkable Town Centre core.
- The promotion of an activated ground floor is achieved through ensuring residential and office use is not permitted at ground level. This ensures vibrancy of the Precinct is promoted through allowing uses that connect to the street to draw people and activity into the Area.
- Enhance the size and functionality of the sense of community by developing a central Town Square with flanking green spaces to ensure activity and function within the Town Centre is drawn to a landmark location.
- Enhance and protect the established 'village feel' of Claremont by implementing built form controls for podium height, specified and separated building above the podium setbacks, and floor plates. This will support the existing place character as new development occurs by maintaining 'open sky design principles' and view corridors within the Character Area.
- Building heights for development above the podium level fronting Bay View Terrace shall achieve upper floor development that does not protrude beyond a 32' angular plane sight line control established from 1.6m above the constructed footpath edge (**refer figures 28 and 30 below and Plan 5 located in Part 1 of this PSP**).
- Maintain and protect the historical character of the Bay View Terrace facades through careful and sensitive integration into future development with appropriate built form controls.



Image: Established character elements of the Core Character Area

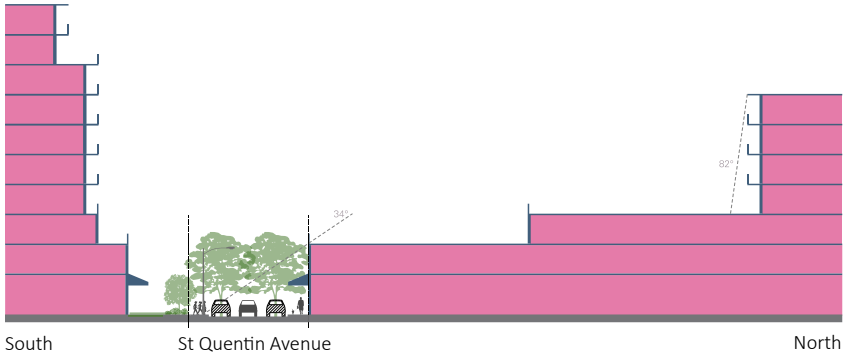


Figure 26: Section A - St Quentin Avenue - east (12.0m) characterised as a slow speed pedestrian priority and landscaped green spaces, framed with landmark scale building typologies to the south..

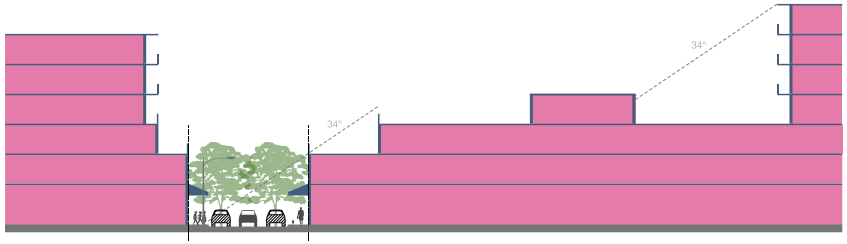


Figure 27: Section B - St Quentin Avenue (12.0m) characterised as a slow speed pedestrian space framed by human scale buildings and no street setbacks.

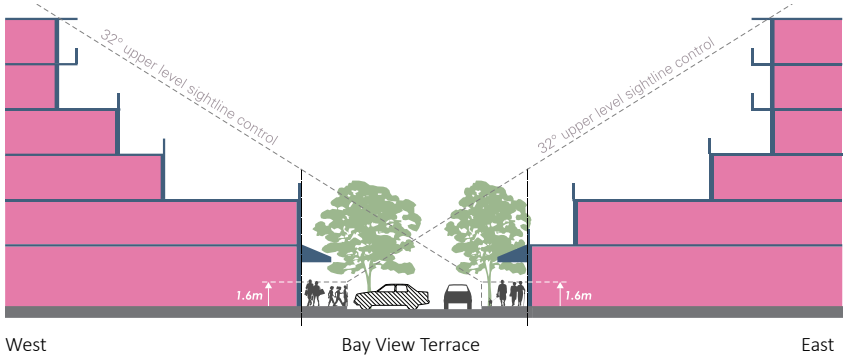


Figure 28: Section C - Bay View Terrace - north (15.0m) characterised by single storey heritage facade (east) with nil podium setbacks and upper level street setbacks determined by specified sight lines.

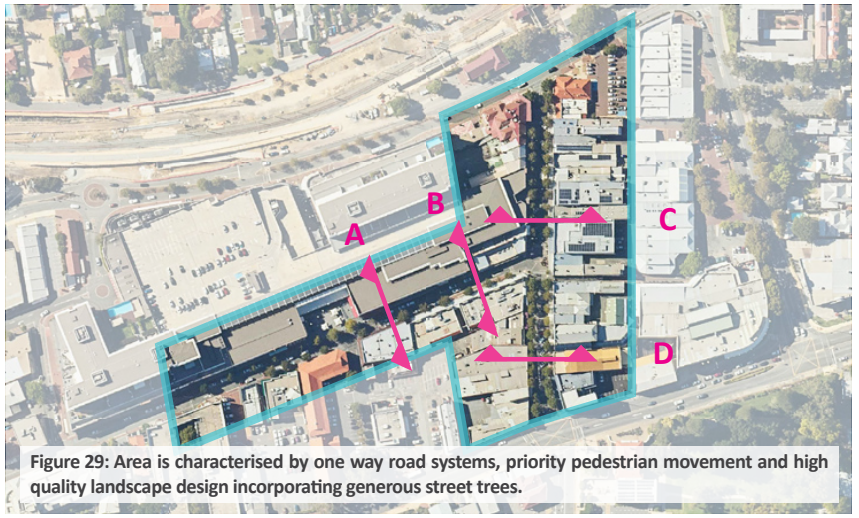


Figure 29: Area is characterised by one way road systems, priority pedestrian movement and high quality landscape design incorporating generous street trees.

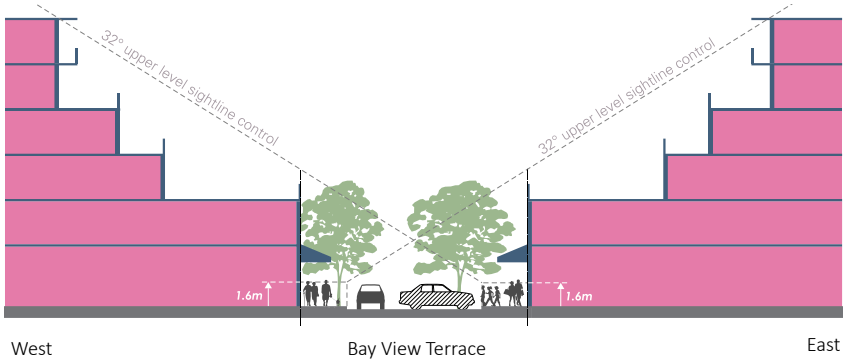


Figure 30: Section D - Bay View Terrace - south (15.0m) characterised by two storey heritage facades with nil podium setbacks and upper level street setbacks determined by sight lines from public realm.

4.3.5 Area 5: Leura

The Leura Character Area provides an area of eclectic mix of heritage elements and fine grain land uses. The area is supported by an exciting network of laneways and remnant road structure from the Leura Avenue deviation, that create a unique 'village feel' characteristic in the Town Centre. The Character Area transitions from the higher activity central area of the Precinct out towards the periphery to provide connection between commercial and non-commercial areas and create a walkable urban environment.

Key Attributes:

- The Leura Character Area promotes a fine grain urban structure through the uniquely Claremont laneway network. These laneways incorporate semi-active frontages that enhance the laneway experience for pedestrians, providing diversity of public realm experiences within the PSP.
- The northern aspect of the Character Area interfaces with the Claremont Oval development on the north side of the railway corridor and provides building height transition along Gugeri Street. Higher density mixed use development in this northern extent benefits from proximity to key transport links with the Perth-Fremantle rail line and Stirling Highway.



Figure 31: Area character is heavily influenced by local topography, established tree attractiveness and convenient car parking opportunities.



Image: Existing trees provide the basis for future streetscape embellishments and appropriate building setbacks to enhance landscape character



Figure 32: Leura Avenue - north (variable width) characterised as a key road connection with treed lined edges and separated pedestrian/shared pathways. Building typologies constitute medium distance street setbacks and human scale building edges.

4.3.6 Area 6: Mary

The Mary Character Area is a primarily single residential area with established heritage homes creating a distinct character that shall be treated sensitively through the PSP. As part of a heritage area, residential properties demonstrate a diversity of Federation and Inter-war California Bungalow residences in a well landscaped setting on the fringe of the Town Centre. Some opportunities for revitalisation exist near Gugeri Street and Stirling Highway to capitalise on the key transport links but are to be sensitively integrated to protect the broader Mary Character Area.

Key Attributes:

- The Mary Character Area prioritises the protection and respect of its unique heritage character elements. Ensure that the character elements of built form and existing sentinal trees are fundamental to the basis of any future development integrating into this well-loved community area.
- A diversity of residential opportunities is facilitated in this key transition area to the Town Centre with some revitalisation opportunities near Gugeri Street and Stirling Highway.
- Provide an appealing urban streetscape for people walking and cycling within the public domain and ensure the retention of mature landscaping to maintain a comfortable pedestrian environment.
- New development shall respect the heritage characteristics of dwellings where development is immediately adjacent to a heritage dwelling / areas facing the same street.



Image: Existing leafy, detached building character



Figure 33: Area character is influenced by the established heritage homes, mature street trees and front home landscpaing, moderate street width and on-street parking.



Figure 34: Mary Street (15.0m) characterised by residential land use and low scale building typologies with large landscaped building setbacks enhancing the street amenity.

4.3.7 Area 7: Stirling HIghway

The Stirling Highway Character Area capitalises on the proximity to the Highway as a transport link between Perth CBD and Fremantle. A diverse range of land use typologies activate this Area with residential building typologies located above commercial highway-based activities- in mixed use buildings. Through potential landscaping and public art opportunities that will enhance the public realm experience. Heritage components including the Claremont Town Hall and Claremont Municipal Heritage Area will be sensitively interfaced by any future adjacent development.

Key Attributes:

- The Stirling Highway Character Area plays an important role as a major transport link through the PSP. Various opportunities for improvements to pedestrian and cycle network through crossings by consideration of bridge, at-grade or median refuges. Locations of these crossings will be carefully considered with Main Roads WA to support active transport to, from and through the Precinct.
- Future development will incorporate the protection of substantial, recognisable heritage places.
- Opportunities to develop landmark developments and gateway buildings and landscaping. These elements would enhance the public realm for residents, visitors and workers both to the Precinct.
- Development at the extent of the PSP area will be characterised with transitionary building heights and mass achieving a sensitive interface form between adjacent development internal and external to the PSP.



Image: Example of existing pedestrian environment with landscaping and weather protection to provide a baseline for future enhancements.



Figure 35: Area character is heavily influenced by the road function, traffic volume, noise generation and ease of pedestrian crossings. Existing landscaping and trees should be retained to enhance area character.

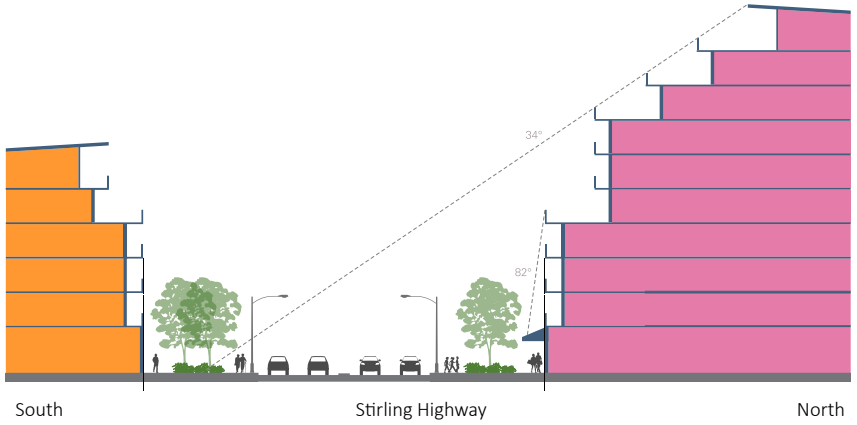


Figure 36: Stirling Highway (variable width) is characterised as a key primary regional road connection with moderate opportunity for treed edges to enhance amenity of separated pedestrian movement framed with 4 storey podium building edges and no street setbacks. Development form on the north shall limit overshadowing of the pedestrian environment on the southern verge.

4.3.8 Area 8: Railway

The Railway Character Area provides the integration between the Town Centre, its railway heritage buildings and the Claremont on the Park development at Claremont Oval. The area is characterised by two key elements of cultural significance and heritage, being the historic Goods Shed and Claremont Train Station. Future development within the area has the opportunity to invigorate the area with commercial and mixed-use land uses that will activate public realm areas for community and civic type activities while protecting view corridors to the heritage buildings.

Key Attributes:

- The Railway Character Area prioritises the retention and respect of heritage character elements – particularly related to the built form of the Goods Shed and the Claremont Train Station associated buildings.
- Retention of existing sentinal trees is critical within the area, given the Character Area's role in regional transport and therefore landscaping and tree canopy need to ensure a pedestrian friendly public realm.
- North of the railway line, development is separately controlled through the requirements of the North East Precinct Structure Plan.
- Pedestrian linkages between the north and south of the railway and the Claremont Station are to be enhanced through sensitive modifications to the heritage pedestrian bridge.



Figure 37: Area is predominantly rail infrastructure and associated land curtilage, however the Rail Station Precinct is an area of significance in the history of the locality and should inform the character of this area for future development considerations.



Image: Existing buildings and land use activities that establish a heritage and cultural bias for this character area.

5.0 URBAN STRUCTURE

5.1 Street and Block Layout

The Claremont Town Centre street and block layout has developed over more than 100 years since the extension of the railway line from Perth to Fremantle in the late 1800's and the establishment of the Claremont Train Station. The relatively long history of subdivision and development within the centre has led to a vast array of private landholdings and configurations, as outlined in **Figure 38 and Figure 39**

The fragmentation of land parcels, outlined in **Figure 38**, will present challenges in the coordinated redevelopment of the PSP area, as the realisation of the proposed built form intensity throughout the majority of the precinct will necessitate larger land parcels.

This issue will likely result in several opportunities and limitations, including:

a) Proposals for amalgamation of existing land titles in order to create a sufficiently sized development site which can facilitate development of the envisaged scale and setbacks from adjacent development; or

b) Proposals for development which ultimately do not meet the envisaged scale as they are constrained by an insufficient development site area; or

c) Proposals for development which, by virtue of their site area limitations and built form design, have the potential to compromise the continued use and enjoyment of adjacent sites as a result of overlooking, overshadowing, impacts on view corridors or other impacts as a result of the bulk and scale of new development.

With respect to the diversity of land sizes and the need for larger site areas to achieve development potential, a minimum lot size requirement is not considered sufficiently beneficial in the context of the PSP area. The fragmentation of private landholdings is significant, but there are many other characteristics of the area which are likely to constrain the realisation of the full development potential for individual sites.

Establishing a minimum lot size across the Precinct or portions of the precinct is likely to be counter productive in achieving redevelopment across complex sites, particularly where these sites are impacted by the desire or requirement to retain certain heritage features or other built form elements.

There is instead considered to be sufficient existing incentives to compel landowners to coordinate and/or amalgamate in order to achieve development potential which cannot otherwise be achieved on small sites, and the Town should actively encourage such proposals. In addition, any proposal for subdivision or amalgamation should demonstrate that:

- The proposed lot design, inclusive of proposed lot area, dimensions or accessibility, is sufficient to facilitate the development of those lots consistent with the objectives and vision of this PSP and related development requirements such as R-Code setbacks from adjacent buildings; or
- The proposed lot design does not significantly or substantially restrict the development or redevelopment of abutting or adjacent land parcels consistent with the objectives and vision of this PSP.

5.2 Land Ownership Characteristics

Land parcels within the precinct are predominantly in private ownership, as shown in **Figure 39**. There are also many properties which are subject to strata titling, and this level of ownership fragmentation will result in an additional challenge to potential redevelopment in the future.

With respect to potential catalyst redevelopment sites:

- The Town is in control of key strategic parcels of land which may ultimately become catalyst redevelopment sites to assist in facilitating key community benefits and in incentivising the development of adjacent land parcels.
- At the time of preparing this report there are two identified development sites remaining as a component of the North East Precinct (NEP) Structure Plan, being Lot 512 Shenton Road and the Town's Car Park 5. These sites are identified for commercial, retail and mixed use development under the NEP Structure Plan, and development is anticipated to progress in the short-medium term.



Figure 38: Existing Land Fragmentation

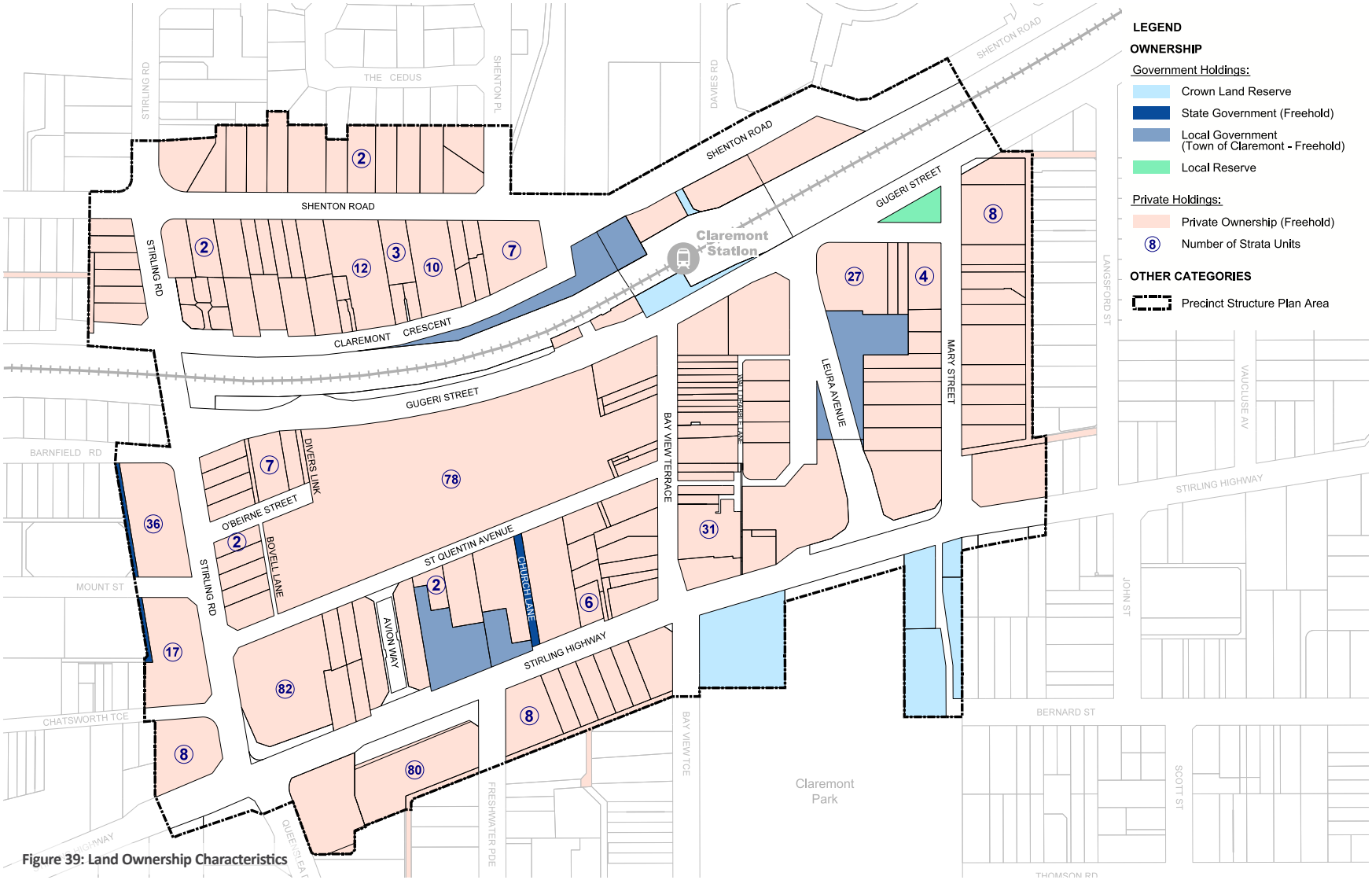


Figure 39: Land Ownership Characteristics

5.3 Acoustic Considerations

The subject area sits adjacent to a number of sources of noise which are guided by *State Planning Policy 5.4: Road and Rail Transport Noise* (SPP5.4). In considering noise implications for subdivision, built form and site design within the precinct a Noise Management Plan (NMP) has been prepared and is included as **Appendix A.**

The NMP identifies three main sources of noise for consideration under SPP5.4, being:

- Stirling Highway as an 'Other significant Freight / Traffic Route carrying in excess of 23,000 vehicles per day;
- The Perth- Fremantle Passenger Railway Line; and
- Leura Avenue, Gugeri Street and Stirling Road, which whilst not carrying in excess of the vehicles per day threshold for an 'Other Significant Freight / Traffic Route', are considered by the noise analyst to warrant assessment and mitigation measures depending on land use, site design and built form proposed.

A condition of subdivision may be recommended for any proposal falling within these areas to require a notification on title to alert landowners of the potential for noise impact generated by the road and rail infrastructure.

The NMP recommends that a site specific acoustic assessment is undertaken as a component of a development application for any sensitive land use which fall within the specified trigger distance for Stirling Highway (200m) or the Perth-Fremantle Passenger Railway Line (100m), or within 50m measured perpendicular from the carriageway for Leura Avenue, Gugeri Street or Stirling Road. The NMP also recommends that this be prepared for noise sensitive developments in close proximity to 'lifestyle uses' including cafes, restaurants, shops, hotels, and entertainment venues.

The areas affected by the transport corridor trigger distances are outlined in **Figure 40,** and the requirement to prepare the Acoustic Assessment Report is outlined in **Part 1**.

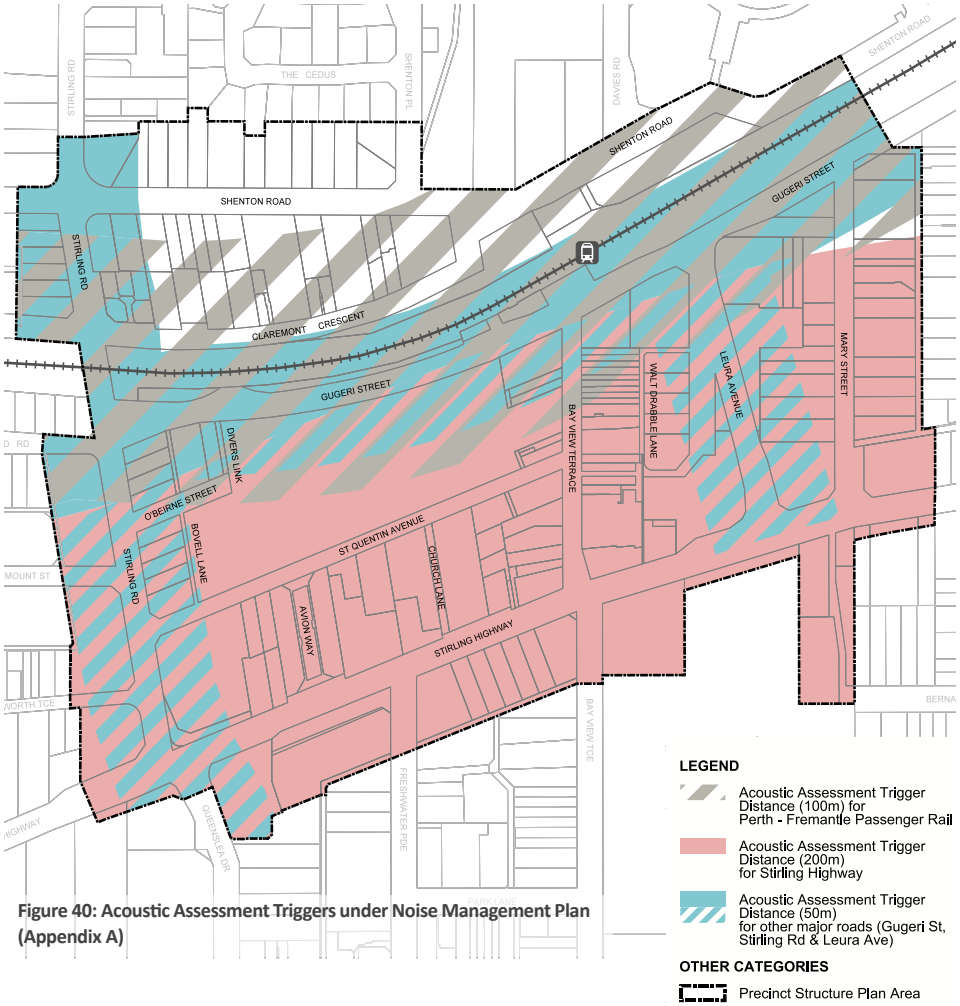


Figure 40: Acoustic Assessment Triggers under Noise Management Plan (Appendix A)

5.4 Precinct Design Objective Assessment

An outline of the PSP's consistency with the *State Planning Policy 7.2: Precinct Design* Objectives for urban structure considerations is provided as **Table 11**.

Table 11: Precinct Design Objective Assessment - Urban Structure

Objectives	Considerations	Section Reference	Summary / Additional Comment
To ensure an adaptable urban structure that can respond to and facilitate change within a precinct.	Develop a street block pattern that can accommodate change over time.	**Section 5.1**	The street block pattern for the Claremont Town Centre has been established over more than 100 years of subdivision and development, and as such is well ingrained and not likely to be subject to substantial change without significant investment. The primary constraint relates to the fragmentation of landholdings and land ownership, and the PSP provides other incentives through the creation of development potential which, in order to achieve maximum potential, requires site amalgamation or collaboration amongst landowners. This is considered an appropriate approach in the context of both a TOD and Activity Corridor warranting greater intensity of development, and of a historic town centre with fragmented land ownership and extensive heritage considerations.
	Identify long-term strategic opportunity/ catalyst sites and detail how they are to be protected from under-development.	**Section 5.2**	There are a number of catalyst sites throughout the precinct either proposed for redevelopment or very likely to redevelop in the short to medium term. In particular land owned by the Town adjacent Stirling Highway and Crown Land adjacent to Claremont Park provide opportunity for government facilitated catalyst projects. In addition, the remaining sites as a component of the North East Precinct Structure Plan are considered likely to redevelop in the short to medium term. Under development of sites within the PSP area is considered highly unlikely given the financial viability and demand for residential and commercial space within the precinct. This will, however, be managed as a key consideration in the assessment of subdivision and development proposals.
	Illustrate the relationship between the proposed urban structure and precinct staging	N/A	Precinct staging is not considered to be sufficiently relevant in the context of a historic and highly developed PSP area like Claremont Town Centre. The staging of development will be market led, and will progress as and when landowners seek to progress with development or redevelopment of their landholdings.

6.0 ACTIVITY AND LAND USE

6.1 Existing Land Uses

Existing land uses within the PSP area can be summarised as follows:

- Residential
- Commercial;
- Mixed Use;
- Civic / Public Purpose;
- Open Space.

These are discussed in more detail below, and are shown spatially in **Figure 41**.



Image: Existing Housing Diversity within the PSP Area

6.1.1 Residential

The residential land uses within the PSP Area provide housing for a population of 587 residents as of 2021. The existing residential area within the PSP area is largely located around the outer edges of the Precinct along Mary Street, Stirling Road and north of Claremont Crescent.

These areas are largely characterised by a mixture of low-density, single-family homes to one or two storeys height; however, some medium and high-density housing options exist with grouped and multiple dwelling housing which range in height from two to three storeys.

Newer multiple dwelling developments along Stirling Highway and mixed-use development within the core of the Precinct up to seven storeys in height have increased the dwelling diversity in the Precinct area and provided housing options in close proximity to the amenity provided by the Precinct as well as key transport routes (**Figure 41**).

6.1.2 Mixed Use (Commercial / Retail)

Located between the Perth CBD and Fremantle, the Claremont Town Centre is the primary retail centre in the region, a significant activity hub with local and regional amenities and is recognised as a Secondary Activity Centre within the Perth and Peel Activity Centre Hierarchy.

The Precinct area has 69,290m^2 of commercial floorspace, with the largest commercial uses being Shop/Retail (54%), Office/Business (15%), Education/Recreation/Culture (5%) and Health/Welfare/Community Services (4%). The majority of the commercial floorspace is located within the retail core between Stirling Highway and rail line.

The remaining 22% of non-residential floorspace is made up of a range of small land uses including other retail; service industry; and manufacturing/processing and with 4,192m^2 of vacant floor area. The land use mix exceeds the 30% proportion of mix of land use floorspace as outlined for a Secondary Activity Centre with more than 20,000m^2 for shop/ retail floor space.

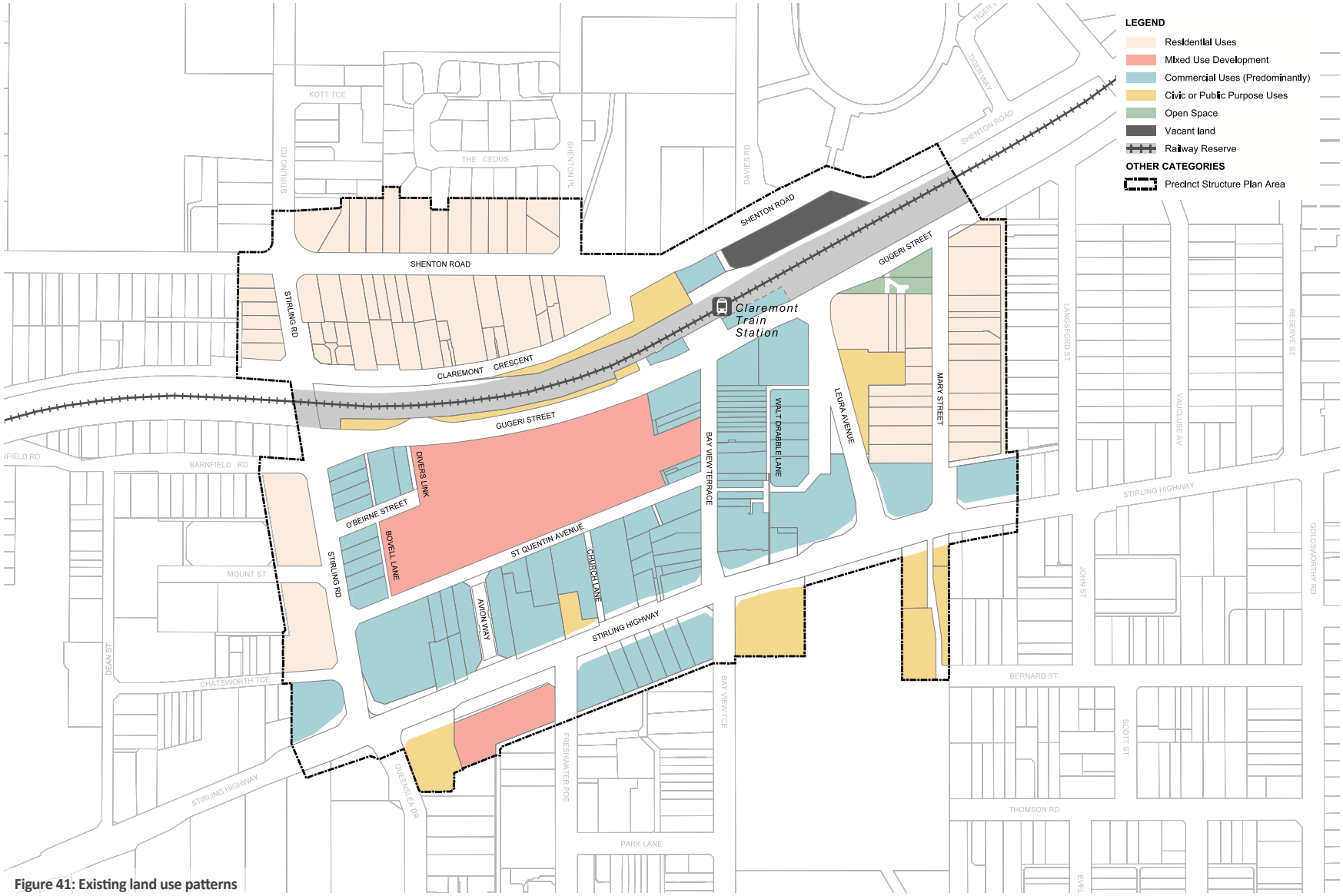


Figure 41: Existing land use patterns

Benchmark analysis conducted by Pracsys to compare the Precinct to four other similar Activity Centres as part of a retail needs assessment recognised that the Precinct offers a lower diversity of floorspace than the benchmark comparison set by similar nearby centres. The Precinct does, however, support higher concentrations of Shop/Retail and Residential floorspace and has a lower vacancy rate than the comparable benchmark.

Notable land use gaps within the Precinct include:

- Health (community health centres; child care services);
- Entertainment (live entertainment theatres; cinemas);
- Office (professional services; general health services; insurance agents, brokers and services; accounting, auditing and book-keeping services); and
- Shop (café, restaurant and function centres; bread and cake stores; butchers).

When including the expansion of Karrinyup Shopping Centre and Claremont on the Park, the estimated Shop/Retail land use within the trade area of the Claremont Town Centre is estimated at 578,248m^2, with the Karrinyup, Stirling, Fremantle, Subiaco and Claremont Activity Centres representing the majority of the land use.

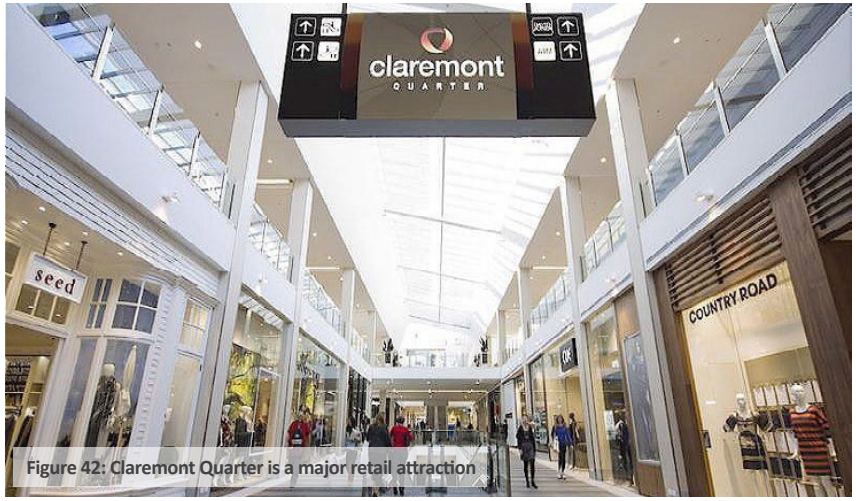


Figure 42: Claremont Quarter is a major retail attraction

There are approximately 38,488m^2 of Shop/Retail within the Precinct and the top three predominant shop/retail uses include department stores; clothing stores; supermarkets and grocers. This is primarily located within the Claremont Quarter shopping centre, in addition to along Bay View Terrace and St Quentin Avenue.

A higher proportion of higher income households in the catchment as detailed in **Section 2.2.4** in the trade area can indicate a higher-than-average level of discretionary spend and an ability to afford higher quality goods and service offerings. This is reflected with some of the shop/retail offerings in Claremont with designer and boutique brands represented in retail trade.

6.1.3 Civic and Public Purpose

In addition to its key retail attractions, the Precinct has a number of civic and public purpose uses within the Town Centre and the surrounding areas, including:

- The Claremont Train Station given its heritage status and role as a transport route;
- The new Claremont Bus Interchange in Gugeri Street;
- The Christ Church Anglican Church is a culturally significant location, hosting multiple services throughout the week and also hosting both private and public events;
- The Claremont Community Hub has historical and cultural significance being used by the community for over 100 years and currently acting as the local library and community hub;
- Claremont Administration building linked to the adjacent Claremont Park on the fringe of the precinct;
- Mary Street Reserve and the adjacent Claremont Park and Lake Claremont providing open space access to the Precinct and surrounds;
- Various Town owned and operated public parking facilities;
- The adjacent Claremont Oval precinct given it is the home of the Claremont Tigers WAFL Football Club;
- The adjacent Royal Agricultural Society of WA (RAS) Showgrounds, particularly during the Perth Royal Show periods; and
- St John's Ambulance, Council Operations Centre, Meals on Wheels, Kindergarten and Childcare adjacent Claremont Park.

6.2 Key Issues and Opportunities

6.2.1 Population Growth and Change

The population in the PSP area has not grown significantly over the 15 year period from 2001 to 2016.

As detailed in S2.2.2 the population is charactertised by a mix of younger workers, lone person households, families and retirees. The diversity of the PSP area population is an attribute that should be maintained and encouraged and a planning framework to support this implemented.

The Town Centre precinct is particularly important in accommodating population growth within the local government as the primary node of public transport, employment and community services.

Ensuring that a greater proportion of residents have the opportunity to live in close proximity to these facilities is very important to achieving a more sustainable and compact metropolitan area, and reducing reliance on suburban sprawl.

In addition, for a historic and highly developed area like Claremont, more compact residential growth within the town centre precinct assists in alleviating pressure for redevelopment within existing suburban areas.

6.2.2 Commercial and Retail Growth Projections

In considering future retail needs the Town has prepared a Needs Assessment (NA) to determine whether the 'trade area' can support the proposed commercial and retail land uses, and if so the scale of supply necessary to appropriately accommodate this demand in floorspace. The full assessment has been undertaken in accordance with the requirements of SPP4.2, and is included as **Appendix B.**

6.2.2.1 Retail Growth

The Needs Assessment uses a retail gravity model methodology to examine the supply of and demand for retail floorspace within the defined trade area, and to estimate the potential impact of proposed retail developments.

The trade area for retail catchment of the Claremont Town Centre was calculated at 5km (primary area) and 10km (secondary area) based on the distance that retail customers were willing to travel to shop within Claremont, and consequently identifies the extent of surrounding centres which may be impacted from retail growth within Claremont.

Following consideration of a raft of influences and data the retail growth analysis predicts the turnover and future retail floorspace gaps outlined in **Table 12** below.

Table 12: Projected sustainable retail growth between 2021 and 2041 for the PSP area (five year cumulative growth from 2021)

Scenario / Floorspace	2021	2026	2031	2036	2041
Total Supportable Floorspace (Low Population Growth Scenario)	36,138m^2	37,842m^2	42,179m^2	47,052m^2	52,534m^2
Gap in Floorspace Provision (from 2021) (Low Population Growth Scenario)	N/A	1,704m^2	6,041m^2	10,914m^2	16,396m^2
Total Supportable Floorspace (High Population Growth Scenario)	36,138m^2	38,079m^2	42,703m^2	47,959m^2	54,892m^2
Gap in Floorspace Provision (from 2021) (High Population Growth Scenario)	N/A	1,941m^2	6,565m^2	11,821m^2	18,754m^2

6.2.2.2 Commercial (Non-Retail) Growth

The Needs Assessment uses floorspace to population ratios and benchmarking to understand the provision of floorspace in the Precinct and to identify potential gaps in the quantum and diversity of the commercial offering. The trade area for non-retail growth was calculated at 5km, as customers are less likely to travel greater distances for these goods and services.

The analysis of floorspace to population ratios provides higher than the benchmark levels of shopping and other retail floorspace, but lower levels of entertainment, service, office and health floorspace, as outlined in **Appendix B.**

The estimated gaps in floorspace provision are outlined in **Table 13** and should be interpreted as the potential increase in the land use classification which can be accommodated within the 5km catchment, which could potentially be supported within the Precinct.

It should be noted, however, that some floorspace uses have been removed from this analysis due to their specialist use case, such as hospitals and universities, or their classification under public purpose floorspace, such as high schools. Further information regarding the floorspace capacity estimates can be found in **Appendix B.**

Table 13: Projected sustainable commercial (non-retail) growth between 2021 and 2041 for the PSP area (five year cumulative growth figure from 2021.

PLUC Floorspace	Population Growth Scenario	Floorspace Estimate	2021	2026	2031	2036	2041
Entertainment / Recreation / Culture (ENT)	Low Growth Scenario	Total Required Floorspace	7,390m²	7,695m²	8,577m²	9,567m²	10,682m²
		Future Gap (from 2021)	N/A	305m²	1,187m²	2,177m²	3,292m²
	High Growth Scenario	Total Required Floorspace	7,390m²	7,743m²	8,683m²	9,752m²	11,161m²
		Future Gap (from 2021)	N/A	353m²	1,293m²	2,362m²	3,771m²
Office / Business (OFF)	Low Growth Scenario	Total Required Floorspace	16,394m²	17,070m²	19,026m²	21,224m²	23,697m²
		Future Gap (from 2021)	N/A	676m²	2,632m²	4,830m²	7,303m²
	High Growth Scenario	Total Required Floorspace	16,394m²	17,177m²	19,262m²	21,633m²	24,761m²
		Future Gap (from 2021)	N/A	783m²	2,868m²	5,239m²	8,367m²
Health / Welfare / Community Services (HEL)	Low Growth Scenario	Total Required Floorspace	4,578m²	4,767m²	5,313m²	5,927m²	6,617m²
		Future Gap (from 2021)	N/A	189m²	735m²	1,349m²	2,039m²
	High Growth Scenario	Total Required Floorspace	4,578m²	4,797m²	5,379m²	6,041m²	6,914m²
		Future Gap (from 2021)	N/A	219m²	801m²	1,463m²	2,336m²
Service Industry (SER)	Low Growth Scenario	Total Required Floorspace	3,223m²	3,356m²	3,740m²	4,173m²	4,659m²
		Future Gap (from 2021)	N/A	133m²	517m²	950m²	1,436m²
	High Growth Scenario	Total Required Floorspace	3,223m²	3,377m²	3,787m²	4,253m²	4,868m²
		Future Gap (from 2021)	N/A	154m²	564m²	1,030m²	1,645m²
Other Retail (RET)	Low Growth Scenario	Total Required Floorspace	3,911m²	4,072m²	4,539m²	5,063m²	5,653m²
		Future Gap (from 2021)	N/A	161m²	628m²	1,152m²	1,742m²
	High Growth Scenario	Total Required Floorspace	3,911m²	4,098m²	4,595m²	5,161m²	5,907m²
		Future Gap (from 2021)	N/A	187m²	684m²	1,250m²	1,996m²

6.2.3 Community Facility Analysis

The Town engaged David Lanfear Consulting to prepare a Public Open Space and Community Facilities Strategy for the whole of the Town as a component of broader municipal wide planning of the area to inform future investment in re-purposing and/ or expansion of facilities to meet the needs of the changing community. With particular focus on those outputs which relate to the PSP area, the following outputs were noted as a component of this assessment:

- In general the extent of community infrastructure across the Town, being a relatively confined urban area with a small population base, is relatively evenly spread along a central spine from the foreshore, north to Lake Claremont, inclusive of the PSP area.
- Many of the Town facilities are, however, compromised due to the heritage status of the buildings. Most notably this includes the Claremont Station Precinct and the Foreshore Museum area. The constrained functionality of these facilities are critical as they may adversely impact on the local communities accessibility to a diverse range of services and programs.
- The station precinct heritage buildings do, however, appear to provide buildings which are adaptable to arts and cultural activities although it is evident that the building fabric must be maintained.
- When considering broader community centres and spaces, it is evident that such space is limited to the Administration Centre and Claremont Community Hub and Library. This level of provision for the Town would be considered to be substandard and likely to show a deficit in provision. When undertaking the mapping of infrastructure, however, it became clear that there are a number of facilities which provide the potential for community space, including Claremont Bowling Club, Claremont Tennis Club, Claremont Yacht Club and both the Agricultural Showgrounds and Claremont Oval Grandstand. These facilities collectively would offset the need for additional community space.
- Overall the residents of the Town of Claremont have reasonable access to a range of community facilities which provide opportunities to socialise, undertake group activities / meetings and to take part in various craft, dance, personal health and wellbeing opportunities.

The analysis undertaken has culminated in a number of recommendations applicable to the broader Town, with the following relevant to the PSP area:

- The Town has a range of community buildings but a large number of these are of a heritage value. Those that are not of a heritage value are operated by single service users (i.e. tennis, bowls, yachting and golf). The Town in reviewing its future services and provision of community facilities should be seeking to reduce the single user groups and expand the opportunities to multi-functional / co-located facilities in accordance with industry trends.
- Consideration should be given to the future of the Library and Community Hub within the town to ascertain whether a more cost effective measure of delivering the service may be to partner with service providers and reduce the extent of small library services within the Western Suburbs Library Group.
- Claremont Library and the Community Hub could be further enhanced through the development of Typika café. Consideration should be given to how this space could provide a more expansive and fit-for-purpose venue. This however would need to be balanced against the requirement to generate income from limited Town resources and offsetting apparent deficits in community infrastructure.
- With the bowling club and tennis club infrastructure, both of these clubs occupy substantial areas of land within close proximity to the Town Centre. Both clubs are in need of investment to manage and maintain their facilities effectively and efficiently. Opportunities exist for both sites to be rationalised while maintaining a good standard of provision.
- Develop an appropriate and tangible community benefits assessment for apartment development related to additional plot heights where the incentive is sufficient to attract investment into the desired community benefit and is broadly commensurate with the additional development entitlement.
- - Privately Accessible Public Open Space (PAPOS) with at grade pedestrian access agreements are to be considered where appropriate.
- The adoption of a POS and Community Benefit Policy/Scheme requirements
- Formalising community use of existing private school facilities where appropriate to secure ongoing community access.

6.3 Activity and Land Use Response

6.3.1 Distribution and Facilitation of Uses

In considering the distribution and facilitation of future land use to support the growth the centre, a spatial opportunities and issues analysis exercise has informed the preparation of the PSP to assist in highlighting key matters which should inform zoning and land use provisions.

The outcomes of this analysis are shown in **Figure 43**, and briefly summarised as follows:

- The sensitive transition of the higher intensity land uses within the core to the more suburban and lower intensity residential land uses framing the core is very important in maintaining amenity for residents throughout.
- Concentrating intensity of development within the retail core provides for the gradation and transitioning of height outward from the core and protects heritage development within Bay View Terrace and beyond.
- Commercial development opportunities immediately adjacent the Claremont Station which may assist in further activating the station precinct.
- Consider diversity of residential development options mixed with compatible land uses to attract a wide range of housing and lifestyle choices into the town centre.
- Reinforcing the identity of civic nodes through opportunities to identify complementary land uses adjacent to (or as a component of) existing civic nodes, with particular focus on the Town's Administration Centre and local community facilities.
- The creation of activated ground floor edges of development will be of significant benefit to daytime and nighttime activation of these precincts, and should be prioritised in new developments.

Legend

- Consider appropriate areas where landuses should be restricted to residential to provide appropriate transition function.
- Commercial land use to integrate with town centre.
- Concentrating intensity of development within Retail Core.
- Reinforce the identity of civic nodes.
- A more 'urbane' Stirling Highway activity corridor could support a greater intensity of mixed employment land uses and the possible opportunity for upper-level high density residential.
- Activated Ground Floor Edges - consider hospitality and entertainment land uses.
- Create appealing 'third-places' throughout the town centre such as Town Square experiences, that help to improve the function and enjoyment of the town centre and a daytime/night time /all season economy. Opportunity to enlarge the existing town square (St Quentin Avenue) flanked by green space and feature urban space (south of Gugeri), framed by active building edges that support a vibrant urban place.
- Improve integration between the North East Precinct and the Town Centre
- Lot amalgamation and potential development bonus opportunities.
- Consider the opportunities to achieve transit nodes integrated with mixed-use development along with the possibility of development over the rail line.

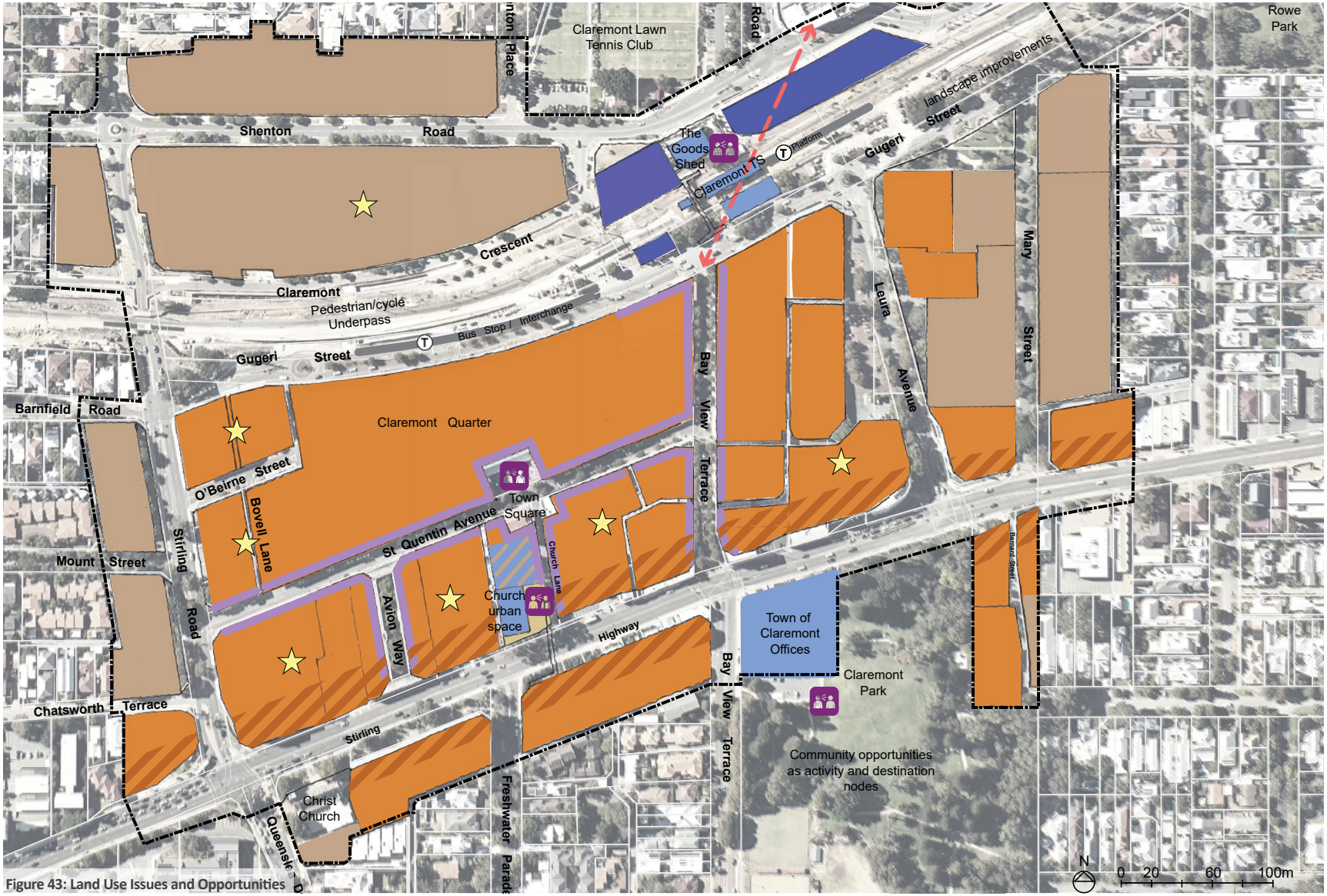


Figure 43: Land Use Issues and Opportunities

6.3.2 Proposed Zoning and Density Coding

In order to facilitate the envisaged land use change throughout the Precinct a number of modifications are required to the zoning and land use permissibility under the Town's Local Planning Scheme. This is anticipated to occur as a component of the preparation of the new Scheme.

In the interim period however, where a site or development can deliver an improved heritage outcome for the Precinct, development consistent with the PSP may proceed in accordance with Regulation 12 of the LPS Regs

6.3.2.1 Proposed Zoning and Reservations

The proposed allocation of land use zoning is outlined in **Figure 44** and further described as follows:

Mixed Use Zone - Retail Core

This zone is proposed to apply to the key nodal areas of the PSP area and allow for continued development and redevelopment for a wide variety of urban uses, including retail, commercial and residential uses in a compact and integrated form.

Mixed Use Zone - Transitional Area

This zone is proposed to apply to areas peripheral to the retail core and facilitate development for a variety of uses, including commercial and residential uses (but excluding larger format retail uses) in a compact and integrated form. It is anticipated that small scale retail uses may be permitted as a matter of discretion.

Commercial Zone

This zone is proposed to apply to individual isolated sites only which by virtue of their location and context are considered to be suitable for commercial activity, but not suitable for integrated residential development which would warrant their inclusion within either of the proposed Mixed Use zones.

Residential Zone

The Residential zone is generally proposed to be applied to the peripheral areas of the PSP area to facilitate built form and land use transition to the surrounding suburban residential areas. Subject to detailed review, it is anticipated the existing Residential zone and associated Scheme provisions, will generally apply to these areas.

Reserved Land

Public Purpose reservations under both the *Metropolitan Region Scheme* and *Local Planning Scheme No. 3* are reflected on **Figure 15** and are not proposed to be modified under this PSP.

Amendments to reservations under *Local Planning Scheme No. 3* are proposed to occur to reserve a portion of road reserve between Mary Street and Gugeri Street as 'Local Reserve- Recreation' to reflect the intent to retain and enhance public use and amenity of these spaces. This is further outlined in **Section 12.0.**

6.3.2.2 Density Coding

The applicable density codings for the PSP area are outlined on **Figure 44**, and is subject to separate consideration and progression of an amendment to the Town's LPS to reflect the proposed coding within the Scheme. The applied density codes are generally grouped as:

- **Residential - Activity Centre Codes (RAC - Codes)** which are applied to sites zoned Mixed Use and differentiate the level of built form intensity proposed. Codings applied are shown as R-AC3 for the majority of the Mixed Use zoned areas and R-AC0 for sites identified with a greater level of development potential by virtue of their identified landmark status.
- **Residential Density Codes (R-Codes)** which are applied to sites zoned Residential. Codings applied to these sites include:
  - R20 in areas of heritage sensitivity and interface with surrounding areas;
  - R40- R60 in areas where medium density development is considered optimal based on location and surrounding context;
  - R80 - R160 where there is opportunity for more intensive residential development as an interface with adjacent mixed use development potential.

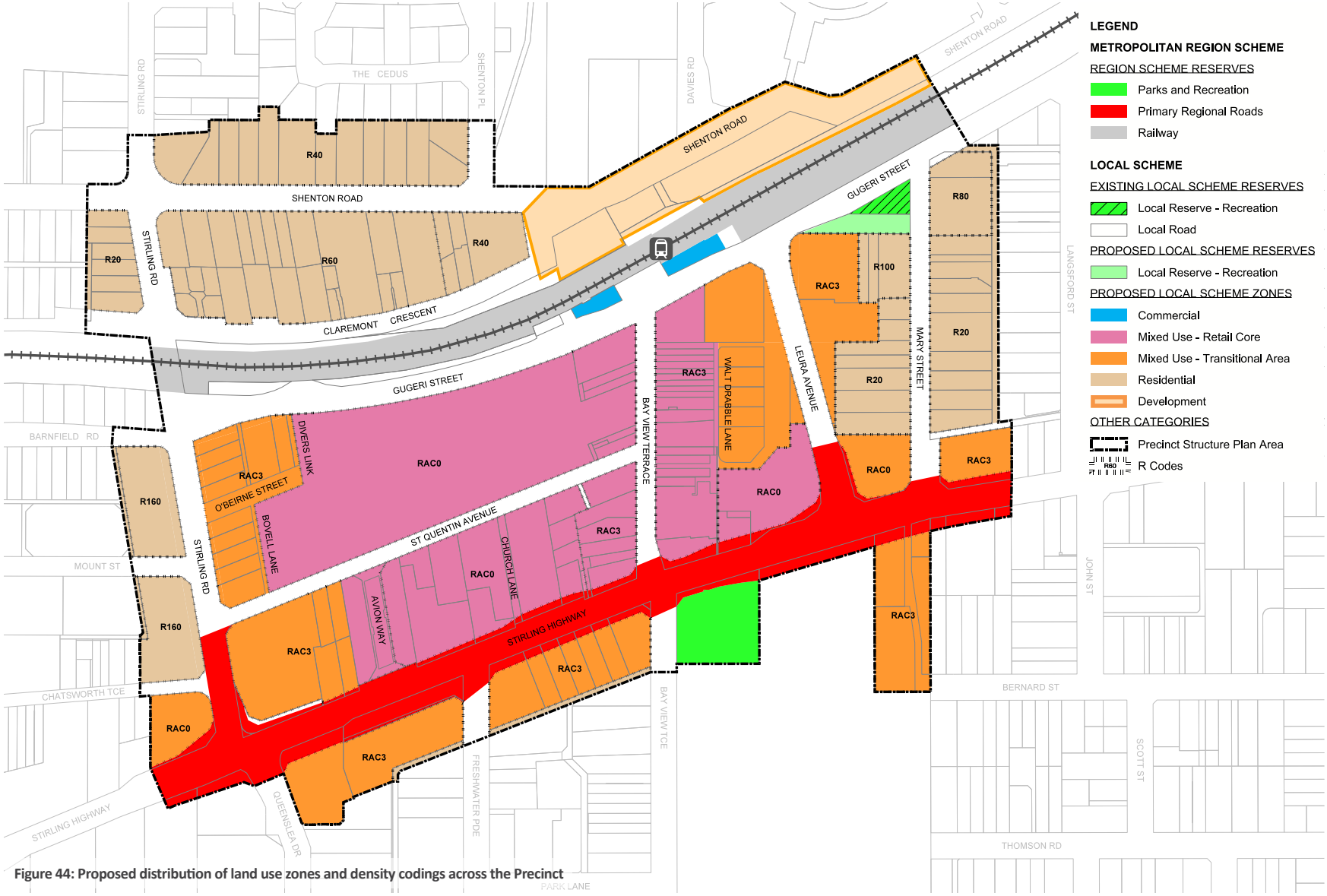


Figure 44: Proposed distribution of land use zones and density codings across the Precinct

6.3.3 Town Centre Capacity Analysis

As a component of the preparation of the Town's new Local Planning Strategy a high level dwelling yield analysis was undertaken for each of the identified 'Planning Areas' within the Town. These Planning Areas included the PSP Area, the Stirling Highway Urban Corridor, and the three 'Station Precincts' within the Town's municipal boundary, being Swanbourne, Claremont and Loch Street Stations.

The analysis reviewed the likelihood of redevelopment of individual sites within the Planning Areas based on a range of factors including:

- Known or likely development sites with significant redevelopment potential based on existing site characteristics;
- Fragmentation of land ownership, particularly in the context of existing strata unit developments and small land parcels;
- The likelihood of site specific restrictions due to identified heritage features affecting redevelopment potential or transitional intensity constraints.

This analysis assisted in identifying the likely total site area available for redevelopment, which when coupled with the proposed density and land use plan, allowed an understanding of the likely future development floorspace and yield projections.

The results of this indicated that the potential dwelling yield based on the zoning and density allocations is between 900 and 1,300 new dwellings within the PSP Area, exclusive of the approximately 160 dwellings which have been developed within the PSP Area since 2010.

The estimated range is attributed to differing assumptions with respect to market conditions, response to site constraints and ability to achieve the density permitted, and for this reason are included as a potential range and not as a dwelling target for the PSP Area.

6.3.3.1 Secondary Centre Density Targets

State Planning Policy 4.2: Activity Centres (Draft 2020) provides an update on the WAPC expectation with respect to minimum dwelling density within proximity to a designated Activity Centre. For a Secondary Centre like Claremont Town Centre, the required population density within a 10 minute (800m) walking distance of the centre (in this instance the Town Square) is greater than 40 dwellings per hectare, with the 800m walkable catchment analysis for the Claremont Town Centre shown in **Figure 45.**

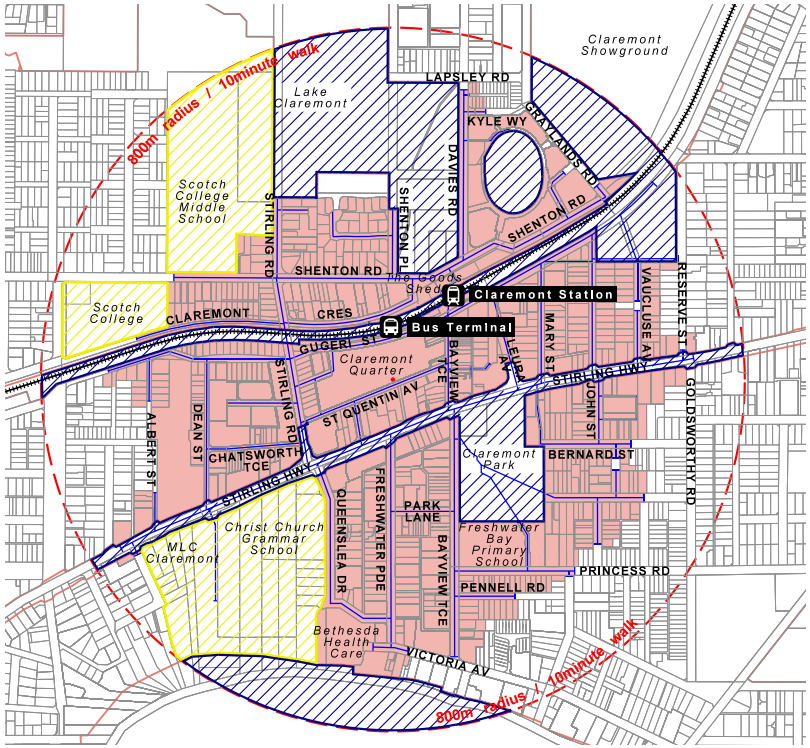
Analysis of the existing dwellings and dwelling yield potential within the walkable catchment is outlined in **Table 14**, and demonstrates that the centre has capacity to achieve between 43 and 49 dwellings per hectare, exceeding the ***State Planning Policy 4.2*** targets. In order to meet the minimum 40 dwellings per hectare target, the PSP Area needs to achieve a minimum of 650 new dwellings within the PSP boundary.

The capacity identified in **Table 14** of 900-1300 new dwellings in the PSP Area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwelling will be achieved in the PSP in order to satisfy the WAPC expectations.

The vast majority of these dwellings are likely to be in the form of apartments as a component of mixed use development within the core urban areas, with a likely average development profile of between 5 and 6 storeys (with a potential maximum of 8-10

Table 14: Analysis of existing dwellings and dwelling yield potential within the walkable catchment

Dwelling / Density Consideration	Dwelling / Density Estimate
Existing dwellings within 800m walkable catchment at 2021 (Existing suburban areas, North East Precinct, Stirling Highway and Claremont Quarter)	2,100
Estimated Dwelling Potential within Stirling Highway Corridor within 800m walkable catchment of PSP Area (Based on amended development potential under Local Development Plan)	500 - 600
Estimated Dwelling Potential within PSP Area (Based on zoning and density proposal within PSP)	900 - 1300
Total Dwelling Potential (High Population Growth Scenario)	3,500 - 4,000
Total Density Potential (noting total Urban area within the 800m walkable catchment of 81.61Ha)	43- 49 Dwellings / Ha



Legend

- Extent of 'Urban' zoned land within an 800m (10 minute) walkable catchment of the Town Centre (81.61 Ha)
- Land excluded from the 'Urban' zoned land as not capable of accommodating residential development (existing Private School Campuses)
- Land reserved for Public Purpose and as a result not capable of accommodating residential development (Swan River, Stirling Highway, Railway Reserve, MRS Parks and Recreation Reserve)

Figure 45: Spatial analysis of existing and potential residential density within 800m walkable catchment of the Town Centre.

storeys within Landmark or Gateway sites). There are opportunities for medium density development within the Shenton and at the northern or southern ends of the Mary Character Areas, however, and the dwelling product within these will predominantly include a mix of single dwellings and townhouse type development.

6.3.3.2 Commercial and Retail Floorspace Demand

The redevelopment potential analysis has also identified the potential for sufficient floorspace to be delivered to cater for demand associated with commercial and retail uses.

This additional floorspace will primarily be delivered as a result of the redevelopment and more efficient use of existing commercial and retail floorspace within the core urban areas, particularly as at grade parking is removed and single storey structures are redeveloped to multi-storey, integrated structures.

The analysis undertaken by Pracsys identified a total demand for **an additional 42,297m² - 47,351m² of non-residential floorspace**, which includes additional floorspace for traditional retail uses, entertainment, office and other services, as outlined in **Table 15.**

Table 15: Projection of additional Non-Residential Floorspace required by 2041.

Land Use Type	Low Growth Scenario	High Growth Scenario
Traditional Retail	16,396m²	18,754m²
Cafe / Restaurant	2,699m²	3,092m²
Other Retail	1,742m²	1,996m²
Entertainment / Recreation / Culture	10,682m²	11,161m²
Office / Business	7,303m²	8,367m²
Health / Welfare / Community Services	2,039m²	2,336m²
Service Industry	1,436m²	1,645m²
Total Additional Non-Residential Floorspace	**42,297m2**	**47,351m2**

6.4 Precinct Design Objective Assessment

An outline of the PSP's consistency with the SPP7.2 Precinct Design Objectives for land use (activity) considerations is provided in **Table 16**.

Table 16: Precinct Design Objective Assessment - Land Use (Activity)

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure current and planned land uses respond to the needs and expectations of the community.	Review existing zonings and land uses within and adjacent to the Precinct to identify gaps and determine the appropriate zones and land use mix.	**Section 6.1**	The existing zonings and land uses within and adjacent to the Precinct are consistent with the diversity of uses and dwelling types suitable for a Secondary Centre, but at a lower intensity than would be expected given the extent of services and availability of public transport throughout.
	Consider the current and future need for services, utilities and social infrastructure, including community, civic and cultural facilities.	**Section 6.2**	There are no identified shortfalls in the current and future need for community services and community / utility infrastructure throughout the Precinct, but rather a need for a review of service provision efficiency and the potential for multi-purpose facilities. Given the relatively slow pace of redevelopment, and the desire to plan more strategically for the broader municipal area, these will be addressed by the Town as development progresses and as funding and implementation opportunities arise in collaboration and where appropriate , provision through community benefit requirements for developments which achieve constrained development bonuses.
	Identify locations for staged land use transition to meet changing community needs.	**N/A**	The staging of land use transition is not specifically proposed within the PSP area, but rather increased intensification of existing residential and mixed use development. This will require careful consideration to minimise the impact on abutting and surrounding properties, but given the fragmentation of land ownership, staging of development is not a viable option. As such, it will need to be considered on an individual application basis.
To ensure the planned land use types contribute positively to the precinct character and amenity.	Co-locate land uses that have a mutual, positive benefit.	**Section 6.3.2**	Land use distribution is primarily reflective of the current distribution, with the core retail area and Stirling Highway representing the higher intensity, mixed use areas, and the surrounding peripheral areas accommodating residential development as a transition to the more suburban areas external to the PSP.

Table 16 (cont): Precinct Design Objective Assessment - Land Use (Activity)

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure the planned land use types contribute positively to the precinct character and amenity.	Locate and distribute land uses to manage amenity impacts such as noise, visual and air pollution.	**Section 5.3**	The PSP area is dissected by both the Perth- Fremantle railway line and Stirling Highway, in addition to three higher volume traffic roads (Gugeri Street, Stirling Road and Leura Avenue), and as such cannot avoid noise as a consideration. Instead, subdivision and development will need to be designed to ensure that the impacts of noise are minimised on residents and other sensitive uses, and noise generating uses within this environment are carefully considered.
	Distribute land uses across the precinct to support and benefit from the movement network.	**Section 6.3.1**	Land uses and density coding has been distributed to take full advantage of the proximity to both the passenger rail line and bus transit throughout.
To achieve a mix of land uses and activity that supports the precinct vision.	Determine the appropriate land use mix for the Precinct.	**Section 6.3.2**	As a Secondary Activity Centre the PSP proposes to strengthen the role of the Centre in supporting the regional economy and providing for essential residential development opportunities, with a focus on higher density residential apartments as a priority, in addition to providing a variety of retail, commercial and civic uses to provide a strong level of local employment and service delivery for residents and visitors.
	Determine the appropriate distribution of residential density to support the intended character and function of the Precinct.	**Section 6.3.1**	Residential density is distributed across the Precinct in a manner which capitalises on existing major infrastructure and employment, with the more significant density focused adjacent to high frequency public transport, along Stirling Highway and within the existing retail core. Medium density residential (R20- R60) is focused on the peripheral areas of the PSP to facilitate transition in height and intensity to the surrounding suburban areas.
	Provide for land uses that appropriately activate and promote safety in the public realm.	**Section 6.3.1**	Mixed use development is proposed adjacent key areas of public open space and the public realm to provide for a level of activation and passive surveillance, as well as entertainment and food/beverage uses being concentrated along Bay View Terrace, in addition to providing setbacks and design elements to reinforce the amenity provided by the public realm.
	Identify a land use mix that supports local employment and the local economy.	**Section 6.3.1**	The land use mix provides for a broad variety of commercial, retail and other employment generating land uses to support the local economy and ensure that people have the opportunity to live and work locally.

7.0 BUILT FORM

7.1 Existing Built Form

The PSP area contains a diverse range of building forms which benefits the adjacent public realm quality. The character of the PSP area is directly influenced by these built form variations of form, scale, age, and architectural style. These variances informed the recognition of Typology Character Areas and their influence on future development within the PSP.

7.1.1 Age and Heritage

The precinct has a significant place history, particularly surrounding its Railway Precinct with a diversity of building types and ages. Redevelopment of certain sites has resulted in the removal of some aged buildings, however their facades have been protected and subsequent redevelopment under this PSP will prioritise the retention of these heritage elements.

The precinct contains a range of heritage places and building facades that are identified on the Town's Local Heritage Survey and Heritage List, in addition to the State Heritage List, which warrant varying levels of protection. The identified heritage sites are shown in **Plan 1.**

Careful consideration has been given to development controls proposed in the PSP in order to provide a respectful interface and built form transition to the heritage elements.



Image: Heritage Places within the Precinct

7.1.2 Height and Scale

Existing building heights are variable throughout the PSP area. They are generally low heights in the east and north of the PSP area, and then transition to taller buildings to the south and west.

The PSP area contains a mix of existing residential and non-residential buildings with a wide range of heights and massing. The residential component of the Precinct is characterised generally by single and two storey detached homes around the periphery of the PSP area, although there are some aging medium density grouped development and apartment developments also ranging from two to three storeys in height. In addition residential developments located in the core of the Precinct achieve seven storeys in height, along with development on the south side of Stirling Highway which is five storeys.

Non-residential buildings in the Precinct are generally low scale of one to three storeys, however some mixed land use buildings achieve greater heights through the integration of residential development above this non-residential podium.

The central core area of St Quentin Avenue and Bay View Terrace is characterised by attached buildings with no side boundary setbacks resulting in a bulky development scale. The periphery of the PSP area is characterised by detached streetscapes as a result of side and front boundary setbacks to the buildings. These setbacks, which together with heavily tree-lined streetscapes, diminish the prominence of building height and mass.



Image: Existing Varied Height and Scale within the Precinct

7.1.3 Urban Grain

The urban grain of the PSP area is typified by a diverse range of lot sizes and dimensions with a defined street and laneway pattern. These lane ways achieve a unique character and permeable access network within the Precinct, enhancing the robustness of the urban structure.

The character areas are directly coupled to their granular features of lot sizes and widths. The diverse range of lot sizes are identified at **Section 4.1**.





Image: Existing examples within the Precinct displaying the unique urban grain variety

7.1.4 Street Interface

There are a wide variety of existing relationships between building and street within the PSP area, with limited consistency of interface types. Buildings on the periphery of the Precinct are generally setback in excess of 6m from the street, enabling landscaped front gardens and emphasising their low density residential land use.

These residential building interfaces are also typically of a low scale height, which further influences the street interface perception as a low density, greened and cooler environment.

Buildings towards the centre of the PSP area generally have limited or no street setback, which is characteristic of a change in ground floor land use to predominantly non-residential. These core streets are characterised by retail, food and beverage, and entertainment uses with buildings that abut the street providing awnings and canopies that contribute to the streets activity and vitality.













Image: Existing Street Interface examples

7.2 Built Form Key Issues and Opportunities

To inform a well designed built form response, key issues evident in the PSP area have been identified to inform design responses. The outcomes of this analysis are outlined in **Figure 46**, and broadly summarised below:

7.2.1 Impact of New Development

Character:

New buildings and additions to existing buildings can have a detrimental impact to the local character, streetscape qualities and points of difference within the precinct. Building design, massing and streetscape interface shall be guided by the PSP to maintain the Town Centre 'village' characteristics that make it distinctly 'Claremont'. To ensure the village character is maintained, low rise urban podium style development will be encouraged with taller development located behind the street facade.

Heritage:

Existing heritage buildings, facades and trees exist throughout the PSP area and are intrinsic to the Claremont sense of place. These should be retained and treated with sensitivity by redevelopment proposals. The PSP establishes building controls for retention of heritage elements on site and adjoining sites.

Street Activation:

Existing street edge activation in the PSP area varies dependent on location. Whilst there is a core area of active building edges, these do not expand far from this core. The PSP will encourage activity and comfort along pedestrian pathways, laneways and public spaces, by increasing site development opportunities and reducing the extent of buildings and carparks that provide an inactive, unattractive and unsafe edge along pedestrian connections.

Building Separation:

The PSP character areas of Mary, Leura and Shenton are categorised by detached dwellings with generous side setbacks and outdoor living areas. The amenity of these properties will be addressed by the PSP through establishing sensitive building setbacks and height controls specific to locations and development orientations. Development of apartment blocks above podiums will be separated by R-Code setbacks to create view corridors between developments to provide for shared retention of amenity

Legend

- Station Curtilage
- Existing town centre heritage buildings to be respected in adjacent redevelopment proposals. Investigate methodologies for retention of heritage building/ facade(s) through sensitive redevelopment opportunities in these key areas.
- Consider locations where building heights should be restricted to provide appropriate transition to adjacent development.
- Increase the diversity of street-edge activation in PSP core to facilitate vibrant, sustainable building edge activity and green space opportunities.
- G — Determine appropriate locations for Gateway sites to benefit legibility and aesthetics through minimum standards of architectural distinction for potential increased building height
- L — Determine key locations for Landmark sites that shall achieve minimum community benefits in order to achieve potential increased building height
- A — Existing activity destination nodes to be considered in built form responses
- Previously identified Designated Landmark Site under the Stirling Highway Local Development Plan at a maximum height of 8 storeys
- Maintain laneway network for benefits to urban grain and character of Town Centre - Resist lot amalgamation and large floorplate developments that may jeopordise laneway connectivity.

Potential building height locations::

- Up to 2 storey height
- Up to 4 storey height
- Up to 6 storey height
- Potential for greater that 6 storey height

Investigate appropriate building envelope controls to provide appropriate locations of building height and massing - suggested heights for testing are identified

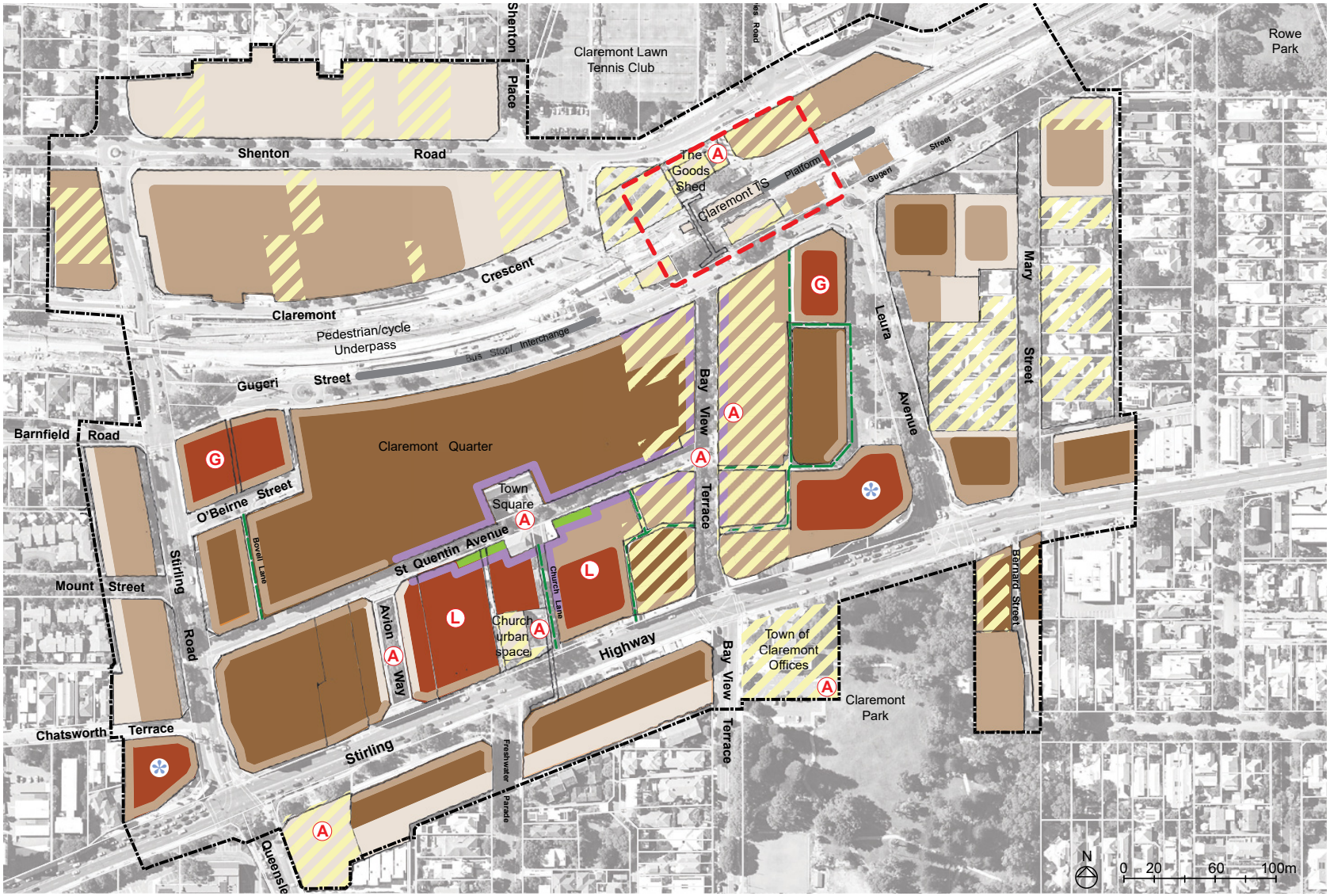


Figure 46: Proposed distribution of built form issues and opportunities across the Precinct

Building Frontage Design:

The setbacks, height and street level activation of a building can all influence local amenity and character. These elements require control in order to respond appropriately to the local Character Areas and Street Interface types. Building podium heights should be controlled to achieve human scale developments prioritising the quality and character of the public realm.

7.2.2 Management of Intensification

Appropriately Located Intensified Areas:

The existing development potential within the Town Centre zone has limited transitional areas to intensification. To manage expectations and provide transparency for future development potential, density coding will be sensitively located on the PSP to inform plot ratio and building height controls.

Urban Grain:

The PSP area has a unique public realm structure achieved through a network of publicly accessible lane ways. These benefit the permeability of the Precinct, and should be retained and enhanced through active land use framing. As a result, future lot amalgamation that would that would result in large floorplate developments and jeopardise these laneways should be resisted.

7.2.3 Control of Building Height and Discretion

Height:

The PSP will determine what location and height is appropriate within the various Character Areas. There is the potential for a range of building heights to be arranged sensitively within the Precinct to maintain a sense of open sky and solar amenity to the public realm for pedestrian amenity. The PSP shall consider locations where buildings should be of a lower height and appropiate separation distances to protect view corridor amenity of adjacent development and to provide appropriate transition to the edges of the PSP.

7.2.4 Environmentally Sustainable Development

Building Design:

Good building design has the potential to limit environmental impacts resulting from its design, construction and ongoing energy use. Future designs should consider their contribution to heat island effect through introduction of sustainable landscaping and deep soil areas in accordance with Design WA.

Building position and relationship to adjacent buildings provides further opportunities for sustainable benefits through cross ventilation pathways for passive cooling, solar orientation and passive solar design.

7.2.5 Delivering Design Quality

Design Quality:

The success of the public realm will be influenced through the building qualities that interface with these spaces. Building design quality should be appropriately set to achieve an exceptional Precinct outcome. All development proposals should reference the WAPC DesignWA ten Principles of Good Design and meet these requirements. Consistent levels of high design quality should be achieved for all future development within the PSP area. Implementation requirements should include design review processes to achieve rigorous assessment of development proposals.

Design Excellence:

Desirable landmark sites are identified in the PSP core as opportunities for high design quality buildings. The opportunity for design excellence standards to be achieved for these sites could deliver iconic development standards which would elevate the significance of the Precinct.

7.3 Built Form Response

7.3.1 Building Height / Plot Ratio

The proposed built form response will be medium to high density, generally maintaining the height limits of six, eight or ten storeys, dependant on the location designation as a Gateway or Landmark building (or formerly identified as a 'Designated Landmark Site' under the Stirling Highway Local Development Plan). This will include maximum podium building heights of two to three storeys to minimise impact on the quality of the public realm and pedestrian amenity of the area by maintaining a relatable human scale at the street level.

The lower building height maximums applied to sites located towards the periphery of the PSP area will provide an appropriate transition to adjacent surrounding lower density residential areas.

These maximum height limits are detailed in the PSP providing clarity and certainty for all development sites.

Key landmark sites have been identified in select areas where discretionary additional height above six storeys to 10 storeys is achievable subject to achieving specific development criteria. These sites are deliberately located to accentuate the core of the PSP and transition height within the Precinct whilst restricting impact on the heritage attributes of Bay View Terrace and the Railway Precinct.

Plot ratio controls are applied in the PSP to limit maximum potential building massing and scale. Bonus plot ratio is identified for specific sites only, and is identified in the PSP to provide certainty to adjacent developers of the potential scale and bulk of Landmark development sites.



Image: Building envelopes will provide sufficient space to achieve design articulation for unique design responses



Image: Building height provisions in the PSP will achieve specific interface outcomes where appropriate.



Image: Landmark building height achievable in specific areas

7.3.2 Building Envelope / Setbacks

The building envelope defines the outer limits for any construction on site within which the plot ratio area can be configured. These envelopes encourage interesting design responses through articulated building facades and innovative features.

Lot orientation, shape and fragmented ownership within the PSP area presents a challenge for developing a specific approach to solar access and overshadowing, particularly in the core area characterised by attached streetscapes and nil side boundary setbacks. SPP 7.3 solar access provisions will guide development proposals.

Street setbacks for building podium levels and building above the podium are detailed in **Section 5.0** and on **Plan 3 and Plan 4** in Part 1 of the PSP. The setback locations, dimensions and interrelationships between podium and tower have been determined following analysis of existing and the desirable typology character for the extent of the precinct.

To achieve an acceptable level of amenity between buildings of both non-residential and residential land uses, side and rear lot boundary setbacks, along with building separation and visual privacy, shall accord with *State Planning Policy 7.3 - Residential Design Codes PP7.3 (Volume 2 - Apartments)*.

Building form and orientation shall be configured to maximise climate responsiveness of the building and consider neighboring properties. Buildings shall be arranged to minimize overshadowing of habitable rooms and open space of neighboring properties along with the adjacent public realm during mid-winter.



Image: Transition of building scale through building envelope controls



Image: Podium height maximum of two storey to achieve a 'human-scale' at the public realm edge (5 storey building)



Image: Building above podium setbacks to achieve appropriate solar amenity to adjoining site



Image: Podium height maximum of two storey with active edges (6 storeys)

7.3.3 Streetscape Interface and Type

Analysis of the PSP area revealed a wide variety of streetscape interface types with little consistency. This diversity in streetscape character, functionality and place quality creates beneficial opportunities for differing built form responses in appropriate locations.

To guide these development outcomes, street interface types have been categorised in **Plan 5**. PSP objectives and Development Controls have been identified to enhance the success of these street types.

Improving pedestrian experience and accessibility along key commercial and transport connections is integral to the functionality of the PSP area to retain commercial viability and place making appeal. In order to achieve this:

- Proposed development should encourage activity generating land uses on the ground level to create interest and variety along their building frontages.
- Dependant on interface type, development shall incorporate weather protection such as continuous awnings over footpaths, limit the quantity of vehicle crossovers, locate parking areas away from the street interface and maintain high qulaity vehicle entrance treatments.



Image: Active street interfaces with Integrated retail uses



Image: Residential townhouses oriented to street



Image: Street landscaping setting for building



Image: Residential Laneway interface enhanced surveillance

7.3.4 Character Protection

The PSP identifies eight distinctive areas based on their diverse building typologies, density, building edge activity levels and the public realm functionality that characterise areas within the PSP area.

This Character Area-led approach has informed the preparation of appropriate place-led built form provisions including street level building design; land use preferences at street level and above; built form setbacks; and architectural treatment, which differ between Character Areas.

7.3.5 Dwelling Diversity

Future buildings that incorporate residential uses will be required to provide a mix of dwelling types, sizes and configurations to accommodate a range of household types. This will ensure that the forecast dwelling demand through population growth in the Town will be partly met by the PSP area.

This diverse dwelling mix will positively contribute to changing demographic mix enhancing the vibrancy of the PSP community.

Image: Integrating heritage elements into redevelopment of site





Image: Respect for vital character elements



Image: Diversity of dwelling forms



Image: Integrating heritage elements

7.4 Precinct Design Objective Assessment

An outline of the PSP's consistency with the SPP7.2 Precinct Design Objectives for built form considerations is provided as **Table 17**.

Table 17: Precinct Design Objective Assessment - Built Form

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure building placement, scale and massing is appropriate for the intended Precinct and streetscape character	Set height controls to ensure buildings within a Precinct have a positive impact on the surrounding streetscape and public spaces.	**Part 1, Section 5.5.1.1**	The proposed building envelope controls specify a core area where building height and intensification is encouraged, whilst controlling height of development at the periphery of the Precinct to achieve appropriate transition into existing single storey heritage homes.
	Develop setback controls in consideration of the intended relationship between buildings, and between buildings and the street.	**Part 1, Section 5.5.1.3 and 5.5.2**	The interrelationship between buildings and their adjacent public realm shall vary throughout the Precinct, in response to their location within a specific Typology Character Area and Streetscape Interface Type. Building setback controls are area specific to achieve a nuanced outcome.
	Apply built form envelopes to define the streetscape and reinforce the Precinct character	**Part 1, Section**	Different building envelope controls apply dependent on applicable Typology Character Area and Streetscape Interface Type. Controls are applied to street setback, podium height and upper level setbacks to building above the podium.
	Determine plot ratio controls appropriate for the existing or intended future character of the Precinct, where relevant.	**Part 1, Section 5.5.1.2**	Design analysis for the PSP area determined appropriate locations for specific building heights, mass and density. These were then translated into appropriate site R-Coding classifications and associated plot ratio controls in accordance with SPP7.3.

Table 17 (cont.) Precinct Design Objective Assessment - Built Form

Objective	Considerations	Section of PSP addressing Requirement	Summary / Additional Comment
To ensure that built form design reduces energy demand across the Precinct by facilitating climate-responsive design.	Locate and arrange buildings to optimise solar access to buildings and the public realm.	**Section 7.3.2**	Building envelope controls specify minimum upper level setbacks in key locations to protect the public realm from significant overshadowing by maintaining 'open sky' design fundamentals. Built form responses will be required to accommodate climate responsive design requirements.
	Consider the placement and layout of buildings to optimise natural ventilation and minimise wind	**Section 7.3.2**	In addition to the PSP building response requirements for climate responsiveness, the environmental performance requirements of SPP 7.3 Part 4 apply.
To ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm.	Design and setback buildings to enable passive surveillance and outlook to the street.	**Part 1, Section 5.5.3**	Buildings are required to respond to their specified Street Interface Type controls, prioritising surveillance and interaction with adjacent streets.
	Design for weather protection for pedestrian priority streets and public spaces, where appropriate.	**Part 1, Section 5.5.3**	Active Street Interface Types are required to provide awnings/canopies to adjacent public realm.

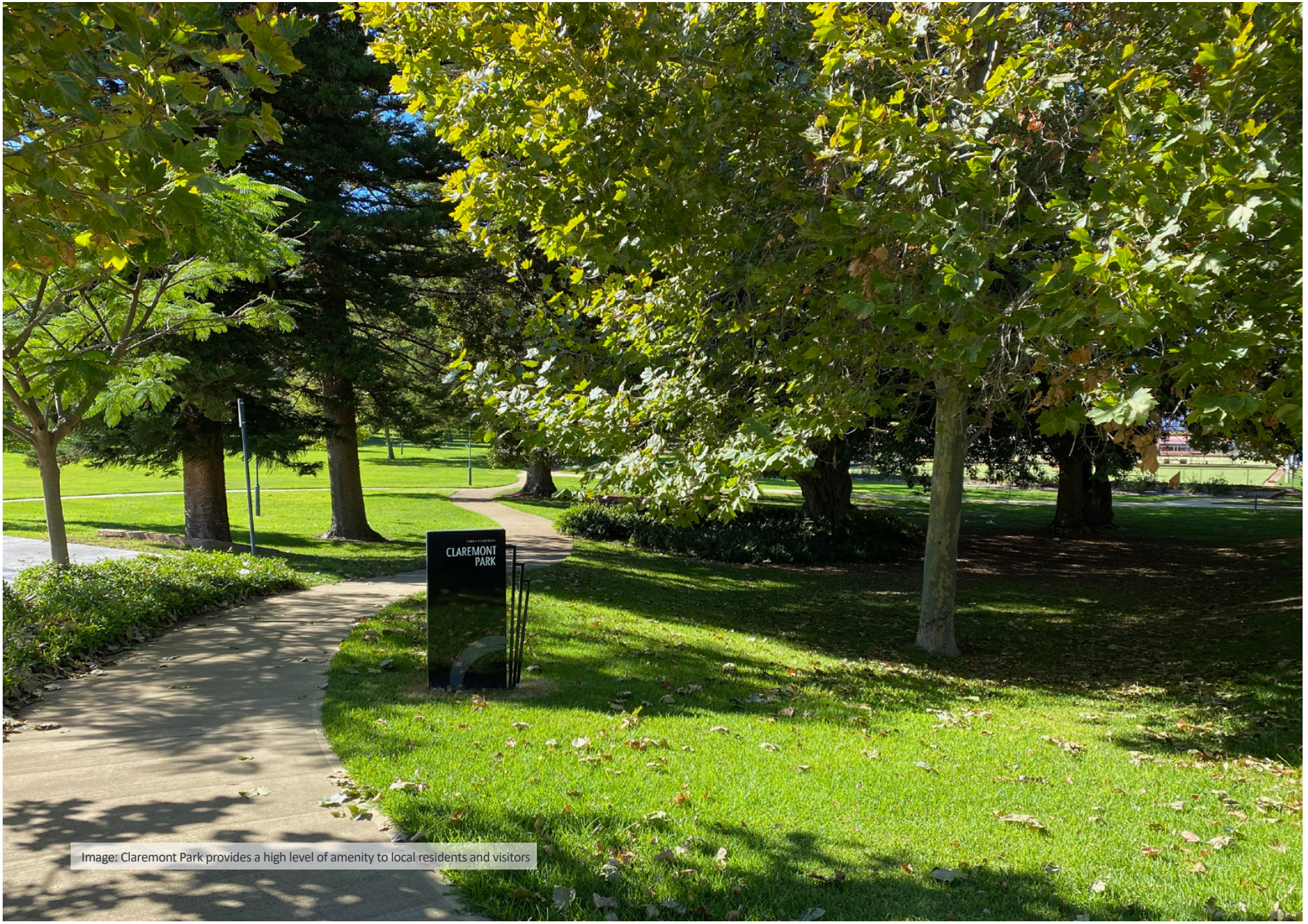


Image: Claremont Park provides a high level of amenity to local residents and visitors

8.0 PUBLIC REALM

The provision of high-quality public spaces is an essential component of the vision for the PSP supporting public health and social connections, maintaining urban ecology and providing connections with nature and fostering a sense of community. The following sections outline the existing and proposed Public Realm framework to support the PSP.

8.1 Existing Public Realm

The public realm within the PSP area comprises:

- Streets and Laneways;
- Open Space; and
- Town Squares.

These are discussed in more detail below, and are shown spatially in **Figure 48.**

8.1.1 Streets and Laneways

The PSP area is characterised by a relatively permeable network of streets and laneways which facilitate connectivity of pedestrians and cyclists through the centre. The quality of these spaces differs depending on their level of public infrastructure, tree planting and shade / shelter opportunities, and by the quantity and speed of vehicular traffic passing through.

8.1.2 Open Space

Open spaces include parks and school playing fields. These spaces are limited within the PSP area due to its urban character and function as a secondary centre. However, there are extensive local and regional open space areas within a 10-12 min walk of the Precinct, as identified on **Figure 47**, and opportunity to flank the proposed expansion of the Town Square with green space either side.

8.1.2.1 Lake Claremont

Lake Claremont is the primary northern recreational asset and is a major environmental, and visual asset. It is easily accessible on foot but has poor visual connections to the PSP and broader area. The 68 hectare precinct incorporates Bush Forever Site 220, which is listed as Conservation Category Wetland. The area has a perimeter pedestrian and cycle route which is heavily used.

The lake area is integral to the broader open spaces that include Lake Claremont Golf Course, sporting facilities such as tennis, gym and the Claremont Aquatic Centre. The area constitutes one large parkland with varying characteristics from native to formally managed.

Although the area is visually prominent when in close proximity and when overlooked from properties, it is not so visible to the broader community when observed from roads and has no distinct “gateway” access points other than connecting streets.



Image: Lake Claremont provides a range of passive recreational areas and infrastructure

8.1.2.2 Town Squares

The PSP area comprises two publicly accessible town squares, located along St Quentin Avenue as an integrated component of the Claremont Quarter development, and within Claremont Park as the forecourt to the Town's Administration Centre building and home to the Claremont War Memorial.

8.1.2.3 The River and Foreshore

The foreshore is a very small strip however it is one of the most significant open spaces. Access is limited and the space is used predominantly by the very local neighbourhood. The area is only a short walk from the centre. The highly valued River Foreshore (1,338m stretch/1.5 hectares) is not readily accessed by the broader community being accessed primarily by Jetty Road and Chester Road with no clear legible pedestrian route.

The adjoining Mrs Herberts Park also provides access to the foreshore. The Park contains historical links with the Museum which has been recently renovated and extended to provide community facilities.



Image: The Swan River foreshore provides regional recreational opportunities

8.1.2.4 Claremont Park

This is an area of significance in terms of its aesthetic value contributing to the view from the Stirling Highway. It has an intimate relationship to surrounding residential areas but its use is primarily visual due to the proximity of the highway and the lack of connecting paths, which cross the park to adjacent streets and then lead to Bay View Terrace and the Claremont War Memorial. The park itself forms part of the Claremont Municipal Heritage Area including the Memorial and Council Chambers.

The Park is used extensively by the adjoining local Freshwater Primary School and plays host to a number of community focused events annually. The highly prominent vegetation is important in providing shade and shelter for uses, particularly given the existing, primarily passive recreational uses throughout.

8.1.2.5 Claremont Oval

Claremont Oval is a unique open space being the sports oval surrounded by high density residential development. The links to this space and its community use are defined by the surrounding development. As an open space asset its value is primarily visual to the immediate community that overlooks it and for formal recreation organised through the Claremont Tigers and the WAFL. It is unlikely to see any change in this use and character of the place.

8.1.2.6 School Playing Fields

The school playing fields are dominant open spaces adjacent the Precinct, especially when observed and easily accessed from neighbouring residential areas. Open spaces adjacent Lake Claremont are experienced as one expansive area of parklands of diverse character including the private school playing fields. Private open space is therefore an important community asset.

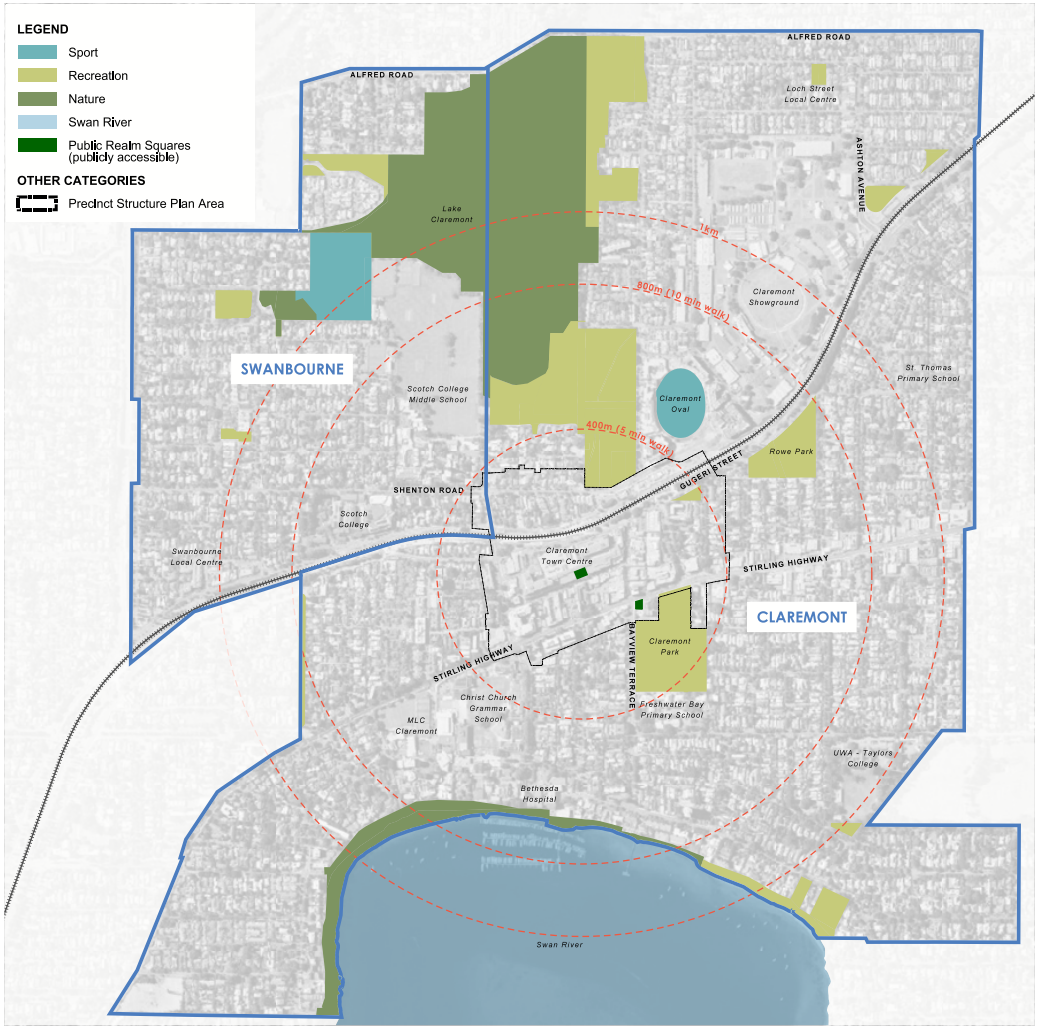


Figure 47: Open Space and Public Realm

8.2 Key Issues and Opportunities

Opportunities and issues associated within open space and public realm are outlined in **Figure 48**, and broadly summarised as follows:

8.2.1 Open Space

It is evident that residents value existing POS and wish to see it protected. There are however opportunities to improve the quality and functionality of the existing space which could potentially benefit from:

- Public open space within the precinct boundary is relatively limited, but there are many opportunities for embellishment of existing open space areas within and abutting the PSP area, and improving connectivity to these spaces to ensure they can be enjoyed by more residents and visitors. In addition, there are significant opportunities to expand upon the public realm area through appropriate development of adjacent land parcels, and the provision of 'borrowed' private space as a contribution to the public realm.
- A greater level of embellishment which may 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 (i.e. improved functionality combined with a high level of accessibility within the Town, which is currently the case is likely to provide a better community outcome).
- Increased level of native tree and bush cover to enhance the natural and urban areas and provide shade and shelters to protect from the sun or rain.
- Enhanced signage related to the conservation and heritage value (both Aboriginal / Noongar cultural interpretive signage and relating to early European settlers) of existing POS and associated community buildings.

- Potential rationalisation and improvement of key public spaces (particularly Claremont Park which is an underutilised resource which would benefit from structured master planning).
- A mixture of seating, both under shade and in the sun for the colder times of the year.
- Increasing the level of solar ambient lighting around walking paths to increase activation and provide a layer of passive security for users.
- Seek public open space contributions from the planned development on the Town Centre and the increased density development at the subdivision stage and review options to acquire and convert other spaces (under utilised drainage and road reserves) to public open space.
- A strategic approach to the replacement and development of play infrastructure which is responsive to the natural environment and a variety of different age ranges from toddlers through to teenagers.
- Retaining and increasing the extent of mature trees planted within all streets will be critical in maintaining public realm amenity and walkability of the precinct, and needs to be carefully considered as a component of abutting private development and of any infrastructure modifications or street upgrades proposed.
- Provide a network of existing and new landscaped pedestrian links to urban spaces throughout the Precinct utilising the existing streets, laneways, colonnades and public spaces to provide significant amenity and a unique point of difference to the character and experience of the Precinct.

8.2.1.1 Youth Provision

There is a relatively high proportion of 15 to 25 year age cohort within the Town. It is evident with the closure of a previous skate / wheeled sport facility (PCYC) as part of the the DevelopmentWA Claremont on the Park development that there is a lack of youth centred activity.

This has been re-affirmed by the assessment of provision against recognised community facility provision standards / guidelines. Consideration could be given to the identification of a specific youth centred precinct where social and recreational youth activity could be supported, and this would ideally be located within proximity to the centre and to Claremont station

8.2.1.2 Seniors Provision

The need for a dedicated seniors service was identified through the consultation process. The level of seniors provision is however reasonable within the Town for a variety of social and recreational activities (i.e. access to facilities such as the Claremont Aquatic Centre, Library and Community Hub, Claremont Bowling Club, Claremont Tennis Club, Men's Shed etc.).

It is not considered that a dedicated seniors space is necessary but the service should be an integral part of multi-functional facilities, public realm and public spaces.

8.2.1.3 Universal Accessibility

It is important that the Council continues to assess and ensure compliance with universal access requirements across all facilities.

Adherence to the principles outlined within the Disability Access and Inclusion Plan (DAIP) and the *Building Act 2011* (referencing the Building Code of Australia) should be re-enforced and where possible buildings, POS and access to natural areas should be upgraded to meet that obligation. With an aging demographic and high number of seniors an annual investment program is essential in addressing these considerations.

8.2.2 Public Realm Functionality

Well-designed public realm supports community wellbeing and provides spaces for relaxation, recreation, contemplation and connection to nature. Public realm design should provide a range of well-connected and functional places appropriate to the function, scale and character to enrich the PSP Area for all users.

This may include proposals to enlarge existing spaces to address future needs of residents, workers and customers, together with activation of these spaces.

It is also evident from feedback through the various community consultation processes that the shared path provision requires consistent monitoring and upgrading.

Specific opportunities and constraints for the street design and functionality are broadly summarised as follows:

- Major road connections including Stirling Highway, Stirling Road, Gugeri Street and Shenton Road are important functional roads within the centre, but result in barriers to safe and efficient pedestrian movements due to their design and vehicle traffic. Improving pedestrian functionality and connectivity through tree planting, footpath improvements and safe crossing points is critical in maintaining and improving usability of these networks;
- Maintain existing well landscaped streets and where achievable supplement these by combining water sensitive urban design to achieve an appealing connected network of parks and spaces
- Improve the shade, shelter, rest, delight and interest of the pedestrian environments on all town centre streets and enhance unique character with lighting, street furniture, art works and murals.
- Improve the safety, amenity and connectivity of key links into the core of the town centre and consider entrance treatments such as an 'art bridge' and/or unique elevated engineering structure over the Stirling Highway and landscaped central median refuge.
- Make more of existing trees to create a special green link through the town centre, but consider selective retention of existing trees, and replanting with a variety of alternate species to enhance arboreal capital and longevity of tree canopy.

Legend

Opportunity for investigation of public realm activity destination node

Opportunity to enhance the diversity and quality of Urban Spaces (hardscaped) within the town centre.

Maintain the existing pedestrian shared street environment and introduce new shared street areas to achieve a vibrant public realm in support of activating land uses at the ground plane.

Enhance slow speed town centre streets to maintain a pedestrian biased public realm.

Potential for enhanced landscaping along select portion of Stirling Highway to 'announce' the town centre status and character.

Investigate possible development incentives to achieve publicly accessible private open space in strategic locations.

Existing high amenity park areas on the periphery of the town centre to be reconnected with the centre through enhanced pedestrian linkages and view lines.

Respect heritage vista and trees

Respect significant trees

Maintain existing north facing parklet areas and provide opportunity for additional spaces (hard and green) as a result of redevelopment opportunities to enhance public realm activity.

Location for urban space/civic heart with the opportunities for performance stage/ civic amphitheater/ street games as a feature space into the town centre experience. Opportunity to enlarge this existing feature urban space (south of St Quentin), framed by active building edges that support a vibrant urban place centrally within the core area, and flank this area with green space.

Connect the town centre to the Claremont lakeside parkland and Swan River foreshore through the centre and over the Stirling Highway and rail lines with appealing, green, pedestrian/cycle environments and green landscaped areas to linger.

Consider merits of reconfiguring the point of connection between Stirling Highway and St Quentin Avenue to create a civic urban space, and signal the heart of a pedestrian-priority environment.

Investigate the potential for reconfiguring the parking and landscaped environment of Leura Avenue to create a defined, attractive and functional public realm interface with redeveloped/re-purposed buildings.

Provide a network of existing and new landscaped pedestrian links to the variety of urban spaces utilising the existing laneways and colonnades, which add significant amenity and a unique Claremont point-of-difference to the town centre character and experience. This public realm theme can be expanded through the centre through site redevelopment opportunities.

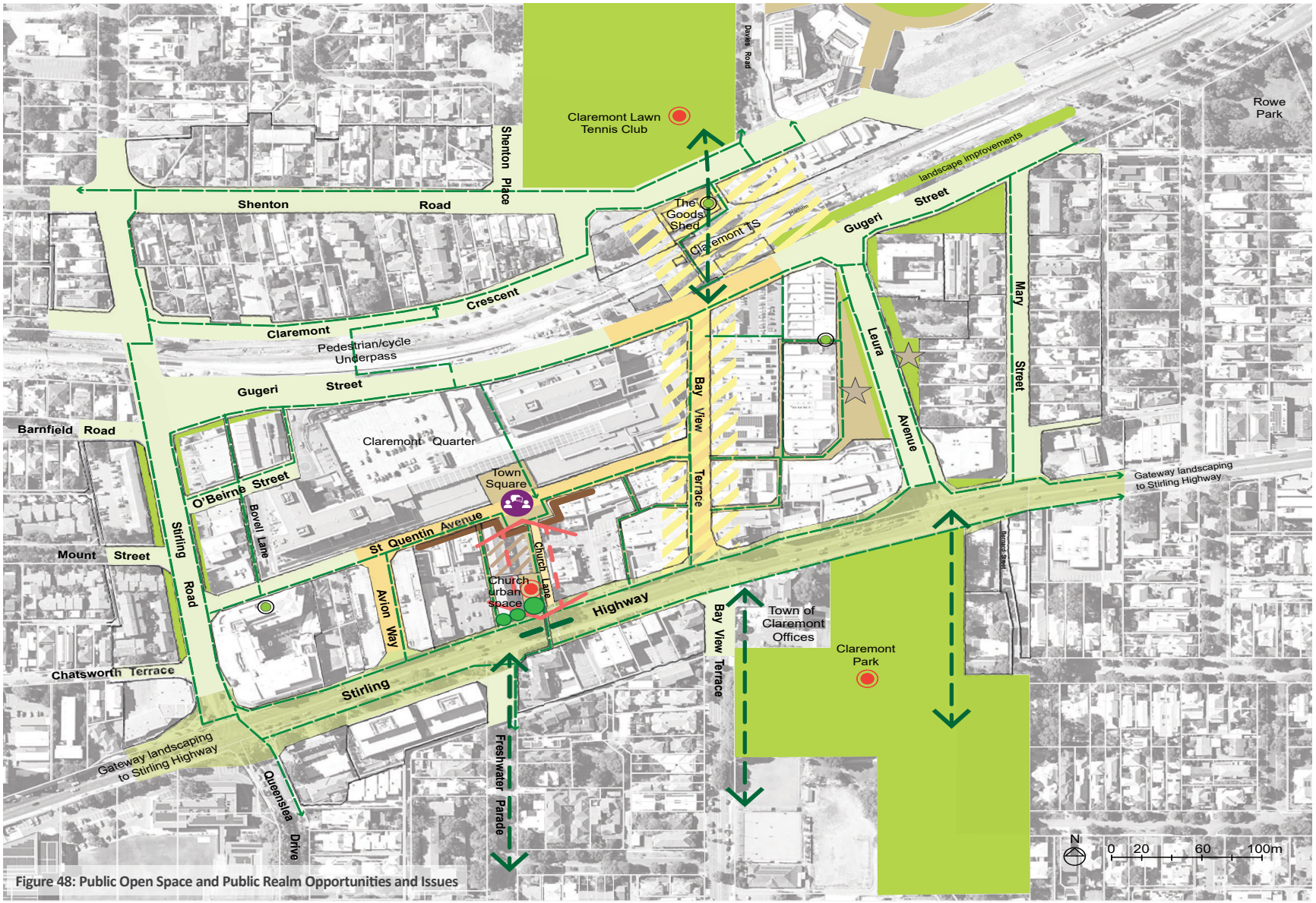


Figure 48: Public Open Space and Public Realm Opportunities and Issues

8.3 Public Realm Response

8.3.1 Street Design

The PSP identifies opportunities to enhance the design quality of public streets and sets out principles for improvements including:

- Improving pedestrian functionality and connectivity through tree planting, footpath improvements and safe crossing points.
- Retaining and increasing the extent of mature street tree planting within all streets.
- Introducing new shared street areas to enhance and support activated land uses at the ground level.
- Enhance slow speed streets to maintain pedestrian priority and enhance associated public realm
- Maintain and enhance existing green streets where possible.
- Improve shade, shelter, rest, and interest of the pedestrian environment and enhance the unique character with lighting, street furniture, artwork and murals.
- Consider the suitability and appropriateness of proposed development in relation to the functionality and usability of public realm within streets.

In actioning these principles the PSP outlines proposals for improving pedestrian connectivity, amenity and safety in order to improve walkability of the area. The proposals are summarised in **Table 18** and **Figure 49,** for each public realm area.

These considerations will collectively be used in:

a) The assessment of development applications abutting these streets and laneways; and

b) The assessment of any public realm or community benefit contribution proposal by a developer which seeks to make a contribution within one of the identified streetscapes.

Table 18: Public Space Types within Precinct

Public Space Types	Description
Urban Space (hardscaped)	These are outdoor spaces typically framed by active or semi-active building interface types and contribute to the public realm quality and activation of the PSP area. • They may be public, semi-public or private but shall be fully publicly accessible. • They are characterised by a high standard of finish, predominantly hardstand but incorporate soft landscaping and particularly shade for parts of the space.
Green Space (Softscaped)	These areas shall be designed for trees, vegetation or ground covers to provide recreational or aesthetic purposes in the PSP area. • They may be public, semi-public or private but shall be deep soil compatible and contribute to the landscape amenity and character of the precinct. • Green spaces should be deep soil compatible and preferably contribute to water sensitive urban design of the PSP area.
Pedestrian Shared Space Street	These are streets where the pedestrian and vehicle surfaces are integrated for the benefits of a calmer, slower vehicle speed environment, where pedestrian movement along and across the street has priority. • They result in a high-quality pedestrian priority environment with consistent paving treatments across road and verge and facilitate full universal access. • They result in an improved social outcome for the portion of road by reclaiming the space from dominant car use.
Slow Speed Town Centre Street	Streets that maintain segregated vehicle and pedestrian surfaces for increased vehicle priority movement. albeit in a managed slow speed manner.
Stirling Highway - Town Centre Landscaping	It is recommended that the landscape quality and provision within this portion of Stirling Highway be of a high prominence to announce arrival to the Claremont Town Centre. Landscape design should incorporate Urban and Green Space principles and may integrate public art installations at the western and eastern extent of the PSP.
Landscape Setbacks on Private Land	Privately owned land with a requirement for landscaped setbacks to assist in providing amenity to the adjacent public realm.
Plaza / Town Square	Privately owned land where a publicly accessible plaza / town square is desirable as a component of redevelopment.
Urban Space Link Opportunity	Privately owned land where a publicly accessible pedestrian connection is desirable as a component of redevelopment.



Figure 49: Public Realm Outcomes Plan

8.3.1.1 St Quentin Avenue

St Quentin Avenue forms an extension of the pedestrian priority mall from Bay View Terrace, with a slow speed, one way road structure offset by a widened footpaths and extensive tree planting. This street frontage provides connectivity to multiple commercial businesses at ground level, and connects through to the Town Square area at the intersection of Church Lane.

St Quentin Avenue is identified in as a pedestrian shared space street (eastern end) and a slow speed street (western end). In undertaking actions to maintain and improve the amenity of St Quentin Avenue the following is proposed:

- Consider modifications to the prioritisation of movement within the road environment, with a key focus on pedestrian safety and amenity;
- Ensure that abutting development is sensitive both to the operation of businesses at street level and to the functionality and usability of the public realm; and
- Where infrastructure may impact the opportunities for street tree planting investigate the use of large planters within the public realm.



Image: St Quentin Avenue is a well landscaped, high amenity, pedestrian friendly environment

8.3.1.2 Bay View Terrace

The portion of Bay View Terrace within the precinct primarily forms the historic retail and commercial spine, and currently takes the form of an integrated mall environment. The area is characterised by mature trees and extensive awnings providing shade and shelter, the integration of slow streets to facilitate safe pedestrian movement, and the provision of public realm infrastructure to improve the user experience.

As a pedestrian shared space street, Bay View Terrace sets a quality benchmark within the PSP Area, and the amenity provided by this precinct is critical in maintaining the viability of adjacent businesses and the ongoing provision of this area as part of the public realm.

In undertaking actions to maintain and improve the amenity of Bay View Terrace the following is proposed:

- Ensure that abutting development is sensitive both to the heritage facades at street level and to the functionality and usability of the public realm; and
- Where infrastructure may impact the opportunities for street tree planting investigate the use of large planters within the public realm.



Image: Bay View Terrace sets the benchmark for public realm amenity within the precinct

8.3.1.3 Stirling Highway

The Stirling Highway corridor presents a contrasting character against the backdrop of the Claremont streets, as it is largely devoid of major vegetation and, where mature trees do occur, they are predominantly in adjacent land rather than within the road reserve.

To create a landscaped character to this corridor a strategy of establishing significant tree groups punctuating corridor could be achieved. The opportunity to address the scale and nature of Stirling Highway corridor exists by optimising tree planting where ever practical in groups and ensuring that trees are selected for their large stature that relates to the spatial expanse of the corridor.

In any redevelopment scenario of adjacent land, deep root zones should be established alongside the highway reserve and tall growing tree species used to create groups of trees along the corridor. Similarly where road intersections occur, tree planting of stature within the side road reserve could contribute to the highway character and could be integrated with Water Sensitive Urban Design initiatives.



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

8.3.1.4 Gugeri Street

Gugeri Street forms an important connection along the passenger rail alignment, and as such is an important public realm interface and connection from the station through to the Town Centre.

Pedestrian routes through the area and across the rail are not overly direct, and rely upon grade separated crossing points at the station, at Stirling Road intersection, and at grade crossings to the east and west of the station.

In undertaking actions to improve the amenity of the streetscape the following is proposed:

- Identify improvements to slow vehicle traffic and improve pedestrian safety and walkability along and across the street;
- Investigate opportunities to undertake further tree planting within verge and median spaces to provide shade and shelter to pedestrians, reduce traffic speed, and reduce the urban heat effect of public realm; and
- Where infrastructure may impact the opportunities for street tree planting, investigate the use of large planters either within the public realm or within the adjacent private land parcels.



Image: Improvements along Gugeri Street

8.3.1.5 Stirling Road

Stirling Road is identified in as an important north south linkage through the centre, and a slow speed town centre street, with particular importance for school aged children connecting from the north to Christchurch Grammar School and Methodist Ladies College.

The quality of the public realm experience along this stretch varies from a fairly well landscaped setting to a more sparsely vegetated, heavily urbanised environment.

Unfortunately, the volume of traffic and the consequential width of the Stirling Road carriageway in the context of the road reservation width leaves limited verge space to facilitate improvements to pedestrian and cyclist amenity. Whilst the road has existing footpaths on both sides, there is little remaining space for integration of tree planting or other infrastructure to improve amenity.

To improve public realm amenity along this connection the following actions are proposed:

- Facilitate the redevelopment of adjacent properties with a mix of landscaped street setbacks which provide 'borrowed' landscaping for pedestrians and cyclists moving along adjacent footpaths, and awnings or shade/shelter as a component of built form which provides refuge for pedestrians and cyclists and fencing restrictions;
- Investigate the opportunity for isolated upgrades to the public realm to allow the planting of street trees and the installation of amenity infrastructure in suitable locations within the road reserve area; and
- Consider additional traffic calming measures to improve the safety of pedestrians, and particularly of school children seeking to get to and from the local schools.



Image: Well landscaped, higher amenity portion of Stirling Road



Image: Less well landscaped, lower amenity portion of Stirling Road

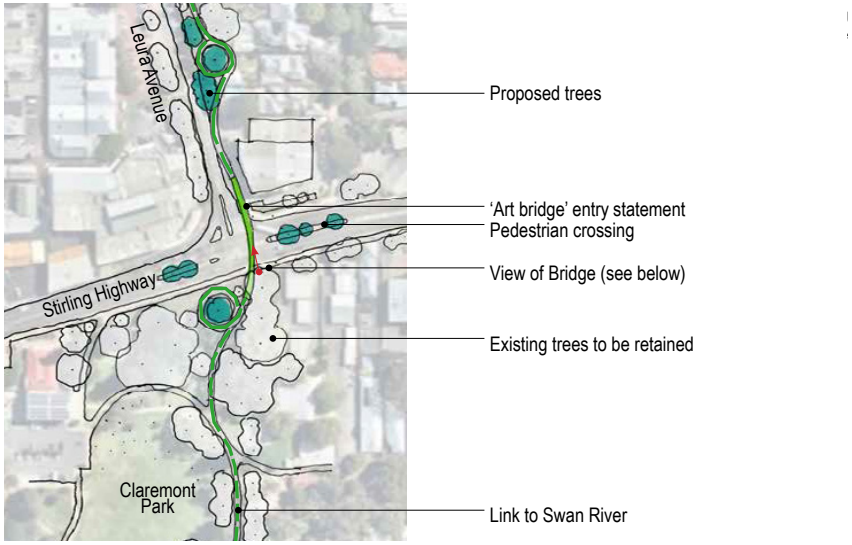
8.3.1.6 Leura Avenue

Leura Avenue is identified as a key north south 'slow street' linkage between the railway station / Gugeri Street and the southern destinations of Stirling Highway, Claremont Park and ultimately the Swan River foreshore.

In recognition of the importance of this connection, a number of improvements have been identified to facilitate improved amenity, safety and efficiency of pedestrian and cyclist movements.

These include:

- Ensuring the retention, protection and enhancement of the landscaped verge areas along the street to maintain strong pedestrian and cyclist amenity in the context of abutting development proposals;
- Investigate the potential enhancement of the existing public carpark area on the western side of the road reserve to improve amenity of the area as an urban public space;
- Investigate the potential redesign of the existing public carpark area on the eastern side of the road reserve to provide public realm and access improvements which functions well with the broader public realm and the adjacent development;
- In collaboration with Main Roads WA investigate the potential for the design and delivery of a dedicated pedestrian bridge to provide efficient and safe pedestrian movement over Stirling Highway without impacting the efficiency of the road network. The pedestrian bridge could, subject to design and funding considerations, form a highly attractive 'public art' entry statement to the Claremont Town Centre precinct, and integrate with the functionality of Claremont Park, as per the design ideas outlined in **Figure 50.**



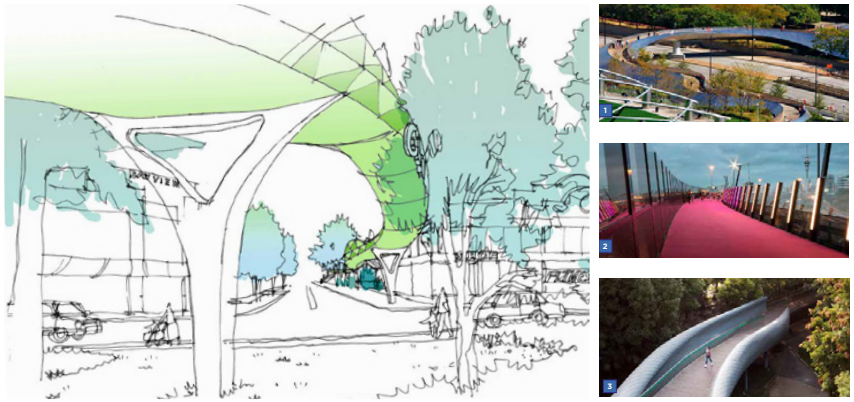


Figure 50: Concept Imagery for potential public art pedestrian bridge connecting Leura Avenue with Claremont Park

8.3.1.7 Mary Street

Mary Street forms one of the more picturesque neighbourhood streets of the PSP area, and is characterised by its large mature trees and canopy coverage, its relatively narrow reserve and onstreet parking which slows vehicle traffic, and its heritage and character dwellings fronting.

As a recognised character area it is important to retain and protect key elements of this residential slow street as a component of any redevelopment within the street. This will require careful consideration of redevelopment proposals to minimise loss of mature street trees wherever possible, to consider the impact of on-street parking given the extent of reliance on on-street parking already occurring, and minimising the impact of any infrastructure upgrades or changes to the function of the public realm.



Image: Mary Street is characterised by a low traffic speed and mature street trees

8.3.1.8 Shenton Road

As a local distributor road, Shenton Road provides a number of functions as part of the operation of the PSP area and the broader Claremont locality, and has undergone significant change over the last decade, in particular the alignment to the south in the eastern portion to facilitate the creation of deeper development sites as part of the North East Precinct Claremont on the Park redevelopment.

The road is identified as a slow street in the western more suburban areas, and a shared pedestrian street in the eastern areas where it provides access to the Claremont Station and the North East Precinct (Claremont Oval).

Future private development adjacent to Shenton Road, and/or upgrades or modifications of the road reserve area, will require careful consideration of pedestrian and cyclist connectivity and safety. Ensuring legible and safe connection and crossing points will be important in ensuring the increased resident population of the PSP area has excellent access to the open space and recreational opportunities to the north, and that residents in the north continue to have easy access to the station and the shopping/entertainment areas of the Town Centre.



Image: Tree canopy is an important aspect of Shenton Road which requires protection and expansion.

8.3.1.9 Laneways and Minor Streets

The Town's various laneways and minor streets will continual to serve a critical function in the redevelopment of the PSP area, including Walt Drabble Lane, Church Lane, Avion Way, Bovell Lane, O'Beirne Street, Divers Link, amongst others. These laneways and minor streets are very important in providing vehicular access to a variety of residential and commercial properties, and reinforce the pedestrian permeability of the core urban areas. The design of these laneways and minor streets will differ depending on their location and adjacent development, with the pedestrian shared space environments or slow speed streets.

Redevelopment of properties adjacent to laneways and minor streets may be required to:

- Provide a built form setback, with associated public access easement, or ceding of land, to ensure that the laneway is sufficiently wide to cater for vehicle movements as a result of the proposed development;
- Reinforce the intimacy of one way traffic laneways flanked landscaping, public art and alfresco offerings
- Where relevant and desirable, provide development which interfaces with the laneway to assist in activating and better utilising the laneway environment.

It is recognised that laneways throughout the PSP area are often subject to more complex ownership and titling arrangements, and as such each development abutting a laneway may need to develop a site specific response to addressing land use and development, particularly where the needs of delivery and service vehicles or rubbish trucks are to be accommodated.

8.3.1.10 Suburban Streets

The peripheral suburban streets of Claremont are predominantly characterised by mature trees with broad canopy, relatively good walkability with footpaths on at least one side of the road, and slower vehicle speeds as a result of onstreet parking and narrower carriageways. These attributes are important in maintaining the amenity of the public realm within these streets, and needs to be retained and enhanced in the context of any new development. This includes Claremont Crescent and many small sections of suburban streets, including Barnfield Road, Chatsworth Terrace and Freshwater Parade.





Image: Conceptual and completed laneway upgrade examples providing a higher level of public amenity and activation.

8.3.2 Parkland Embellishments

8.3.2.1 Mary Street Reserve

Mary Street Reserve serves an important local open space function within the centre, and provides recreation and amenity space for surrounding residents and visitors to the area. The open space is triangular in shape, and is fronted by Gugeri Street to the north-west, Mary Street to the east and private landholdings to the south, which are predominantly used for residential purposes.

The parkland is situated across two crown reserves, being a northern triangular portion reserved for recreation purposes, and a southern road reserve running east west along the boundary of private land parcels (**Figure 51**).

As shown in **Figure 51**, however, vehicle access to the abutting private lots is gained via a north/south 'driveway' which currently dissects the Mary Street Reserve.

In reviewing the functionality and usability of this area of local open space, it is considered that a redesign to minimise the impact of vehicle connectivity and improve the user experience is warranted. Ideally this would require alternative access arrangements being determined and facilitated by redevelopment of the sites into two distinct amalgamated land parcels, with each facing the abutting streets.

Further upgrades to the public open space to increase the amount of shade and shelter through additional tree plantings or structures, and introduce public realm infrastructure such as children's play equipment, exercise equipment, seating and public art, should also be considered as a component of the proposed review.

These upgrades will be particularly important in the context of potential adjacent redevelopment over time. In accordance with the R-Codes such redevelopment will be required to provide a level of passive surveillance and interaction with the Mary Street Park, and ensure that the interface with the parkland positively contributes to its continued use as a cherished community space.



Figure 51: Mary Street Reserve comprises two reserves, one a recreation reserve and two a road reserve which is the main, developed as a park



Image: Mary Street Reserve provides local amenity to surrounding residents

8.3.2.2 Town Square

The St Quentin Avenue Town Square is an important community asset and central meeting point within the PSP area. The square has been developed to provide a level of public amenity with dedicated seating and shelter, and separation from the road carriageway to reinforce pedestrian safety. The adjacent development is designed to function as a component of the square, with alfresco areas and glazing providing a blending of the public and private realm, in a two storey cantilevered / elevated arrangement with development above, shifting to the side with pergola type structures over flanking parcels of green-space.

A key recommendation of the PSP relates to opportunities to broaden the amenity provided by the Town square through:

- Additional publicly accessible private open space (PAPOS) as a component of the development of landholdings to the immediate south of the existing town square and St Quentin Avenue;
- Landscaped setbacks of development to the south fronting St Quentin Avenue;
- Setbacks to facilitate pedestrian permeability along either side of the existing laneway;
- The creation of a redeveloped forecourt fronting the Claremont Community Hub / Library at the corner of Church Lane and Stirling Highway.

The incentives provided to owners of these land parcels seek to facilitate the development of open space areas at the corners of Church Lane and St Quentin Avenue, in accordance with the PAPOS provisions outlined in Part 1 and further described in **Section 8.3.3** and **Figure 52.**

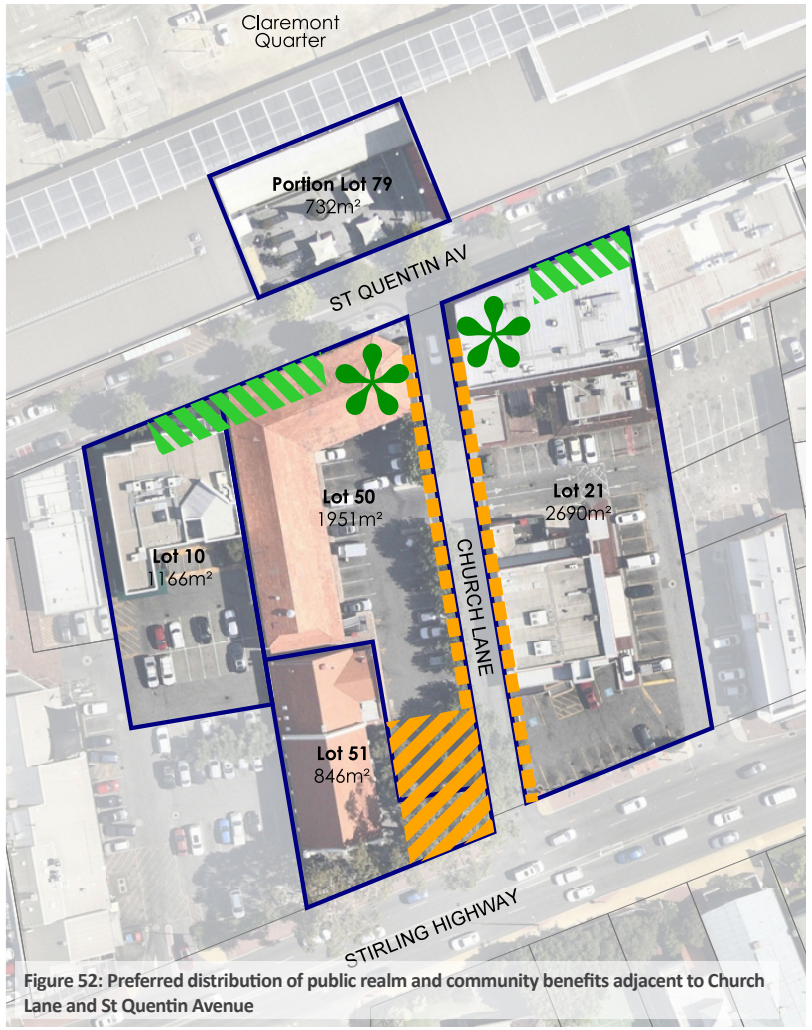


Figure 52: Preferred distribution of public realm and community benefits adjacent to Church Lane and St Quentin Avenue

8.3.2.3 Claremont Park

As one of the more substantial areas of dedicated public open space directly adjacent the PSP area, Claremont Park has a very important role in supporting the redevelopment and intensification of the centre and community functions and activities for the Town and region alike (**Figure 53**).

The Town's draft *Public Open Space and Community Facilities Strategy* provides a recommendation for the preparation of a Masterplan to inform capital works within the parkland, with particular focus on connectivity of the surrounding community, increasing tree coverage and native plantings, and redevelopment of community facilities and infrastructure to ensure it meets the needs of a changing community.

In addition, the potential redevelopment of the Town's administration building and Claremont Bowling Club provide opportunity to expand on community services and infrastructure provided within the parkland, and reinforce the area as a hub of community activity and amenity.



Image: Claremont Park provides a high level of amenity and passive recreational opportunities

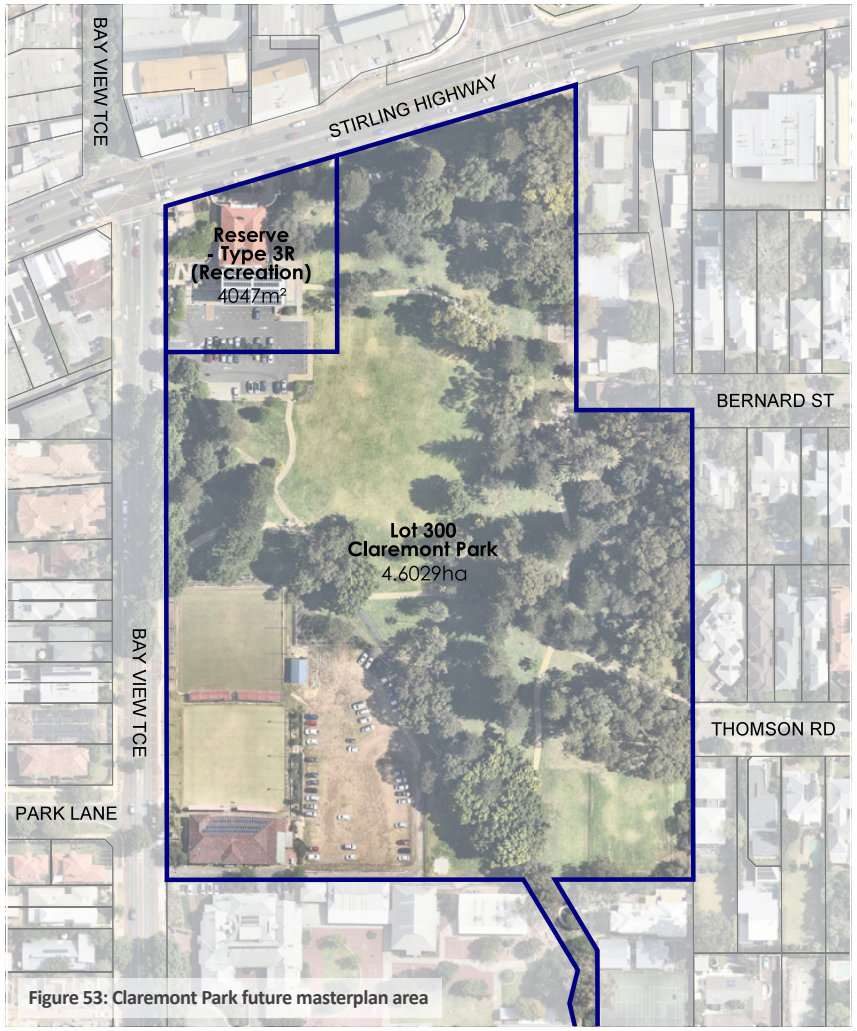


Figure 53: Claremont Park future masterplan area

8.3.3 Publicly Accessible Private Open Space

Figure 54 identifies design considerations for Publicly Accessible Private Open Space (PAPOS) throughout the precinct.

Under the provisions of Part 1, the creation of a PAPOS may be used as rationale to support an increase in building height and/or plot ratio at an identified 'Landmark' or 'Gateway' site. Two specific locations for PAPOS are referenced in **Section 8.3.2.2** and these will be of benefit to improving the functionality of the adjacent public realm, and provide additional opportunity to integrate adjacent business offerings with the streetscape.

These areas are intended to provide a meaningful contribution to the open space and public realm throughout the precinct and be directly usable by the broader public. In designing the open space areas, provision should be made for:

- High quality interfaces between the built form adjacent to the public open space through appropriately active uses (restaurants, cafes, community uses, etc);
- Awnings and other shelter to provide shade and shelter;
- Cantilevered or elevated development above;
- Alfresco eating areas adjacent the open space; and
- Substantial landscaping to provide a high level of amenity.

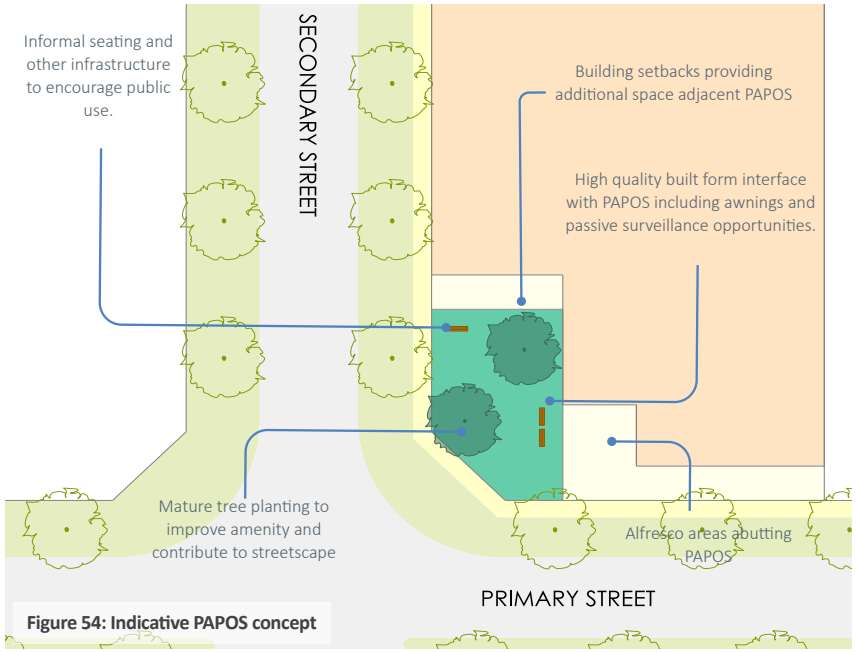


Figure 54: Indicative PAPOS concept

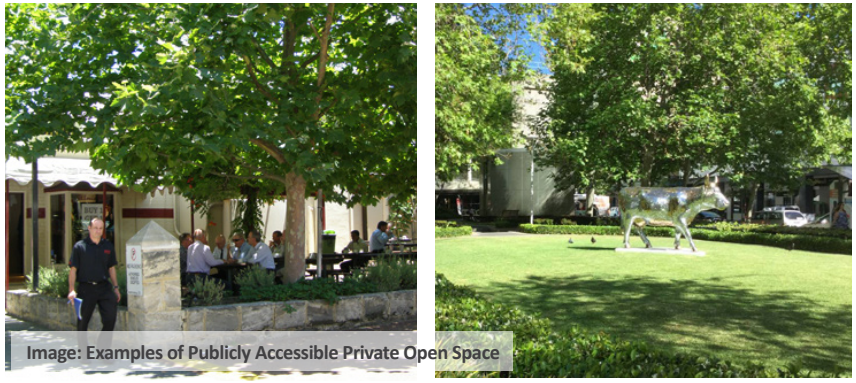


Image: Examples of Publicly Accessible Private Open Space



8.3.4 Shared Use of School Facilities

The Town's draft *Public Open Space and Community Facilities Strategy* provides a recommendation that the Town approach the private schools within the municipal area to identify opportunities for community use of open space and facilities where appropriate and where partnership opportunities can be agreed upon.

Given there are several major schools immediately abutting the PSP area, including Christ Church Grammar School, Methodist Ladies College and Scotch College, in addition to Freshwater Bay Primary School, there are likely to be opportunities for shared usage arrangements which are of mutual benefit to all stakeholders (**Figure 55**).

The Town will pursue these discussions as a component of implementation of both the *Public Open Space and Community Facilities Strategy* and the PSP.

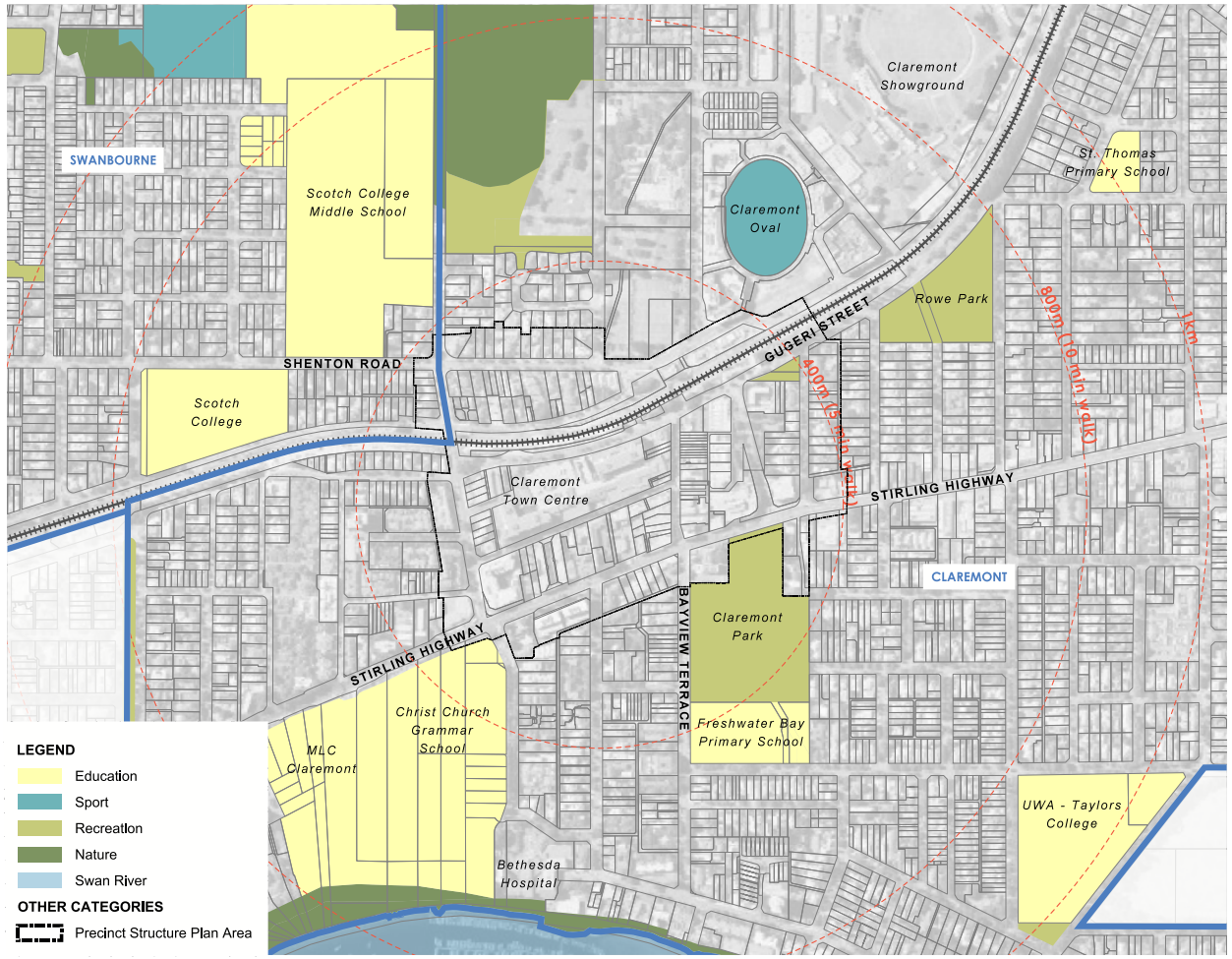


Figure 55: Opportunity for shared use of public open space with surrounding school facilities

8.4 Precinct Design Objective Assessment

An outline of the PSP's consistency with the SPP7.2 Precinct Design Objectives for public realm considerations is provided as **Table 19**.

Table 19: Precinct Design Objective Assessment - Public Realm

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure the public realm is designed to promote community health and wellbeing.	Provide a range of public spaces that support and contribute to the community's health and wellbeing, in response to identified community need.	**Section 8.3**	The PSP identifies the extent of existing public spaces throughout and adjacent the centre which provide a level of public amenity, and opportunities for enhancement of this amenity through further embellishment and public infrastructure as redevelopment progresses.
	Design public spaces for multiple uses, to efficiently accommodate a range of functions and activities.	**Section 8.3**	The PSP identifies the extent of redesign opportunities in existing public spaces, inclusive of embellishment and expansion, and the need for adjacent private redevelopment to support and respond to these spaces.
	Consider year-round user comfort in the design of the public realm.	**Section 8.3**	The PSP reinforces the need to maintain and expand upon mature tree plantings and shade / shelter infrastructure to ensure that the public realm (inclusive of streetscapes and public open space) are usable throughout the year.
To enable local character and identity to be expressed in public realm design to enhance sense of place.	Public realm design should incorporate local natural topography, habitats and vegetation to enhance sense of place.	**Section 8.3**	The existing public realm within the centre is proposed to incorporate native plantings where these are consistent with long term asset maintenance and provide the extent of canopy required to support amenity within the public realm.
	Demonstrate appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.	**Section 8.3**	As a component of public realm improvements and public open space masterplanning the Town will seek to integrate and interpret the historic nature of land use and culture throughout the precinct.
	Design the public realm to reflect the heritage significance of the precinct and support the precinct's intended character and identity	**Section 8.3**	As a component of the public realm strategy, improvements and public open space masterplanning the Town will seek to integrate and interpret the historic nature of land use and culture throughout the precinct, particular where these are reflected through the identification of heritage areas and listed heritage sites.

Table 19 (cont): Precinct Design Objective Assessment - Public Realm

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure that key environmental attributes are protected and enhanced within the public realm.	Integrate environmental features of the precinct within the public realm.	**Section 8.3**	The Town will seek to integrate key environmental features within the public realm design, particularly focusing on the retention of mature trees and the planting of native species where possible.
	Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.	**Section 8.3**	The proposed upgrades of streetscapes and public open space throughout the precinct has a core focus on the retention and expansion of the urban tree canopy to to protect and enhance the usability of these areas and retain the leafy green character of the area. This will be addressed as part of the Public Realm Strategy.
	Incorporate waterwise species into the green network and public realm where appropriate.	**Section 8.3**	The Town will seek to integrate waterwise species within the public realm design, particularly focusing on the retention of mature trees and the planting of native species where possible.
	Incorporate water sensitive urban design into the public realm.	**Section 8.3**	The Town will seek to integrate water sensitive urban design into the review of the public realm, and through implementation of SPP7.3 will encourage WSUD principles in all built form proposals within private landholdings.
	Provide opportunities for urban greening, such as community gardens and rooftop gardens.	**Section 8.3**	The proposed integration of PAPOS within key sites will assist in providing additional urban greening, and the implementation of SPP7.3 encourages the provision of rooftop gardens and significant landscaping in new residential and mixed use developments.
To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.	Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.	**Section 8.32**	The Town will seek to prioritise street upgrades, and where possible incentivise the potential for streetscapes to be enhanced by developers as part of project works.

Table 19 (cont): Precinct Design Objective Assessment - Public Realm

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.	Accommodate and promote inclusion and accessibility for people of all ages and abilities in the public realm.	**Section 8.3**	As a component of the public realm strategy, the Town will prioritise universal access in the public realm.
	Design the public realm according to the principles of Crime Prevention through Environmental Design (CPTED).	**Section 8.3**	As a component of the public realm strategy, the Town will prioritse CPTED for the public realm.
To ensure public realm design is integrated with the built form, movement network and landscape of the precinct.	Design well-proportioned and appropriately scaled public spaces and streets.	**Section 8.32**	As a component of the public realm strategy, public realm improvements and public open space masterplanning, the Town will seek to ensure the public realm design addressees these requirements.
	Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.	**Section 8.32**	The PSP proposes enhancement to public streets and public realm to encourage stronger relationships with adjacent open space and built form to ensure activation and connectivity.
	Design the public realm as a series of well connected, legible spaces.	**Section 8.32**	The PSP proposes enhancement to public streets and public realm to encourage stronger relationships with built form to ensure activation and connectivity and to provide a legible, high amenity and connected pedestrian and cycle network.
	Integrate services and utilities to minimise impact on function and amenity of public spaces, streets and surrounding built form.	**Section 8.32**	As the PSP area is historic and highly developed most services and utilities already exist. Where new infrastructure is proposed, the PSP requires this be accommodated in a way to be sensitive and low impact on public realm.

9.0 MOVEMENT NETWORK

This section provides a summary of the key issues and recommendations for transport in the PSP Area. A Traffic, Transport and Parking Strategy has been prepared by Cardno and is included in **Appendix C.**

9.1 Existing Movement Network

The following is a summary of the existing movement network throughout the PSP area, with a spatial depiction and identification of priority movement type shown in **Figure 56.**

9.1.1 Regional Accessibility

The Centre is serviced by major transport infrastructure in Stirling Highway, and is strategically located adjacent to the Perth to Fremantle train line, with the majority of the PSP area within a walkable catchment of the Claremont Transit Precinct.

The Swanbourne and Showground Stations are approximately 600m east and west of the precinct. The area is also accessed by two high frequency bus routes and eight other bus routes that traverse the Precinct as well as comprising a Bus Terminus and Train and Bus Transfer.

On the basis of the precinct's proximity to public transportation, the PSP is appropriately considered having regard to the walkability, accessibility and therefore intensification requirements associated with a Transit Oriented Development Precinct.

9.1.2 Local Road Network

Traffic volumes along key roads throughout the Town are at a level that suggests demand is at or near the practical capacity during peak periods. This implies that any future growth in transport demand cannot occur under a 'business as usual' scenario; there is limited road space to support more cars travelling at peak times.

Future mobility needs will have to be met through alternative transport, with public transport and cycling modes being the most space-efficient options for regional travel.

Legend

- Maintain slow speed town centre street network to benefit connectivity and permeability.
- Existing traffic control lights benefit vehicle and pedestrian movement functionality, however prioritise vehicle efficiency over pedestrian.
- Investigate pedestrian bridge opportunities for connectivity and key public art opportunity.
- Consider how urban town centre transit nodes should be integrated into the town centre to future-proof connections and walkable catchments.
- Encourage increased pedestrian movement by improving activation of building interfaces and establishing utility and service areas that are clearly separate and different to other movement considerations.
- Maintain a network of key, urban pedestrian links that create a multitude of safe, pleasant walking environments and utilise fine grain laneway structure (these routes also allow slow speed cycle movement).
- Provide direct street links and key connections within the town centre and to future adjacent development areas.
- Provide high-amenity dual use- shared links for cyclists and pedestrians. Opportunity to direct cyclists from the Lake Claremont to the River.
- Improve cyclist/pedestrian crossing safety across key barriers, improving ease and comfort at key locations.
- Provide a greater frequency of pedestrian crossing opportunities at mid-block and street-junction locations along Stirling Highway.
- Maintain parking opportunities in town centre and investigate ways to locate, integrate, co-ordinate and manage parking in any future redevelopment within the town centre.
- Adjust the character and performance of Stirling Highway and Stirling Road to improve the pedestrian and urban space experience. Investigate gateway landscaping to Stirling Highway.
- Prioritise the pedestrian experience over the vehicle experience including the core of the town centre through slow speed streets with 'shared use' movement for vehicles and pedestrians.
- Consider a developer lead investigation into relocating Avion Way to the west to improve alignment with entrance to the Claremont Quarter and consolidate owners landholdings

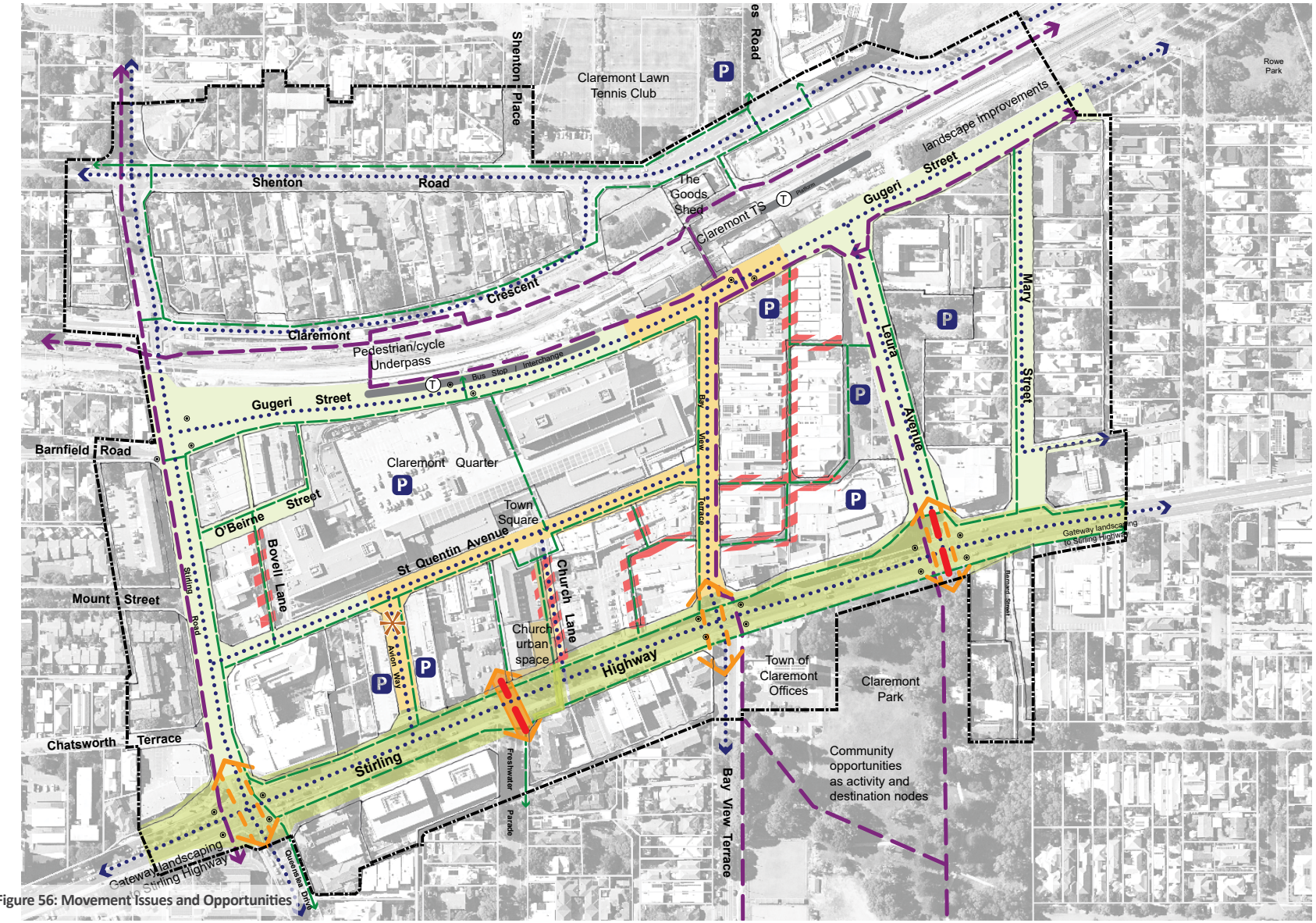


Figure 56: Movement Issues and Opportunities

9.1.3 Pedestrian Network

The pedestrian network throughout the Precinct is comprehensive, with paths available on both sides of most streets providing excellent pedestrian access within the PSP area and to the Claremont Station and bus stops.

Bay View Terrace was reconstructed as a shared space to raise the profile of the street in response to the Claremont Quarter development and to establish a greater mix of food and beverage uses mixed with high end fashion stores.

9.1.4 Cyclist Network

The PSP area is traversed by a Principal Shared Path (PSP), along the Perth-Fremantle Rail line. Access to the PSP is relatively easy with connections to various internal and external cycling routes. Outside of the PSP, cycling infrastructure within the Town is relatively poor. Other than the PSP, there are very few cycling priority routes through Claremont.

9.1.5 Public Transport

Public transport serving the precinct is provided by Transperth bus and train services on the Perth to Fremantle railway line and bus services available along Stirling Highway and via Stirling Road, Leura Avenue, Gugeri Street and Shenton Road.

There are 10 bus routes which pass through the PSP area. Routes 102, 103, 107, 998, 999 run along Stirling Highway and into the Bus Interchange at Claremont Station linking the PSP to the Perth CBD, Fremantle and the surrounding suburbs to the east and west.

The PSP area is also in close proximity to three rail stations being Claremont, Swanbourne and Showgrounds. The majority of the PSP area is located within the walkable catchment (400m) of the Claremont Station. Fremantle line services provide relatively even frequency across weekday peak and off-peak daytime hours. Early morning and late evening services are relatively limited.

9.1.6 Parking

Claremont is defined as a Secondary Centre under the provisions of SPP 4.2; and is the largest retail/commercial destination in the region. As such it is a regional attraction for both visitors and employment, with a high demand for car parking.

The location of Claremont along the Fremantle Train Line creates the capacity for public transport journey to work mode shares for employees. This is supported by relatively scarce long-stay parking which makes driving a less attractive option. The impact of this is a 65% higher sustainable transport mode share for employees working in the Claremont Town Centre, as compared to employees across the rest of the Claremont LGA.

Parking in Claremont is primarily supplied in a few large publicly accessible car parks; Claremont Quarter, adjacent to Leura Avenue and the areas along Stirling Highway (Times Square, Claremont Hub etc.). These car parks are intended for use by visitors, with some flexibility to allow for long-stay parking by employees (tenant parking at Times Square and paid parking beyond 3P at Claremont Quarter). Beyond this, only small areas of employee parking are easily accessible, consisting of allocation of individual bays to retail tenants.

On-street parking facilities are in high demand and are well-placed to serve short-stay trip purposes. However, the extent of on-street parking is limited – restricted to only a few streets (Leura Avenue- old alignment, Bay View Terrace and St Quentin Avenue, with limited parking in Bovell Lane and Avion Way). Due to the relatively low supply, and the configurations of the road network within Claremont, the use of these car parking bays appears to be opportunistic (drivers park here when one is available en-route to their chosen destination car park).

Paid parking is not used as a demand-management tool. Instead, parking duration restrictions are employed to limit the supply to specific trip types. Due to intense pressure on traffic, parking within the Town Centre should be designed to avoid intensifying congestion and be limited to underground or sleeved primarily providing for customer and resident parking demands, with staff parking being directed to parking stations to be developed by the Town from cash-in-leiu funds on the perimeter of the Town Centre.

9.2 Movement Network Key Issues and Opportunities

Key issues and opportunities are summarised below and outlined in **Figure 56.**

9.2.1 Trip Demand Generation

As density intensifies, and particularly when residential vehicle ownership declines, vehicle trip generation drops. This occurs due to a number of reasons: smaller household sizes, greater accessibility to alternative transport and proximal activity and a reduced reliance on private motor vehicles.

The scale of impact from residential areas is significant, but difficult to manage. Large suburban dwellings often have ample space to support parked cars, in addition to abundant parking along the street-front.

As development intensifies, private vehicle ownership and vehicle trip generation tends to decline, and alternative transport mode share increases. While apartment development is expected to primarily occur along corridors and within Centres, the same effects in residential areas promote sustainable transport outcomes.

9.2.2 Traffic Congestion

Congestion has been recorded along the portions of Stirling Highway with considerable delay being recorded within the LGA. This can be attributed to an increased proportion of traffic from outside the LGA boundary and an influx of internal traffic originating from the residential precincts.

Considerable delays have been observed near Queenslea Drive during school hours which subsequently cause congestion along Stirling Highway.

Stirling Highway congestion is generally related to traffic originating outside the LGA boundary. The Town therefore has less control over the generation of this traffic, with fewer policy responses that can be applied to reduce vehicle trip generation.

As congestion increases, traffic will likely redistribute to minor streets, resulting in greater levels of 'rat-running'. Additional traffic calming measures will become necessary to retain resident amenity.

9.2.3 Public Transport Availability and Usage

North-south transit options across the train line are limited. Few services provide regular, direct access between the northern and southern residential parts of the Town. Additionally, poor north-south access reduces the opportunity for residents in adjacent local government areas to access the Town Centre via bus, particularly where these residents are located outside of the train station catchments.

The current journey to work mode share uses predominantly private vehicles. Approximately 1% of the Town's residents indicated they cycle to work.

Each private school within the Town provides private bus services for students. There is significant redundancy of services provided by the various schools, within the Town as well as services provided by schools in neighbouring LGAs.

Ride sourcing apps provide an easy to use and convenient point-to-point service, effectively reducing the attractiveness of public transport for some users. At a high level, this may compromise the feasibility of public transit services.

9.2.4 Barriers to walking and cycling

Outside of the Principle Shared Path, cycle path infrastructure within the Town is relatively poor. The Transpriority assessment prepared by Cardno in **Appendix C** shows that other than the PSP, there are very few cycling priority routes through Claremont.

Crossing facilities of the Highway and railway line for cyclists are limited. Many signalised intersections lack 'toucan' crossings (bike/pedestrian lanterns), median islands are often insufficient to store a bicycle and kerb ramps do not follow primary desire lines. Structural barriers including the railway line and Stirling Highway limit the ability for cyclists to travel north-south across the precinct.

The condition of current rail crossing infrastructure varies and includes bridge underpasses, at-grade crossings and bridge overpasses. Any potential improvements and/or new crossing points will need to consider the wider transport impacts, especially for rail and roads.

The lack of network connectivity dilutes the potential for "8-to-80 cycling" (allowing for riders of a greater range of cycling abilities/confidence). Extension of this infrastructure, even at the cost of on-street parking and mixed-traffic capacity, is required to support cycling as a viable mode share suitable for all.

Structural barriers including the railway line and Stirling Highway limit the ability for cyclists to travel north-south across the Town.

Pedestrian connections across the railway line are limited and generally poor quality and through public car parking are frequently illegible. Lighting is inconsistent, predominantly relying on street light spill to illuminate paths. This is often insufficient to provide a feeling of security, and this effect is exacerbated where tree cover obscures lighting.

The continued growth in private vehicle demand for road space and parking poses an ongoing threat to cycling. The Town's continued advocacy for cycling as a viable and valued transport mode is necessary to achieve sustainable outcomes. Opposition is likely to come from both community and Government stakeholders, requiring a strong and consistent response in policy and planning.

Pedestrian environments are often squeezed by the demands of other transport modes with easy to define dimensions. In the search for a more efficient road network, verges are diminished to accommodate turning pockets, central median islands, parking bays and on-street bicycle facilities. This in turn creates a space that must provide for road signage, street furniture, above-ground utilities, land use activation, street trees and pedestrian paths. To combat this pressure, the needs of pedestrians must be considered in the context of their priority

Pedestrian connections through public car parks are frequently illegible, particularly within the Town Centre.

Lighting is inconsistent, predominantly relying on street light spill to illuminate paths. This is often insufficient to provide a feeling of security, and this effect is exacerbated where tree cover obscures the lighting.

9.2.5 Car Parking

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.

The prevalence of free, unrestrained on-street car parking in residential areas means that many residents own more cars than they have garage spaces for, or transfer the cost of vehicle storage to the Town by re-purposing on-site garages and parking on the street. This limits the effectiveness of vehicle reduction policies.

The community remains strongly in favour of high vehicle ownership, even in locations where alternative transport is prevalent. This has translated into very high parking provision rates for apartment developments, something that is likely to induce additional car travel over time but must be acknowledged as a reality given the limited public transport network specifically the north south cross links to the rail.

Kerbsides consumed by parking reduce the capacity for active transport, either through high-quality pedestrian environments or buffered bike lanes.

As evidenced by community and Council feedback, businesses and residents still have an extreme emotional attachment to free, proximal parking. This sentiment can be difficult to overcome, particularly where on-street parking is replaced by alternative transport mode provision.

The cost of parking infrastructure and management can be high, and this burden tends to be borne by the LGA. This can put pressure on the Town's budget and delay implementation.

Due to intense pressure on traffic, parking within the Town Centre should be designed to avoid intensifying congestion and be limited to underground or sleeved primarily providing for customer and resident parking demands, with staff parking being directed to parking stations to be developed by the Town from cash-in-lieu funds on the perimeter of the Town Centre.

9.3 Movement Network Response

The Traffic, Transport and Parking Strategy recommends an array of measures and initiatives to be implemented as a component of the implementation of the PSP, which are summarised as follows and outlined in **Figure 57**:

9.3.1 Pedestrian Movement

Key initiatives to be considered by the Town include:

- Undertake a comprehensive review of key urban pedestrian connections to ensure they provide a high level of service, legibility and connectivity.
- Opportunity to extend pedestrian priority requires further consideration, including along side streets and lanes. This may include reduced traffic speeds (both design speeds and posted speeds). The interventions along Bay View Terrace shows how effective such works can be.
- Providing additional priority at crossings could enhance pedestrian access to Claremont Station. This may include providing different types of signals, such as High-intensity Activated Crosswalk signals, also referred to as Pedestrian Hybrid Beacons. These offer safe crossing points, activated only when pedestrians are present, and should improve traffic flow in Gugeri Street.
- The development of the bus interchange on Gugeri Street provides an opportunity to activate the northern side of the Claremont Quarter shopping centre, creating a better pedestrian environment connecting through to Bay View Terrace.
- As development on Stirling Highway moves away from the 'Highway retail' design model there is an opportunity to create active, attractive street-frontages which include features enhancing pedestrian amenity, such as awnings to provide additional shade.
- In residential areas where footpaths have not been constructed, additional street trees could be used as traffic calming devices to ensure slow vehicle speeds and safe on-road walking environment.

9.3.2 Cycling Network

- Undertake a comprehensive review of key cyclist connections to ensure they provide a high level of service, legibility and connectivity.
- The creation of new strategic links to the PSP and other key activity and local centres should be investigated. This includes external cycling connections outside of the Town of Claremont municipal area.
- Cycling-specific way finding information and signage may be developed to promote cycling access, including distance/journey time information, and graphical representation.
- As infrastructure improves so will the viability of public bike (or e-bike) hire schemes. This opportunity may be realised only in partnership with a private firm, but can be supported through allocation of public space and other supportive policies. In particular, there is a long-term opportunity for electric bikes (e-bikes) and scooters to replace private motor vehicle transport. Charging stations for e-bikes may be considered in this context.
- The Claremont Station Project will upgrade connections through and around the station, improving cycling connectivity in the Town Centre. This includes the recent construction of the Underpass to provide connection to the Principal Shared Path, and DDA compliant access to the Station platform.
- Crossing facilities along the bike network should be audited, focusing on high-traffic crossings. In these locations the upgrade requirements may ultimately reduce traffic capacity (i.e. due to the introduction of a pelican crossing, kerb extensions etc). This impact should be considered in the context of the total movement capacity for the network, the improvements in safety, and the environmental, social, economic and health impacts of active transport.
- Passive way finding through design is also a valuable tool to define the high-quality network. This is particularly important where cyclists must be directed to a particular safe crossing point or destination.

9.3.3 Public Transport

- Investigate PTA's Bus Shelter Subsidy Program for funding to install roadside bus shelters to improve the experience for public transport commuters and ensure shade/shelter is provided in key locations.
- Advocate for bus priority infrastructure on Stirling Highway in coordination with the Stirling Highway Activity Corridor Study upgrades or preceding upgrade works, as these are important in ensuring the efficiency of public transport accessibility within the centre.
- Continue discussions with private schools to combine their existing private funding to create a more effective service for the long-distance trips, inclusive of the potential expansion of the Presbyterian Ladies College (PLC) local loop to include connections to Scotch College, Methodist Ladies College (MLC) and Christchurch.

9.3.4 Private Vehicle Movements

- The Town should advocate to Main Roads WA to lower residential street speed limits to 30km/hr, using Self Explaining Streets Guidelines and review broader speed limits within the Town Centre to reduce limits to safe speeds for a pedestrian environment.
- Encourage opportunities for the expansion of car sharing programs as a component of new development. In combination with low-ownership policies, car sharing schemes have been shown to be extremely effective in providing mobility to residents while heavily reducing kilometres travelled.
- Encourage e-bike e-scooter parking and ride schemes to provide local options and tourist options to vehicle use

9.3.5 Parking

- Encourage reduced onsite residential parking provided that this will not impact the overall system, and adjacent on-street parking is managed.
- Prioritise residential and customer parking over employee parking within developments and shift emphasis to public parking stations to the periphery of the Town Centre paid for by cash-in-lieu funds.
- Price parking permits at a rate consistent with the opportunity cost of parking infrastructure, with a transition period to support behaviour change by residents
- Undertake a review of cash-in-lieu provisions as a component of the review of Scheme provisions in the implementation of the PSP to ensure flexibility and appeal of these options to all landowners within the precinct.
- Liaise with local business owners to promote the shared use of car parks and reciprocal parking arrangements within new developments.
- Review current parking policy provisions of the Town when preparing a Parking Strategy for the Town Centre.
- Prepare a formal policy and template for developers to apply for concessions, which defines a series of requirements related to the submission of a Parking Needs Assessment and Green Travel Plan.

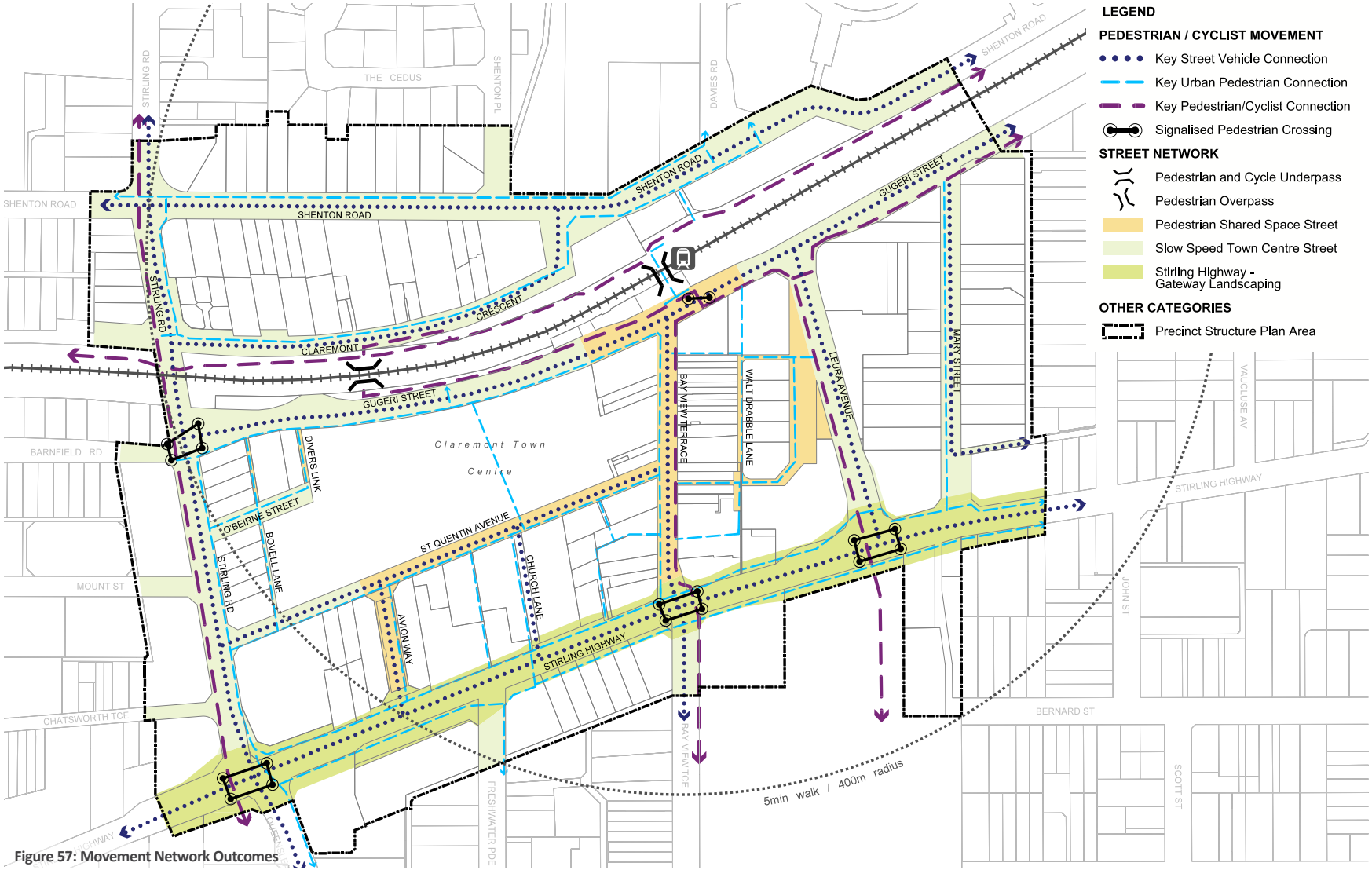


Figure 57: Movement Network Outcomes

9.4 Precinct Design Objective Assessment

An outline of the PSP's consistency with the SPP7.2 Precinct Design Objectives for movement network considerations is provided in **Table 20**.

Table 20: Precinct Design Objective Assessment - Movement Network

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure the movement network supports the function and ongoing development of the precinct.	Address the current and future access needs of the precinct through an integrated transport planning and land use assessment process.	**Section 9.3**	As the PSP area is highly developed, the movement network is well established. The Transport Impact Assessment has informed the preparation of the PSP and the opportunities and issues analysis outlines the key gaps and deficiencies in the movement network, including the need for road upgrades, pedestrian and cyclist infrastructure and integration of public transport accessibility.
	Design the movement network in balance with place considerations, local access and neighbourhood/district/regional access requirements for travel to, through and around the precinct.		
	Develop a movement network that enables convenient and comfortable travel and access for users of all ages and abilities.	**Section 9.3**	The PSP identifies the extent of redesign opportunities in existing streets, laneways and the public realm, inclusive of embellishment and expansions, and the need for adjacent private development to to support and respond to these spaces.
	Design transport infrastructure that provides a safe network for all users.		

Table 20 (cont): Precinct Design Objective Assessment - Movement Network

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.	Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency.	**Section 9.3**	As the PSP area is highly developed, the movement network is well established. The PSP focuses on upgrades and enhances to improve connectivity, legibility and amenity of these spaces, with priority on pedestrian and cyclists. However, noting the Strategic role of the Centre, access via car and convenient and legible parking is a key component of the PSP. The Town will seek to establish e-bike and e-scooter facilities and services to reduce the reliance on local private vehicle use and also to provide transport options for tourists in the centre and the surrounds (i.e. Lake Claremont, Swan River and beach)
	Establish mode share targets for the precinct.	**Section 9.3**	Mode share targets are further discussed in the Traffic, Transport and Parking Strategy in **Appendix C.**
To enable a range of transport choices that meet the needs of residents, workers and visitors.	Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.	**Section 9.3.1**	As the PSP area is highly developed, the movement network is well established. The PSP focuses on upgrades and enhancements to improve the quality and amenity of the pedestrian routes within the Precinct. As a component of the Public Realm and Movement Strategies, the Town will seek to maintain and enhance these as legible pedestrian routes.
	Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations.	**Section 9.3.2**	As the PSP is highly development, the movement network is well established. The PSP identifies key cycle routes through the PSP area and focuses on upgrades and enhancements to the bicycle network. As a component of the Movement and Public Realm Strategy, the Town will seek to identify gaps and expand upon the cycle network.

Table 20 (cont): Precinct Design Objective Assessment - Movement Network

Objective	Considerations	Section Reference	Summary / Additional Comment
To enable a range of transport choices that meet the needs of residents, workers and visitors.	Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, connection and user choice.	**Section 9.2 and Section 9.3.3**	As the PSP area is highly developed, the movement network is well established and well serviced by public transport services. The PSP focuses on upgrades and enhancements to improve the quality and amenity of the public realm to improve the user experience, enhance accessibility and improve safety. The PSP also proposes to intensify development and increase the worker, visitor and resident population within the PSP area to make better use of these services.
	Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.		
	Consider access requirements for service vehicles and logistical freight movements within the precinct.	**Section 9.2**	As the PSP area is highly developed, the movement network is well established and service vehicle and logistical freight requirements need to be carefully considered for individual sites and within the street / laneway network.
	Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function.	**Section 9.3.4**	As the PSP area is highly developed, the movement network is well established and private vehicle access requirements will need to be carefully considered for individual sites. The PSP outlines access restrictions to guide for redevelopment proposals.

Table 20 (cont): Precinct Design Objective Assessment - Movement Network

Objective	Considerations	Section Reference	Summary / Additional Comment
To ensure the quantity, location, management and design of parking supports the vision of the precinct.	Provide the minimum amount of car parking appropriate for the precinct.	**Section 9.3.5**	As the PSP area is highly developed, public parking areas are well resolved and clearly defined. Private car parking requirements will be guided by the LPS and addressed as part of redevelopment proposals.
	Manage and locate car parking to prioritise access according to the needs of different user groups.	**Section 9.3.5**	As the PSP area is highly developed, public parking areas are well resolved and clearly defined. The Town's Car Parking Strategy will consider all user groups are appropriately provided for. The Town will seek to prioritise residential and customer parking over employee parking within developments and shift emphasis to public parking stations to the periphery of the Town Centre paid for by cash-in-lieu funds.
	Design parking to be integrated with the urban form.	**Section 9.3.5**	As the PSP area is highly developed, public parking areas are well resolved and clearly defined. Private car parking requirements will be guided by the LPS and addressed as part of redevelopment proposals. The PSP provides for development controls that ensures parking is integrated into built form and a quality public realm interface is maintained.
	Design parking for adaptability over time to accommodate potential future change of use	**Section 9.3.5**	As the PSP area is highly developed, public parking areas are well resolved and clearly defined. The PSP provides for reciprocity of car parking bays and incentivisation for alternative forms of transport to reduce parking requirements.
	Consider parking requirements and end of trip facilities for other transport modes.	**Section 9.3.2**	The PSP defers consideration to the requirements of R Codes Volume 2.

10.0 INFRASTRUCTURE

Analysis of the infrastructure upgrades requirements has been undertaken by JDSi Consulting Engineers for the area and increased demand generated by anticipated redevelopment.

The infrastructure analysis is summarised in the following sections and outlined further within **Appendix D**, with key infrastructure outlined spatially in **Figure 58.**

10.1 Wastewater

The Water Corporation owns and maintains all sewerage reticulation systems in and around the area. The surrounding catchment includes residential developments to the south, east, west and north. The catchment discharges in a north-westerly direction to the Swanbourne Wastewater Pumping Station on Fern Street. According to the Water Corporation's records there are currently 2,896 existing services within the Town of Claremont with a further 57 unserved vacant lots.

Should any upgrades be required to infrastructure greater than diameter 300mm, Water Corporation will undertake as part of their Capital Investment Program as and when required. Any minor reticulation works (pipework less than 300mm diameter) required as part of the development are to be funded by developers.

When upgrades are required, Water Corporation typically recommends a consolidated approach to the requesting and programming of works to minimise disruptions and maximise cost efficiencies, however, due to the fragmented land ownership of the area this will likely be problematic.

10.2 Water Supply

The Water Corporation owns and maintains the water reticulation system around the Precinct. Until design plans are prepared which detail the number of fittings etc. for each building it is difficult to determine the potable water demand. However, the consultant engineers have calculated anticipated demand for the redevelopment based on the maximum yields provided.

The capacity of the current infrastructure network cannot be confirmed without pressure and flow tests or network modelling being undertaken by the Water Corporation. Should any upgrades be required to infrastructure greater than diameter 300mm, Water Corporation will undertake as part of their Capital Investment Program as and when required.

Any minor reticulation works (pipework less than 300mm diameter) required as part of the development would be funded by developers. When upgrades are required, Water Corporation typically recommends a consolidated approach to the requesting and programming of works to minimise disruptions and maximise cost efficiencies, however, due to the fragmented land ownership of the area this will likely be problematic.

10.3 Power Supply

The PSP area is supplied with electricity from the existing Western Power distribution network shown in **Figure 58**. The existing underground and overhead distribution network in the area represents a key technical interface between the 11,000 volt system fed from the Cottesloe Zone Substation and the older system fed from the Nedlands Zone Substation. The Western Power 66,000 volt and 132,000 volt transmission network also passes through the Precinct.

The maximum yield scenario requires a significant increase in electricity demand which is unlikely to be met by the existing system currently feeding the town centre from the Nedlands Substation. The increase in electricity demand will likely be augmented by Western Power from the Cottesloe Zone Substation 11,000 volt system capacity, however this would be subject to the outcome of a feasibility study by the Utility.

The Western Power Network Capacity Management Tool indicates the current spare capacity available from Cottesloe for future development to be 20 MVA until 2026 and thereafter, 15 MVA until 2031. The forecast maximum demand for the proposed redevelopment is summarised in **Appendix D** and indicates a final power requirement of 13.8 MVA, within Western Power's forecast network capacity to 2031.

It should be noted the calculated 13.8 MVA power requirement is in addition to:

- The Claremont Quarter development;
- The existing development at the intersection of Stirling Road and Stirling Highway;
- The Freshwater development on Stirling Highway; and
- Any other buildings shown as retained in the Town of Claremont's modelling.

Given Western Power does not reserve electricity network capacity for developers, it is recommended an application to Western Power for a Design Information Package (DIP) and/or a Network Feasibility Study is made as soon as practical by the Town of Claremont.

10.4 Gas Supply

ATCO Gas has provided advice in relation to the capacity of the existing gas infrastructure for the proposed development area. Based on modelling undertaken using the yields provided, ATCO have advised that the existing network has the capacity to supply a total load of 954.55 SCMH within the PSP Area without any reinforcement. This is believed to be adequate to supply the residential and commercial demands anticipated as a result of redevelopment of the Precinct.

10.5 Stormwater Drainage

The Perth Groundwater Atlas indicates groundwater levels at the end of summer 2003 were approximately 1m AHD across the PSP Area. This equates to approximately 7.0m to 15.0m below existing ground levels. Therefore, it is anticipated that dewatering will not be required unless significant underground structures such as carparks are built as part of the redevelopment.

Existing drainage infrastructure is present throughout the development area with a pit and pipe system utilised to drain the road network. It is expected that individual lots will handle their own drainage requirements as part of the redevelopment, however if developers choose to drain to the public network or flows to the existing network are increased a detailed drainage management plan will be required for the redevelopment of the area at the expense of developers.

The management plan should be consistent with Better Urban Water Management (WAPC, 2008) and Department of Water and Environmental Regulation (DWER) principles of Water Sensitive Urban Design (WSUD) as described in the Stormwater Management Manual (DoW, 2007).

The key strategies which will likely be adopted should include:

- Maintain pre-development peak flow rates from the site which will likely be achieved with subsurface storage or shallow detentions basins;
- Habitable floor levels at least 0.3 m above the 1% AEP flood level of the urban drainage system and road flood level;
- The stormwater drainage design demonstrates that the land is capable of managing stormwater for all events up to the 1% AEP event; and
- Controls used to improve stormwater quality.

In terms of Local Water Management, DWER has advised that a LWMS is not required. As identified in previous sections of the site and context analysis scoping sections, opportunities for urban greening, tree canopy enhancement and WSUD will be pursued to support resource efficiencies and good outcomes for the urban ecology.

10.6 Geotechnical Review

A desktop review undertaken indicates that the subject site is located on the Swan Coastal Plain within the Spearwood dune system. The Spearwood system has a core of sandy aeolianite with a capping of secondary limestone overlain by yellow brown siliceous sands with weak podzol development. The system is characterised by an undulating surface, with some higher ridges and hills, and hollows representing dune swales.

The under lying sand is expected to be pale and olive yellow, medium to coarse-grained, sub-angular to sub-rounded quartz. It typically has some ability to attenuate pollutants due to small clay content and usually has considerable depth to the water table due to topography.

Tamala Limestone itself is light, yellowish brown, fine to coarse-grained, sub-angular to well rounded, quartz trace to feldspar. It has variable bearing capacity dependent on the degree of cementation. Solution cavities and fissures can lead to settlement under load and offer an easy path for pollutants down to the water table.

Approximately 90 – 95% of the PSP Area is anticipated to comprise sand derived from Tamala Limestone. The remainder of the PSP Area, the north-west pocket, is anticipated to comprise Tamala Limestone. Most areas of the Spearwood dunes can support either urban or rural residential development. The limestone is an adequate foundation for most structures and, with compaction, the sands are also suitable.

10.7 Telecommunications

The national broadband installation initiative, NBN Co. was contacted to determine the feasibility of the area being serviced with a high-speed internet connection. NBN Co. advised that fibre optic cables are in the area and given the size of the development, they are likely to be able to provide Fibre to the Premises (FTTP).

However, until an application is put into their system they cannot confirm exactly what upgrades / relocations are required. Given the fragmented land ownership and anticipated sporadic development of the activity centre, any costs attributed to the redevelopment would be applied at an individual development level.

10.8 Waste

Reviews of waste management practices for each development application will be undertaken on their individual merit and should be focused on waste minimisation practices, efficiency of collection and storage of waste onsite in a suitable location.

10.9 Earthworks

Earthworks for redevelopment are expected to be undertaken on an as-needed basis for individual lots. Given the expected sand conditions of the locality, it is anticipated a minimal amount of earthworks will be required to facilitate potential redevelopment works.

Any proposed earthworks strategy for a development site will need to be based on a number of elements including:

- Providing flat sand building pads of sufficient elevation to accommodate drainage and sewer servicing;
- Retention of existing access points; and
- Finished floor levels at least 0.3m above the 1% AEP flood level of the urban drainage system and roads.

Geotechnical investigations will be required to inform any detailed design works over a development site.

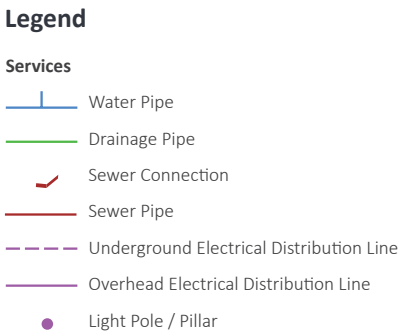




Figure 58: Infrastructure - Existing

11.0 ENVIRONMENT (URBAN ECOLOGY)

This section provides a summary of the key issues and recommendations for the Environment in the PSP area. An Environmental Profile has been prepared by Urbaqua to support the PSP and is included in **Appendix E**.

Due to the existing built nature of the precinct, the Town is constrained in its ability to influence the limited environmental attributes of the precinct. The following summary is provided as an overview of the existing environment.

11.1 Existing Environment

11.1.1 Climate

The climate in the Town is typical of the south-west of Western Australia with hot dry summers and cool wet winters. Maximum temperatures occur in summer and minimum temperatures occur in winter, with average temperatures peaking in February at approximately 30°C, and dropping to approximately 9°C in July (BoM, 2021).

The majority of rainfall occurs in winter between May and September while the driest month is December. Whilst average annual rainfall has generally declined in recent years, it has actually increased in intensity in the late winter and autumn months of August and September. This may be indicative of changing rainfall patterns bringing more frequent intense rainfall events later in the year, with longer dry periods in between.

11.1.2 Topography

The majority of the site is populated with existing roads and buildings with considerable elevation differences throughout. The topography of the area slopes generally from north to south towards the Swan River. South of Stirling Highway, the area grades from 16m AHD at Queenslea Drive to 8m AHD at Bernard Street. North of Stirling Highway, the eastern portion of the site grades in a northerly direction from 9m AHD to 17m AHD at Gugeri Street, whereas the western portion of the site has minor elevation differences with the majority around 15m AHD.

11.1.3 Vegetation

The PSP area comprises an urban landscape formed by carefully crafted streetscapes, the use of exotic tree species, with the residential streets within and adjacent the Precinct comprising mature streetscapes of trees.

Lake Claremont, located to north of the Precinct, is the only Bush Forever site (#220) in the Town. Lake Claremont is reserved for Parks and Recreation under the MRS and the Town of Claremont LPS3.

Claremont Park (located immediately southeast of the Precinct), comprises significant stands of vegetation and provides amenity and recreational value, as well as providing for a green linkage between Claremont Lake and Parklands and the Swan River.

11.1.4 Tree Preservation

While the Town was recognised as one of the least vulnerable local governments to heat, poor health, economic disadvantage and access to green spaces, it is also noted that canopy cover declined marginally between 2011 and 2016 (Amati et al, 2017). Research by Horticulture Australia recognises that across Australia, canopy losses are mainly on private land, due in part to resourcing and limited/ineffective planning policy and controls (Greener Spaces Better Places, 2021).

The Town has adopted a Street Tree Masterplan which nominates the species to be planted in each street. The Street Tree Masterplan will be the guiding document for decisions relating to the management of the Town's street tree asset. Currently it assumes replacement will occur as part of natural attrition.

The Town's policy currently "encourages" developers to retain existing street trees wherever possible.

11.1.5 Wetlands

The Town contains two significant wetlands: Lake Claremont and the Swan River, both of which are located outside of the PSP area. Both wetlands are categorised by the Department of Biodiversity Conservation and Attractions (DBCA) as Conservation Category and mapped in the Geomorphic Wetlands database, while the Swan River is also listed in the national Directory of Important Wetlands in Australia (Western Australia).

Claremont Lake is the Town's major environmental, visual and recreational asset which is easily accessible from the PSP area but has poor visual connections to the broader area.

11.1.6 Aboriginal and European Heritage

There are no registered sites in the PSP area, therefore a review of Aboriginal heritage will not be required.

Heritage, Place and Character objectives and outputs will be informed by the Town's existing data base on heritage, reviewed against the landscape and public realm strategy, site and character analysis and outputs from the community engagement strategy.

11.1.7 Ecological Linkages

Lake Claremont and the surrounding Parks and Recreation reserve acts as an ecological link between bushland areas to the east (Kings Park and Shenton Park Bushland), west (coastal foreshore reserve), north (Bold Park) and south (Swan River foreshore).

The importance of Lake Claremont as an ecological link to other sites is reported in the Western Suburbs Greening Plan (Ecoscape, 2002 as cited in Town of Claremont, 2016).

11.2 Environmental Key Considerations

11.2.1 Climate

11.2.1.1 Temperature

Increases in temperature are likely to result in increased needs for cooling and/or impacts on environmental and public health. Consideration should be given to heat island impacts and the need for green infrastructure or other solutions to mitigate heat increases in urban environments.

Development should incorporate passive solar design and breezeways and provide vegetated areas and shade in public and private places. Consideration may be given to increasing minimum Building Code of Australia requirements from 6 to 7 or more stars to reduce energy requirements for cooling in future.

11.2.1.2 Rainfall change

Rainfall change may result in localised flooding and pressure on stormwater systems, as well as pressure on available water sources.

11.2.1.3 Extreme weather

Extreme weather may require improved emergency management responses and plans. Infrastructure should be adequate to manage and/or respond to extreme weather conditions.

11.2.2 Air quality

11.2.2.1 Dust

Dust from construction sites should be monitored and managed in accordance with the *Environmental Protection Act 1999*.

11.2.2.2 Greenhouse Gas Emissions

Greenhouse gas emissions may be reduced through increased use of renewable energy and implementation of actions to improve energy efficiency.

11.2.3 Acid Sulphate Soils

Declining soil and land quality can occur as a result of development where acid sulphate soils are disturbed. This leads to the release of acid and heavy metals which can cause significant harm to the environment and infrastructure. Appropriate management of acid sulphate soils, particularly in areas of high risk where changes in groundwater (including dewatering for redevelopment) are likely, is required, consistent with current best practice.

11.2.4 Swan River and Foreshore

The foreshore is a very small strip however it is one of the most significant open spaces. Access is limited and the space is used predominantly by the very local neighbourhood. The area is only a short walk from the centre. The highly valued River Foreshore (1,338m stretch/1.5 hectares) is not readily accessed by the broader community being accessed primarily by Jetty Road and Chester Road and Mrs. Herberts Park, with no clear legible pedestrian route.

Consideration should be given to the amenity and recreation values provided by the Swan River given its proximity (600m) to the precinct and the provision of suitable connections given the limited availability of open space and environmental assets within the Precinct.

11.2.5 Wetlands

The Town's drainage system currently discharges directly into the Swan River and Lake Claremont. Any changes of land use and/or development that have the potential to negatively impact on the values of Lake Claremont including the quality of stormwater discharge into these systems (including dewatering) should be avoided. All development in these areas should incorporate water sensitive urban design practices.

Claremont Lake is easily accessible from the Precinct but has poor visual connections to the broader area. Consideration should be given to the amenity and recreation values provided by Claremont Lake given its proximity (600m) to the precinct and the provision of suitable connections given the limited availability of open space and environmental assets within the Precinct.

11.2.6 Contaminated Sites

Consideration should be given to the remediation of contaminated sites where necessary as part of any future development.

11.2.7 Ecological / Green Linkages

Ecological linkages are important to facilitate fauna movement and species adaptation to changing climate and conditions. Consideration should be given to enhancing the linkage between Lake Claremont and the Swan River through increasing native vegetation including locally native tree species in the streets between Central Avenue / Australind Street / Parry Street / Richardson Avenue and Davies Road / Bay View Terrace.

Consideration should also be given to the amenity and recreation values provided by the Swan River, Lake Claremont and Claremont Park to the Precinct and the provision of suitable connections through the Precinct given the limited availability of open space and environmental assets within the Precinct. This should include enhancement of pedestrian links across the railway line and Stirling Highway and crossing points that are visually legible. In this regard, Leura Avenue, Stirling Road and Bay View Terrace should all be considered.

11.2.8 Tree Preservation

The precinct comprises very little vegetation in comparison to the rest of the local government area. The nature of the urban environment limits the potential to introduce or enhance this provision.

Most of the significant trees within the PSP area are contained on Council owned or managed land, including within streets, Leura Avenue car park and Claremont Park.

The current street tree masterplan requires the same species to be planted along a street. Recent research has suggested that 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. Consideration should be given to revising the Street Tree Masterplan to incorporate greater diversity to promote resilience.

11.3 Precinct Design Objective Assessment

An outline of the PSP's consistency with the SPP7.2 Precinct Design Objectives for movement network considerations is provided in **Table 21**.

Table 21: Precinct Design Objective Assessment - Environment (Urban Ecology)

Objective	Considerations	Section Reference	Summary / Additional Comment
To protect, enhance and respond to the ecological systems of the precinct.	Identify and respond to the topography and landscape of the precinct and its surrounding area	**Section 11.1.2**	The topography of the area slopes generally from north to south towards the Swan River, as outlined in **Section 11.1.2**.
	Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.	**Section 11.1.3, 11.1.4, 11.2.8 and Section 8.0**	As an area well recognised for its green network, the retention and expansion of mature trees and landscaping throughout the area is a key objective of this PSP, and will be implemented wherever possible in public parkland and streets, in addition to being a key component of private development.
	Consider the total water cycle and how any proposed management responds to the hydrological system, the site and its development context.	**Section 10.5**	The PSP area has a comprehensive drainage system which will be progressively supplemented with opportunities for local infiltration and stormwater reuse.
	Identify opportunities to support habitat protection and enhancement in the precinct.	**Section 11.1.3 and 11.1.4**	The retention and expansion of mature trees and landscaping throughout the area is a key objective of this PSP, and will be implemented wherever possible to support habitat protection and enhancement of the precinct.

Table 21 (cont): Precinct Design Objective Assessment - Environment (Urban Ecology)

Objective	Considerations	Section Reference	Summary / Additional Comment
To enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.	Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place.	**Section 11.1.6**	Whilst no Aboriginal Heritage places are identified within the PSP area, there are opportunities to recognise and celebrate Aboriginal history associated with Lake Claremont and the Swan River in the design and interpretation of public spaces, community facilities and public art.
	Consider and integrate the cultural heritage of the area into the precinct design.	**Section 7.2**	The existing built form heritage throughout the area is one of the PSP areas key strengths and the protection of these sites is of the utmost importance. The PSP outlines a clear requirement for the preparation of a heritage assessment as a component of any redevelopment of an identified site, and the ability to vary the applicable development standards to accommodate the protection and enhancement of the heritage values.
	Identify and incorporate unique built features, including built heritage, into precinct design.		
To reduce the environmental and climate change impacts of the precinct development.	Identify opportunities to retain existing trees and enhance the tree canopy through new planting.	**Section 11.1.3, 11.1.4, 11.2.8 and Section 8.0**	The retention and expansion of mature trees and landscaping throughout the area is a key objective of this PSP, and will be implemented wherever possible to support habitat protection and enhancement of the precinct.
	Consider the influence of the precinct design on energy demand and review the potential for precinct scale energy generation, distribution and storage.	**Section 11.2**	Opportunities for energy efficient built form and onsite generation / capture / storage will be pursued wherever possible throughout the precinct.

Table 21 (cont): Precinct Design Objective Assessment - Environment (Urban Ecology)

Objective	Considerations	Section Reference	Summary / Additional Comment
To reduce the environmental and climate change impacts of the precinct development.	Prioritise consideration of waste management at the relevant scale in line with low-waste, circular economy objectives.	**Section 10.8**	Reviews of waste management practices for each development application will be undertaken on their individual merit and should be focused on waste minimisation practices, efficiency of collection and storage of waste onsite in a suitable location.
	Promote water conservation including water reuse and recycling.	**Section 10.5**	The PSP area has a comprehensive drainage system which will be progressively supplemented with opportunities for local infiltration and stormwater reuse, both within the public and private realm.
	Evaluate the performance of precinct development proposals against leading Australian sustainability performance standards	N/A	Ongoing evaluation of the performance of the precinct will occur at periodic intervals, inclusive of a review of the sustainability performance.

12.0 IMPLEMENTATION

In order to facilitate the redevelopment of the precinct a comprehensive planning framework is required to be prepared and implemented. The proposed framework is outlined within **Figure 59**, inclusive of the preparation of this PSP, a statutory planning implementation mechanism and detailed guidance and implementation framework where necessary for implementation of specific elements of the PSP. Each of these elements is further outlined in the following sections.

12.1 Statutory Implementation

The Precinct Structure Plan is capable of being approved by the WAPC as it is an identified Secondary Centre under SPP4.2- Activity Centres, and is therefore suitable for structure planning in accordance with clause 15(b) of the LPS Regulations (deemed provisions).

The land use planning framework identified in Part 1, however, requires substantial amendments to the Town's local planning scheme inclusive of:

a) Creation of several new zones and revised land use permissibility to align with **Plan 1**;

b) Identification of maximum plot ratio and building height limitations within the Scheme to ensure these are given the appropriate level of regard in assessment of development applications; and

c) Identification of development bonus opportunities and community benefit requirements, and cash in lieu provisions, to ensure that these provisions are consistently applied and that cash in lieu funds are appropriately managed and expended by the local government.

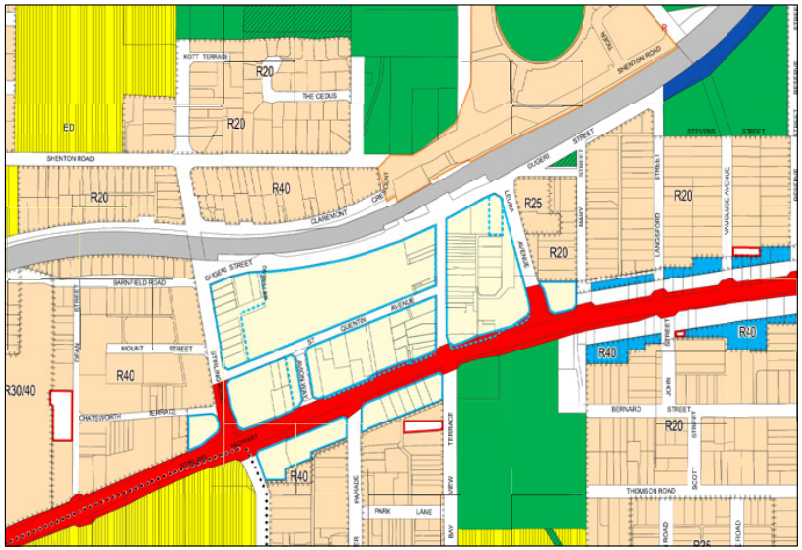
As the proposed amendments are significant in the context of the existing *Local Planning Scheme No. 3*, and given that the preparation of the new Scheme is unlikely to progress within the time frame of approval for this PSP, it is anticipated the amendments required will be prepared as a component of the new Scheme.

An indicative Scheme Amendment Map is shown in **Figure 60,** but this is subject to modification as a component of the finalisation of this PSP and of the progression of the Town's new local planning scheme.



Figure 59: Proposed PSP Planning Framework

EXISTING



LEGEND

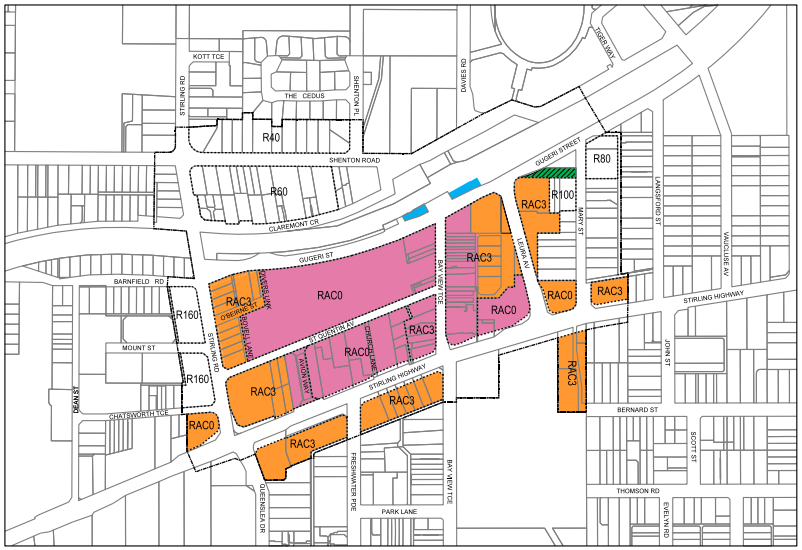
REGION SCHEME RESERVES (MRS)
- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- RAILWAYS

LOCAL SCHEME RESERVES
- LOCAL RESERVES - RECREATION
- LOCAL ROAD

LOCAL SCHEME ZONES
- DEVELOPMENT
- EDUCATIONAL
- EDUCATIONAL : TECHNICAL SCHOOL
- HIGHWAY
- RESIDENTIAL
- SPECIAL ZONE - RESTRICTED USE
- TOWN CENTRE

OTHER
- R20 R CODES
- CLAUSE 40(5)
- SHOPPING POLICY AREA

PROPOSED



LEGEND

PROPOSED LOCAL SCHEME RESERVES
- LOCAL RESERVES - RECREATION

PROPOSED LOCAL SCHEME ZONES
- COMMERCIAL
- MIXED USE - RETAIL CORE
- MIXED USE - TRANSITIONAL AREA

OTHER
- PRECINCT STRUCTURE PLAN AREA
- **RAC3** R CODES

Figure 60: Indicative Scheme Amendment Map

12.2 Precinct Structure Plan

The Precinct Structure Plan is to be approved by the WAPC following the necessary procedural requirements under the LPS Regulations (deemed provisions).

Thereafter the PSP is to be used:

a) To guide land use and development in the assessment and determination of subdivision and/or development applications;

b) To guide the Town in decision making with respect to upgrades and improvements to infrastructure to improve the public realm, movement network, community facilities and utility and servicing.

c) To guide the review of LPS3 through the preparation of a new Local Planning Scheme; and

d) To guide development ahead of the Scheme review under legislative powers (e.g. consideration of variations to current LPS 3 provision where provided for under the Scheme and the deemed provisions of the LPS Regs - i.e. - Regulation 12 in consideration of a beneficial heritage outcome)

12.3 Guidance and Implementation Framework

The Precinct Structure Plan is proposed to be informed by a range of issue specific guidance and implementation documents to assist in informing proponents and guiding the Town. These may include, but are not limited to, the following considerations:

- The preparation of **Local Development Plan(s)** where site specific issues arise as a result of complications in the land development process and an agreed plan will assist in informing and guiding both the landowners and the Town. An LDP would be used to guide the site and built form design, with particular focus on built form design, access and circulation, public realm interface and management of the impact to adjacent properties, and would be considered in accordance with the LPS Regulations (deemed provisions).
- Guidance on the **implementation of key initiatives** relating either to investment in public infrastructure or facilitation of development, including the potential preparation of a:

  a) Parkland Masterplan(s);

  b) Movement Network Strategy(s);

  c) Community Facility Strategy;

  d) Public Art Strategy;

  e) Car Parking Strategy;

  f) Public Assets Strategy;

  g) Public Realm Strategy;

  h) Economic Development Strategy; or

  i) Tourism and Destination Development Strategy.

  It is recognised that such guidance may be provided either for the Town Centre precinct, a broader precinct within the Town, or for the whole of the municipality.
- Guidance on the **assessment and management of community benefit contributions** proposed as a component of this PSP, with particular reference to the detailing the opportunities for the provision of community benefit contributions, the circumstances in which cash-in-lieu will be considered as an alternative form of contribution, and the manner in which cash-in-lieu funds are to be expended. Although the formulas for contributions are included in the PSP, they will need to be reviewed and further detailed within other elements of the planning framework, inclusive of the new Scheme provisions and policy / guidance.

12.4 Land Assembly

The Town will seek to support the assembly of land parcels through amalgamation and coordination of landowners where possible, as the fragmentation of land ownership is considered to a be significant constraint in achieving the envisioned development outcomes throughout the precinct.

Appendix A
Noise Management Plan

Appendix B

Retail and Commercial Needs Assessment

Appendix C

Traffic, Transport and Parking Strategy

Appendix D

Infrastructure Capacity Review

Appendix E

Environmental Profile- Local Context of the Natural Environment

Appendix F

Public Open Space and Community Facilities Strategy

Attachment 1



Town of Claremont Local Planning Strategy and Precinct Structure Plan

Community Engagement Outcomes Report



Prepared for Town of Claremont
Prepared by Taylor Burrell Barnett
October 2021

Taylor Burrell Barnett

Document History & Status

Town of Claremont Local Planning Strategy and Precinct Structure Plan

Community Engagement Outcomes Report

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Revision	Reviewer	Date Issued
21/016-0	KH	26.05.21
21/016-1	KH	25.06.21
21/016-2	KH	09.07.21
21/016-3	KH	03.08.21
21/016-4	KH	15.10.21
21/016-5	KH	05.11.21

Executive Summary

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

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

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

a. A 3-week community survey in April 2021 conducted via Survey Monkey with a link provided on the Town's website and social media pages. Questions related to the LPS and PSP as well as to the Town's Strategic Community Plan which sits outside the scope of the LPS and PSP project. 330 responses were recorded in the community survey.

b. Two Vision Workshops were held in May 2021 at the Claremont Football Club with an open registration available for all members of the Community to attend. The intent of the Vision Workshops was to establish the key values of the community and identify issues and opportunities to be considered during the drafting of the LPS and PSP. In total, 34 members of the community attended over both workshops held. Presentations on the purpose of the study and background technical information regarding the Local Government Area (LGA) and the Town Centre preceded facilitated, interactive workshop activities.

c. Two Design Workshops were held in June 2021 at the Claremont Football Club with an open registration available for all members of the Community to attend. The intent of the Design Workshop was to seek feedback from the community on preliminary spatial plans and design scenarios developed in response to feedback from the Vision Workshop. In total, 59 members of the community attended over both workshops held. Presentations were given on the opportunities and potential concepts/scenarios (including examples of a range of development typology images) for the Town Centre prior to facilitated, interactive workshop activities

d. Individual meetings with major landowners in the Town Centre occurred in August 2021. The intent of the individual landowner meetings was to elicit the various land owner visions for the future of their assets in terms of land uses, built form, any amalgamation of lots and potential implementation timeframes for development. A short briefing pack was provided to land owners prior to the meetings based upon the presentations given at the Vision and Design Workshops.

The key consultation and engagement outcomes include:

Engagement Process	Engagement Feedback
Community Survey	• Within the Town Centre, some apartment development was supported with most support for the location to be near Stirling Highway up to 5 storeys with some up to 8 storeys. • Low rise apartment development up the 3 storeys was supported near local centres outside of the Town Centre including near Swanbourne and Loch Street train stations. • Retention of heritage buildings and character was noted as important for the future of Claremont. • Strong support was indicated to diversify the economy with diversified land uses including small offices, hospitality and entertainment. • Traffic congestion was a major concern, particularly within the Town Centre and in proximity to some of the schools.

Vision Workshops	• General support for focussing the majority of future development opportunities in the Town Centre, with limited development of low scale at the local centres • The vision for the local centres was to sustain the convenience and diversity of services and retain the character of these small centres. • The vision for Claremont Town Centre was to ensure there was a 'Village feel' where retention of heritage character yet an increase of vibrancy, activation and choice of accommodation were key drivers to achieving the vision. • The community were keen to see the establishment of green corridors and links including public realm improvements to continue the strong connection to nature within the Town Centre and more broadly across the Town of Claremont. • Movement networks were seen as needing critical attention for all users, but particularly to improve pedestrian connection over Stirling Highway and across the Fremantle rail line.
Design Workshops	• Within the broader LGA, it was reiterated that a village feel including activation and diversity of land uses at the street interface and retention of heritage character is key to achieving the vision. • In the broader LGA the local centres and the Claremont Showgrounds were seen as having a role in future development of the Town at an appropriate scale; and consideration of traffic and transport matters. • Scenarios presented at the Design Workshop focused on increased intensity in the Town Centre. This was largely supported with site specific height and built form feedback provided – particularly focusing height along Stirling Highway and in the core of the Town Centre near the existing Claremont Quarter development. • Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugeri Street block ends. • Enhanced public realm and landscaping is necessary in the Town Centre, with particular interest in a bigger more activated and community focussed Town Square on St Quentin Avenue. • Careful consideration of traffic management and improved pedestrian and cyclist amenity needed to be considered as redevelopment occurs. • Favoured future land uses included residential accommodation providing choice for down sizers/empty nesters/young and small households, quality entertainment and food and beverage outlets, a hotel and some serviced accommodation for visitors and tourists, small scale offices for local businesses and community services.
Landowner Meetings	• Landowners were interested in opportunities for Claremont that would come through in the Strategy and Scheme and were keen to align. • The prevailing issues associated with global economic fluctuations and the COVID-19 pandemic added an air of caution and highlighted the potential for investment risks in the immediate future, with improved optimism for medium to longer term opportunities. • Landowners were considering where realignment/relocation of roads, lot amalgamation or joint ventures may create potential for improved outcomes for the centre in the future in terms of diversity, sustainability and economic development. • Interest exists for development of residential; hotel and serviced accommodation; small scale offices; character/specialist retail; and food and beverage offerings. • Equity in development opportunities between all landowners was raised in the context on preferred locations for uplifting development yields. • Built form options discussed – consolidated bulky development on concentrated locations verses an option of broader podium with slender towers to maintain view corridors.

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

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

Community Engagement Program and Participation

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



330 completed online Community Survey responses



2 Vision Workshops



34 attendees across the two Vision Workshops



2 Design Workshops



59 attendees across the two Design Workshops



12 Major Landowner Meetings



19 Landowner and Representative attendees across the Twelve Major Landowner meetings

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Section

1.0

Introduction

1.0 Introduction

1.1 Project Scope

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

LPS

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

PSP

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

1.2 Project Team

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

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

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

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

1.3 Communications Program

The communications program undertaken for the Community Survey included:

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

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

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

1.4 Project Background

1.4.1 Project Overview

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

1.4.1.1 Town of Claremont Local Planning Strategy

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

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

1.4.1.2 Claremont Town Centre Precinct Structure Plan

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

Section

2.0

Engagement Process, Outcomes and Analysis

2.0 Engagement Process, Outcomes and Analysis

2.1 Engagement Process and Methods

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

Table 3: Engagement Process and Methods for LSP and PSP

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

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

2.2 Community Survey

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

2.2.1 Summary and Analysis of Outcomes

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

Table 4: Community Survey Outcomes Survey

Key Theme	Outcomes
Housing Growth and Diversity	• Respondents were asked to identify what type of housing should be allowed in the Town to achieve the State Government's density requirements and where they thought this should be located. A number of dwelling and built form typology examples were provided and various potential locations were identified. Multiple options could be picked. o Within the Claremont Town Centre, the 3 housing types which received the most support were apartments up to five storeys (62% of respondents); apartments up to eight storeys (58%) and apartments up to three storeys (54%) o Adjacent to Stirling Highway, the 3 housing types which received the most support were apartments up to three stories; apartments up to five storeys; apartments up to eight storeys and single or double storey grouped dwellings (townhouses). o In Local Centres and near Railway Stations the housing types which received the most support were low rise apartments (up to three storeys) and single or double storey grouped dwellings (townhouses). 86% of respondents picked granny flat/ancillary accommodation. Of particular note, 89% of respondents selected single or double storey homes on lots greater than 500m^2.
Economy and Employment	• Respondents were asked to identify features that they thought would best attract businesses into the Town Centre and Claremont as a whole. The responses received generally fall into 6 broad themes – accommodation affordability; built form; community; land use; movement and public

Key Theme	Outcomes
	realm. The words or phrases that were repeated the most in the responses received have been summarised below. o Affordability: Council rates, cheaper rent and rental subsidies, need increased foot traffic, more reasonably priced eateries, reduce red tape (whilst this was identified as a general theme it is unlikely that the LPS or PSP will have much influence over this aspect) o Built Form: Retain heritage character, greater density along Stirling Highway o Community: Family catered events, community engagement, family entertainment venues o Land Use: Facilitate more retail and mixed-use developments, longer opening hours, more hospitality venues, café strips o Movement: Free parking, location, connectivity, reduced traffic, accessibility, more public transport o Public Realm: Pedestrian only foot paths and streetscape development, public use facilities, maintaining suburb character • Respondents were asked to identify what they thought were barriers to doing business in the Town Centre and Claremont as a whole. The responses received generally fall into 4 broad themes - too expensive; traffic congestion and poor traffic flow; low levels of foot traffic; and concerns around policy red tape • Respondents were asked to identify the locations where business should be located. A number of locations within the Town of Claremont were identified and multiple options could be selected. Of the responses received, the top three locations selected were, the Claremont Town Centre (90% of respondents); Adjacent to Stirling Highway (72%); and Local Centres (e.g., Loch Street, Swanbourne) (63%). • Respondents were asked to identify any new businesses they would like to see in the Town of Claremont. The responses received were very varied but the most frequent responses included: o Hospitality (alfresco dining; late night dining options; wine bars; takeaway spots; affordable dining); o Retail (Men's Clothes; Budget Department Stores; Grocers; Bulky Goods Stores; Op Shops) o Community (Entertainment; Art Gallery, Cinema, Theatre; Community Centres; Swimming Pool; Health Care Services; Government Services; Places of Worship; Activities for Seniors); and o Accommodation (Hotel)
Parks and Community Facilities	• Respondents were asked to identify the community facilities they have used in the last 12 months. Most of the Town's parks and community facilities had been used by more than 50% of respondents in the past 12 months. Multiple answers could be given: o Claremont Community Hub and Library (55%) o Claremont Aquatic Centre (49%) o Lake Claremont Golf Course (31%) o River Foreshore (79%) o Lake Claremont (78%) o Walking Trails (57%) o Parks (87%) o Other (8%) • Respondents felt parks and community facilities were close to the home or work; provided good shade and shelter; and were accessible. Only 60% of respondents felt community facilities were safe and secure. • A question on what could be improved within parks and community facilities gained a broad range of opinions and specific concerns with 42% of respondents selecting other and specifying their ideas for improvement. 47% of people believed the number for shade trees and shelters to protect from the sun and rain needed to be improved.
Movement Network	• Respondents were asked about the mode of transport they to use within the Town of Claremont. o 68% of respondents are either irregular users of public transport or do not use it at all (28% once a month; 26% less than 5 times a year: and 14% never). 32% of respondents were regular users of public transport (18% once a week; 13% daily) o 53% of respondents believe the walking and cycling infrastructure is performing well/excellently with only 1% suggesting the performance was terrible. • Respondents noted the two most important matters to address when planning for the future of the movement network within the Town are improved connections to walk and cycle through footpath / cycle path upgrades; and improved safety of the network through separation from cars, additional street lighting and similar. o Most respondents suggest car parking is sufficient to meet the current demand but provided comments that access to car parking can cause traffic congestion impacts. If additional parking was provided, respondents believe it should be adjacent to railway corridors and along transport corridors.

2.3 Vision Workshop

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

2.3.1 Vision Workshop Agenda

The format of the Vision Workshops was:

1	Welcome
2	Introduction
	• Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
3	Exercise 1 – Movement, Landscape/Public Realm & Environment
	• What we know so far • Background information • Discussion questions • Group feedback
4	Exercise 2 – Land Use & Built Form
	• What we know so far • Background information • Discussion questions • Group feedback
5	Wrap Up and Next Steps

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

2.3.2 Vision Workshop Attendees

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

2.3.3 Presentation

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

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

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

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

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

2.3.4 Vision Workshop Feedback

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

Table 5: Vision Workshop Wednesday 19 May Feedback

Discussion Question	Feedback
Exercise 1	
Where do you see key movement network opportunities?	• More cycle crossings over the railway are needed and better north-south cycle connections. The east-west cycle ways are good. • Bay View Terrace movement hierarchy needs to be considered. It is a central link and movement area for the Town, however careful consideration needs to be given to all modes of transport (vehicles, cyclists, pedestrians). • Pedestrian priority needs to be addressed on St Quentin Avenue and Bay View Terrace for safety and to support retailers. Traffic calming/speed control measures would help support a strong Town Centre pedestrian focus. • Bus movement – in particular the location of stops and lack of embayment – creates traffic issues. • Parking within the Town is sufficient. • The Town of Claremont is fairly walkable but could be improved with improvements to safety, signage, paths and shade canopy from more trees. • The existing train station and surrounding area isn't considered functional or safe – particularly at night. • The link between the train station and Bay View Terrace should be improved/prioritised. • The movement of ride-share services within the Town and how these are treated in the future is important. • Electric car parking opportunities should be investigated to provide forward thinking options. • Crossing across Stirling Highway is problematic and requirements some kind of improvement, especially near the Town Centre. • The Town needs to take a holistic approach to traffic management considering the prominence of the school; retail; and major residential developments (currently built and those to be built in the future). • Crossings to across Gugeri Street to the Claremont Train Station are poor. • Parking design and traffic management around the schools is required to improve pedestrian and cyclist safety.
Where do you see key landscape/public realm (e.g. The streets) opportunities?	• More local species should be used – particularly in place of London Plane trees and trees that create high leaf litter. • Supportive of a green canopy and a green link between the lake and river but the scale of the link must be appropriate. • Lake Claremont provides excellent landscape and public realm amenity. • Foreshore species management is important to ensure invasive plant species do not harm the landscape. • There are issues with the continuity of the streetscape that should be addressed. • Large, shade providing canopy trees should be used through the public realm. • The landscape should be used to act as a visual and sound barrier. • Bay View Terrace public realm needs to be addressed because Bay View Terrace needs to succeed for the rest of the Town Centre to succeed. • Laneway activation needs to be reviewed to ensure laneways are more than just wind tunnels. • Opportunities exist within St Quentin Avenue to improve the public realm. • The powerline along the train line creates visual amenity impact. • The whole Town should undergo significant greening with value placed on the retention of existing trees. • The Stirling Highway edges need improvement.
Where do you see key environmental opportunities?	• Walks along river to cliffs at base of MLC / CCGS. • Rainwater hubs and grey water reserve should be considered. • The Town needs to ensure it promotes water sensitive urban design. • Access to the foreshore and river could be improved. • Activation around the foreshore and Lake Claremont would improve enjoyment of natural environment. • Ensure there are trees which can support bird habitats. • Ensure deep soil zones within development areas.

Where do you see key public open space (e.g., Parks) opportunities?	• The quantity of public open space is good but needs to be protected. • Consider opportunities for increased facilities in POS such as community garden or picnic tables (i.e., at Alex Prior Park). • Negotiated access to private open space such as MLC, CCGS and Scotch College would further improve residential amenity. • Investigate opportunities to open cafes on the green/golf course. • Create pocket parks. • When redevelopment occurs, sites should provide small but useable public space with the development. • The tranquillity and natural qualities of the public open space need to be respected and protected, particularly along the river foreshore.
Do you wish to identify any principles for future planning?	• Consider the movement network to try and support more activity and activation of the streets – particularly in the Town Centre. • Support cycling & pedestrian movement. • Appropriate landscape needs to be selected for specific location of built form & natural concept. • Balance of on-site planting areas when sites get redeveloped. • Provide spaces that create focus places for locals.
Exercise 2: What do you see as the key land use and built form opportunities…	
…within the Claremont Town Centre?	• Bay View Terrace should be central to development of the Town Centre. • Mixed use should be promoted with careful consideration of where activation starts & finishes. • Small business needs to be part of mixed use not just cafes. • An Indoor / outdoor Theatre/Cinema should be considered on Adairs Site/Stirling Street. • The number of internalised malls should not be increased. • Keep street patterns how they are. • Ensure universal access. • Consider opportunities around the railway line for development. • Bay View Terrace should be considered as a sub-precinct for Town Centre planning to address activation, movement and built form. • The Stirling Highway fringe of the Town Centre is an area of opportunity. • Freshwater Parade provides a good example of built form scale appropriate for Claremont. • The Claremont Quarter public realm needs to be opened up and feel more public than private. • Surface car parks in the Typika area need redevelopment. • Claremont should have a restaurant precinct to encourage night time activity and surrounding residential would assist to facilitate that outcome. • The Claremont Crescent area needs to be intensified and made more consistent. • Limit redevelopment in Mary Street to the northern end where the existing flats are to ensure the heritage values are retained. • Leura Avenue car parks provide space for intensification. • A community hub should be built to expand on the library location and capitalise on the green space. • The Town Centre should be activated with a theatre and more cultural activities (possibly on the Typika site). • From Freshwater Parade down to Typika should be cobbled. • Development shouldn't occur in a piecemeal fashion but rather be coordinated. • Heritage protection is critical, however should be considered how heritage can be restored with development above. • The Town Centre is lacking in short term accommodation and commercial office space.
…around train stations?	• The Goods Shed area needs a better crossing. • Universal access to the station is a problem. • More could be done around the Swanbourne and Loch Street stations including higher density housing. • Is there any future possibility to gain opportunity through sinking of the rail line? • A broader mix of uses around the train stations should be promoted. • No development should occur on top of the shops in Swanbourne.

---around local centres?	• Swanbourne Village Centre is great as it is – shouldn't be changed. • Aged care development should be considered near Local Centres (Swanbourne, Loch Street, Ashton Avenue). • Ashton Avenue would be most appropriate developed to 3-4 storeys. • Redevelopment should occur around the Swanbourne shops. • Claremont Square (Davis Road) should be enlarged. • Loch Street Station Precinct provides an opportunity for future growth.
Are there any additional areas you think should be identified for residential or non-residential development?	• What will happen to the Claremont Showgrounds? • Opportunity may exist with Showgrounds Station. • Areas are needed for off the water facilities for the boating fraternity. • Facilities or improvements linking to the river as a destination could be useful. • A community-based use in the Showgrounds could provide an opportunity for day to day use of the Royal Agricultural Society area. • Density should be considered around Claremont Park – particularly the bowling club. • Claremont needs more housing, land use and built form diversity. • Davis Road should be considered for additional density. • Redevelopment could occur along Graylands Road and Ashton Avenue edges of the Showgrounds. • More community assets and facilities should be considered within the Showgrounds. • Built form should consider stepped increases in height and development form to provide transition. • Materiality is important for developments to respect Town character.
Do you wish to identify any principles for future planning?	• Respect heritage where important and of heritage value but needs to be well purposed. • Focus density & intensity on Town Centre. • Think about places to meet / use of verges in suburbs. • Increased development needs proper pavements. • Materiality to be appropriate. • Landscaping balance to density. • Day/night economy in town centre. • Creating community/hubs. • Limit offer of parking on-site. • Bikes / Electric cars to be encouraged at destinations. • Opportunity for youth-based facilities (skate parks etc). • Housing diversity within guidelines, appreciate the character and heritage. • Be careful to not have too much height around schools. • Provide publicly - accessible space on sites above 6-storeys.

Table 6: Vision Workshop Saturday 22 May Feedback

Discussion Question	Feedback
Exercise 1	
Where do you see key movement network opportunities?	• Consider reinstating the tram along Bay View Terrace. • Investigate if there is an opportunity to use the jetty for water taxis. • Consider 2-way vehicle movement on Bay View Terrace to improve accessibility and activity. • Investigate what makes residents heavily reliant on private vehicle movement. • There is very poor vehicle access into centre and traffic congestion is particularly problematic. • Cycling is dangerous around centre in particular and roundabouts exaggerate safety concerns. • Times Square parking is underutilised. • Query: what is going to happen in the area where there was parking north of rail line? • Parking is always available in centre which is very important for support of retailers. • Improve the pedestrian crossings to and over Stirling Highway. • Improve the connectivity to neighbouring local government areas. • Create a destination for tourists. • Walkability within the Town needs improvement, particularly for students before and after school. • The bike network links need to be improved and factor into consideration that cycling is for recreation/exercise as well as commuting; include separation of pedestrian and cyclists; and consider safe options for the difference in user groups from children through to professionals. • Safety around and at the train station needs to be improved. • The movement network to Claremont Lake (particularly the south) is disconnected. • The north-south connection across the Claremont train station needs to be improved particularly for safety. • Rat running is a problem in the Town Centre. • The Town Centre should be pedestrianised. • There shouldn't be an ability to turn right across Stirling Highway into the Town Centre area where there isn't an intersection (i.e., Hungry Jacks).
Where do you see key landscape/public realm (e.g. The streets) opportunities?	• Bay View Terrace canopy trees introduced 10 years ago have not grown as promised and obscure retail signage. Canopy trees are imported the Town's tree canopy should be improved – particularly along Stirling Highway. • Street lighting can be an issue in incidental area. • Massive improvement needed for a 'Gateway' into the Town. • Public artwork should be increased and improved. • Greening of the Town needs to occur with higher levels of planting including deciduous trees to offer a canopy. Within the Town Centre the Bay View Terrace and St Quentin Avenue trees are good but the west end of St Quentin Avenue needs more trees. • Public realm opportunities to be considered for St Quentin Avenue should include eateries; greening and activation. • The Typika site needs to be beautified as it creates an unsafe environment with anti-social behaviour. • Different street treatments should be used throughout the Town to improve the movement network and public realm. • Improve the streetscape amenity and walkability of the Town using landscaping to provide a nicer public realm. • Take advantage of Freshwater Parade as connector for pedestrians / bike.
Where do you see key environmental opportunities?	• Must use the right tree species and ensure they match their location especially in residential streets. • Urban tree canopy is very important and needs to be further development. • Concern over native trees removal from Railway Parade. • Protect Flora & Fauna attributes in Town – i.e., Lake Claremont. • A diverse mix of landscaping should be used in Town public spaces.

	• Sustainability and climate change needs to be addressed as a whole Town. • The Town should supply a recycling depot and/or recycling bins in public areas. • Improve landscaping in particular in the Town Centre and on St Quentin Avenue with more trees and planter boxes. • Tree species masterplan for the Town of Claremont. • Vertical gardens should be promoted in new developments and within the public realm.
Where do you see key public open space (e.g., Parks) opportunities?	• Mrs Herbert's Park is great and is one of many great assets at the Claremont river front. • Hatchet Park is really well used. • There is opportunity within the Heritage Precinct at Roberts Park. • The North-East end of Lake Claremont is underutilised; could include more facilities for teenagers and is currently poorly lit. • Public open space design needs to ensure an inclusive space which provides amenity and activity for all. • Opportunities for teenagers within the public open space are limited and should be addressed. • Use park near Town of Claremont offices for opportunities for teens & students. • There are strong connections between the parks and the river which should be continued. • Claremont Park works well but more seating could be great from concerts and school events. • Improvements to foreshore access and amenity would see these areas utilised even more. • A new boardwalk from west of Christ Church through to Peppermint Grove should be considered.
Do you wish to identify any principles for future planning?	• Bay View Terrace is losing activity and has become a 'dead' zone, potentially due to one way traffic. • Stirling Highway widening may be an issue to encouraging more private vehicle use and creating more traffic congestion within the Town. • Appropriate trees need to be used in appropriate places. • Improve footpath quantity to improve connections and link to destinations – not just widen existing footpaths. i.e., walk trails. • The Town Offices should be in the Precinct Structure Plan area. • Access to Claremont Lake needs to be improved. • Safe crossings need to be created through the Town to support pedestrian and cyclist movement including students. • More land use opportunities should be investigated and supported such as a cinema or hotel.
Exercise 2: What do you see as the key land use and built form opportunities…	
…within the Claremont Town Centre?	• The Bunnings site, Adairs site and the Typika site are identified as presenting key redevelopment opportunity within the Town Centre. • Land use composition needs to support more activation within the Town Centre particularly to ensure night time activity is brought into the Town. • Bay View Terrace should be the primary focus for improved activation within the Town Centre as it currently is underutilised with many empty tenancies. • The Town Centre is considered to be very retail focused/dominated – particularly high-end retail – and a wider diversity of land uses are required to improve the amenity and activity within Claremont. • Night time activity needs to be facilitated – but for mixed ages – not just youth. • Stirling Highway within the Town Centre area is ideal for development intensity. • Higher density development should be contained within the Town Centre primarily with some additional density in Local Centres and near train stations. • The Town Centre land use is very retail based and needs to expand offerings (opportunities for micro-businesses; shared office spaces etc.). The Town Centre is losing its character and personality through the introduction of large trader tenancies as opposed to promoting Claremont as a location for small businesses. • There is a lack of food and beverage opportunities within the Town Centre, particularly outside of Claremont Quarter. • Investigation into temporary pedestrian role in the Town Centre through the use of bollards should occur to facilitate temporary alfresco dining activity; increased capacity, flexibility and innovation; and to activate the area.

	• The Town Centre needs more family friendly land uses. • Height in the Town Centre should be restricted to 6 storeys. • The Town Centre is currently very internalised and enclosed – open things up for activation. • Heritage considerations should be central to built form development. • Mary Street needs to have the heritage considerations respected in any adaption but the character should not be lost. • Consider opportunities for innovative activation (i.e., rooftop cinema). • More children's play areas and run around spaces are needed within the Town Centre. • Any development around heritage shops should have their facades retained with development above well setback. • There needs to be control of development heights – the community expect density and development to be delivered without variation.
…around train stations?	• Support residential around train stations with increased height – especially around Swanbourne Train Station. • Increased traffic and car use could still be an issue. • Areas around train stations are lacking activation. • Swanbourne Train Station need traffic calming and management of conflicts in school hours. • A soft façade should be retained around the Swanbourne Train Station. • Stepping in the built form should occur up the hill near Swanbourne. • Materiality should respect surrounding heritage.
---around local centres?	• Swanbourne Village already has its character – keep character redevelop as a village with shops etc. below. • Ashton Avenue Local Centre could have a parklet and has more opportunities.
Are there any additional areas you think should be identified for residential or non-residential development?	• No – the focus should be on train stations and centres. • The boundary of the Town Centre. • Development needs to reflect the aesthetic of the heritage and take a sensitive approach. • The Claremont Bowling Club should be considered for development. • A PCYC is needed for youth. • A multi-generational youth space is required within the Town. • Claremont Park needs a coffee shop.
Do you wish to identify any principles for future planning	• Query: Could markets be included in the Town Centre? (community markets). • Query: Can the Town consider business tax's supplements i.e., to encourage redevelopment? • Investigate/penalise landowners whom leave tenancy's empty for a time. • Development in the Town Centre – consider relieving parking demands as the costs may be impacting development. • Maintenance/cleaning/public realm or private realm associated with the development needs to be considered to ensure spaces stay looking nice. • The Town needs to consider innovation including micro-businesses; and temporary, short-term activation measures. • The Town Centre needs to be a 24/7 experience with the mix of activities occurring in the space. • Heritage preservation and sustainability are two key matters which need to be taken into account when setting the future vision for growth and development within the Town. • Activation is critical to the future of the Town of Claremont – particularly within the Town Centre which requires greater diversity of uses to draw more people to the area and assist businesses and landlords given the current vacancy in key locations such as Bay View Terrace. • Overshadowing considerations need to ensure solar access around the Town is maintained. • A women's shed should be considered within the Town. • 4 storey human scale, incorporating heritage and supporting a day/night economy. • Materiality, colours and heritage preservation are critical to maintaining the character of the local government area. • Tree retention, an urban canopy and landscaping in built form will be important in the future of the local government area.

2.4 Design Workshops

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

2.4.1 Design Workshop Agenda

The format of the Design Workshops was:

1	Welcome
2	Introduction
	• Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
3	Outcomes Overview
	• Community Survey Outcomes • Vision Workshop Outcomes
4	Exercise 1 – Town of Claremont LGA Design Principles and Scenario
	• Introduction • Scenario Plan Overview • Group discussion of Key Principles • Group discussion of guiding questions • Group feedback
4	Exercise 2 – Claremont Town Centre Scenarios
	• Introduction • Comparison of Scenarios A & B for each Town Centre Area • Facilitated Group Area Discussions • Group feedback
6	Wrap Up and Next Steps

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

2.4.2 Design Workshop Attendees

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

2.4.3 Presentation

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

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

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

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

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

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

2.4.4 Design Workshop Feedback

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

Table 7 Design Workshop Wednesday 16 June – Exercise 1

Exercise 1 Town of Claremont draft Design Principles and LGA Scenario	
Discussion Question	~~Outcomes~~ Feedback
Do you agree with the key principles? Are there any suggestions/alterations you would make?	• "I disagree with the excessive targets (1200 presented at the time) for infill development in Claremont dictated by State. Targets should be at least halved." • "I am fundamentally opposed to the vision of Perth and Peel growing to 3.5 million" • "Need to set lower growth limits." • "Too much proposed for Claremont." • General support was received for the key design principles. • North of Railway there are longer term impacts associated with decisions made today. What functions do you need to consider to influence desired outcomes later? Vision needs to be for a longer timeframe. • Safety of bicycles is an issue – separate cycle path and zebra crossing are required. • Reservations over use of footbridge over Stirling Highway. • Heritage - Some heritage is not 'that heritage' for sake of it. • Diversity of land uses is required within the local government area. • Taper density away from Stirling Highway, support transition on the lot.
The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?	• Bring back village feel within the Town of Claremont including strong activation of spaces with diversity of land use, interface and interaction with the street – overall 'sameness' needs to be avoided. • The Town Centre should be the focus of activity, however, a diversity of land uses is required across the entire local government area. • Office use should be considered so as to integrate and provide opportunity within Local Centres. • Light industry areas should remain near the Showgrounds to allow that use within the local government. • Royal Agricultural Society development should take pressure off residential density from some other areas BUT not cannibalise the non-residential activity and night time activity of the Town Centre. • Traffic and parking issues must be resolved first before intensify use of any Local Centre. • Think about services, facilities, offices and not just food and beverage within diversification of land uses. • Short term and affordable accommodation should both be considered within the local government, for example a bespoke hotel or two. • Singapore should be considered as an example of development green spaces and high density together including strong pedestrian level connection. • Ashton Avenue precinct needs more attention and more entertainment to offer diversity of land use. • The Swanbourne Local Centre needs to remain as a village. • The Town Centre is the preferred location for density rather than just corridors – land use intensification cannot rely on the corridor at Town Centre's expense. • It would assist to see a visualisation of what high rise in Town Centre will look like to understand the suggested outcome. • Flexibility design principles vs. density to drive optimal outcomes. • Development next to and over the railway should be considered. • Stirling Highway landmark sites are appropriate locations for additional height. • The Mary Street area should be reduced from the Town Centre Precinct boundary for the Precinct Structure Plan – its inclusion is a real concern. • North/East corner of Mulder Park presents an opportunity for better use. • Traffic and access issues exist across the Town which need to be considered and managed with land use intensification. • Stirling Highway Scheme Amendment 138 is problematic and will cause access issues. • The Town requires an improved aesthetic. • Development in activity locations should be set back to enable alfresco and walking past/footfall. • Appreciate the laneway images – e.g., Walt Drabble Lane.

	• Consider environmental impacts, noise etc. for example at the RAS.
The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?	• Support connection of the Swan River to Lake Claremont – all the way through the Town. • The use of plane trees on Bay View Terrace needs to be considered. • Green space network seen as going underground rather than above. • Walkway around river including connecting near CCGS and Freshwater Bay is considered exciting and supported although some questions were raised on the legalities of boardwalks and what the process to plan for these would include. • Some street pedestrian connections need to be enhanced to ensure safe and green leafy streets for pedestrians throughout the Town. • Minimise development intensification next to Mulder Park to support the environmental and landscape value. • Pontoons should be considered for where Claremont baths used to be. • Universal access is required along the river front to support use by all abilities. • The Town needs to be more connected to river and more protective of the environment.
Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?	• North-South movement and a way to ensure connection across Stirling Highway as well as through Centre and development requires strong consideration. • Stirling Highway is a huge problem with the location of the schools – could be improved with increased connectivity from North/West to tunnel, Schools, the Railway. • Crossing Stirling Highway down from Scotch to South needs to be planned for. • There should be a strategy for all connections through Town Centre. • There is an awkward connection through Town Centre. • Slow people down, cars, pedestrians, cyclists in the Town Centre. • There are significant barriers to movement (Stirling Highway/Railway/Schools). • A high level of support exists for a boardwalk along the river and for water activities. • Connection of boardwalk to schools and other LG's and to beach could have a very positive impact. • Boardwalk is great but split for cycle/pedestrian use. • Support boardwalk for safe passage and special nature. • Need to promote use of public transport, footpaths by pedestrians and cyclists. • The whole Town needs to connect well/better to available train stations, particularly the Town Centre connection to Claremont Train Station. • Bridging across Stirling Highway may be supported but think carefully about location and aligning with where redevelopment is going to occur. Underpasses should also be considered. No matter the option to deal with the barrier, movement needs to be filtered to ensure such measures would be used. • Pedestrian crossing for students into Town Centre is important as it presents a huge safety issue at the moment. • Within the Town Centre there should be an on-road cycle lane to reduce traffic dominance and speed. • Safety of cycling for students needs to be resolved – can there be dedicated cycling areas. • Off Stirling Highway for cycling and think about Swanbourne Centre cycling impact. • The Town needs to work with State Government for a long-term plan for Stirling Highway. • Access to Stirling Highway is a problem, particularly for corridor developments. • Carparking area is required around Claremont Bowls Club. • Car parks should be underground • Limit/minimise North/South car dominance and also acknowledge East/West dominance of traffic flow. • Consider secondary traffic circulation to commercial and North/South traffic flow. • There needs to be a goal for the Town to try and reduce car use but keep or increase customers with ease to walk and spend time. • The Town should be attempting to be carbon neutral. • Encourage modal share in the movement network of the Town and the broader connections. • Make North/South pedestrian/cycle a priority for improvement. • Crossing to the South of the Town, particularly across the railway and Stirling Highway must be convenient to encourage use.

Table 8 Design Workshop Saturday 19 June – Exercise 1

Exercise 1 Town of Claremont draft Design Principles and LGA Scenario	
Discussion Question	Feedback
Do you agree with the key principles? Are there any suggestions/alterations you would make?	• General support was received for the principles. • Village feel is important – 'feel' in a big place. • Include residential streets into environmental protection. • Short stay accommodation. • Sustainability – zero carbon initiatives (small footprint).
The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?	• Could the light industrial area be changed to mixed use? o Craft industry, continue current uses. o Service industrial? • Still a desire for light industry. • Swanbourne is where activity should be and a maximum of 3/4 storey is an appropriate height. • Opportunity for 'very sensitive' development to have increased density in the suburbs area as well i.e., Row houses where increased green space is achieved – must not be negotiable. • Concern over Mary Street being included in Town Centre. • Town Centre size as per DPLH decision is a concern to residents. • Support Swanbourne Centre area but not increased development around centre. • Focus on Town Centre & limit development in the Swanbourne Village. • Incentivise retaining heritage facades and buildings and support character retention. • Retain village centre feel across the Town. • Management of traffic with increased development particularly in Swanbourne will be incredibly important.
The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?	• Opportunities for landscaping & articulation in design. • Shared speed environment should be utilised in certain locations within the LGA: o Davies Road. o The median is hard to cross. • Pontoons/activation on river is important for the future, however the foreshore needs more parking and better cycling access. • The Local Planning Strategy must reference detail/connections. • Western Suburbs greening plan should be overlayed on any future plans for Claremont. • Concern over plane trees being used in the Town – consider native planting. • Tree Masterplan – the Town needs to identify significant trees and canopy. • Get people walking along the river.
Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?	• Footpaths with heritage cobbles are not good, Cobblestones are not disabled friendly. • Claremont pool access not good for disabled. • Signage is required on footpaths for disabled access. • Public transport and all abilities access are critical. • The Town Centre access through the golf course to café should be considered in future planning. • Shared bike paths, separated if practical – dedicated.

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

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

Exercise 2: Scenario Plan Feedback	
Area 1: Mary Street and East of Leura Avenue	*Scenario Plan Feedback* • Boundary between areas 1 & 5 need to be looked at to exclude residential property Mary Street. • Should be able to walk to the Town Centre from the area and not over densify area. • Leura Avenue segregates activity between the western and eastern side – mixed use/office. The plans for the future need to deal with both sides of street. • The presented scenarios don't really test height/variation other than the maximum height for corner sites. • ROW access should be supported. • There needs to be a better way of dealing with segregated parking areas. • Resolve Leura Avenue parking connections where parking connections through to destination and activity are considered. • As well as traffic restrictions, there needs to be restrictions on vehicle access to delivery vehicles only. • Improve amenity of the area. • The heritage bridge is integral to Claremont. • Strong objection to any commercialisation of Mary Street. • Langford Street rat-running needs to be prevented. • Support intensification sites along Gugeri Street and Stirling Highway. However, not supportive of 8 storeys – 6 storeys preferred. Need to consider transition to residential with the additional height. • Maintain the railway level crossing. • Integrated parking and development need to occur within the area. • Gugeri/Leura intersection presents a landmark opportunity. • Supportive of mixed use to Gugeri Street as opposed to just residential. • Protection of heritage properties is critical. • In the scenario, the backyard 3 storeys should reflect the other backyards. • Flexibility is required in the future planning framework to deliver appropriate differentiated development.
Area 2: South of Stirling Highway	*Scenario Plan Feedback* • Skate Park needs to be included in this area near the park to ensure there is youth facilities. • Traffic is not dealt with in the scenarios to remove excess traffic. • Need a range of uses in and around the park to draw activity into the area. • The Bowling Club lacks vitality. • Dual code use should be considered in the area for the purpose of future development and transition. • Move the Bowling Club to Lake Claremont. • There needs to be a long-term plan to enhance trees particularly near Stirling Highway to prevent a hard urban environment. • Keep current uses in the area. • Park – wild life closer. • Morton Bay figs to remain.
Area 3: West of Stirling Road	*Scenario Plan Feedback* • Maintain green in scenario B. This is great. • Underpass is not very accessible from Claremont Crescent. • Concern over traffic – minimise as a North-South connector. • Concern over height and yield.

	• Consider overpass at Stirling Highway. • Open space (green) is lacking in the area. If more residents are being brought into the area with apartment development consider introducing positive amenity for residents. • Separate cycleway for safety. Widen footpath on west end. • Consider cycle on East of Stirling Road? Better width. • Ideally cross connection over Stirling Highway must be achieved to promote cycle connection. • Scenario B is preferred but with the heights of Scenario A.
Area 4: North of Railway and Interface with Station Road	*Scenario Plan Feedback* • Townhouse and villas to 2 storey or max 3 storey. • Additional height is too high for neighbouring heritage buildings as there is not opportunity for transition. • Investigate laneway next to block of flats for connection to underpass. • Potential for retail/mixed use along Claremont Crescent – live/work & small business. • Underground pedestrian movement? Is this possible? • Consider relocation of 'central' heritage properties to the east of 'consolidate' the heritage area. • Site responsive to each lot/heritage areas. • There cannot be a broad-brush rezoning – there needs to be more nuance to handle the site-specific considerations. • Noise considerations for South facing dwellings (to the rail line). • Respond to trees/heritage and local setting for future development. • Sensitive 'localised' design not broad bush. • Consider mixed use at east heritage area where clothing shop is situated. • Gugeri Street traffic is very bad. • Pedestrian phase for pedestrian crossing is an issue.

Area 5: East of Bay View Terrace and Around Claremont Train Station	Scenario Plan Feedback
	• Access laneway, green, activity – incentivise from development.
	• Bay View Terrace should be 6-8 storey maximum height where there is pedestrian priority balanced with retail needs/accommodation.
	• DevelopmentWA site at Claremont Oval could have a building on the other side of the railway with some form of bridge over (bridge to building/between the buildings) with a community use or accommodation that then also acts as an entrance statement.
	• General support for Plan A (higher).
	• Development on Bay View Terrace is good but needs to be sensitive to existing character.
	• Access laneways
	  o Greening of laneways is good.
	  o The laneways need to attract people.
	  o Increase laneways in size (10m).
	• Bay View Terrace
	  o Pedestrian priority.
	  o Sight lines need to be improved.
	  o Sink railway to create better connection through Claremont at the top of Bay View Terrace.
	  o Two-way system is needed.
	  o It should have no cars – servicing vehicles only.
	  o Full support for 4 storey developments above Bay View Terrace as a baseline. Higher heights to 6 or absolute maximum 8 storeys on the proviso of incentives to reach that height with the façade treatment and contribution.
	• Servicing very important for the functionality of the Town Centre.
	• Entrance to Town of Claremont needs to consider heritage and should be green.

	• DevelopmentWA at Claremont Oval should be: o 4-6 storey. o Hotel/short terms accommodation could be considered here or in central TC area. • Extend a bridge over Gugeri Street to connect the Town better. o Consider a land bridge i.e., Ponte Vecchio o Over the heritage station. o Developer funded.
Area 6: St Quentin Avenue/Claremont Quarter	*Scenario Plan Feedback* • Cycling should be supported both ways on Bay View Terrace. • Density on Shared paths / streets. • North South pedestrian improvements. • Setback with greenery at the front and back at ground. • Consider commercial viability – if we want a vibrant centre and prefer development in the Town Centre need to allow for height meterage not just storeys and guide. o What do we want most from a vibrant centre - hotel, good public realm? • Sensitivity needs to be shown near the Claremont Community Hub/Former Methodist Church. • Aesthetics matter with height. • More important than height is how it is set back from the street/pedestrian interface/ setback important. • Height and density on Stirling Highway also need to consider access from Stirling Highway for movement matters. • Underwhelmed by current Town Square. Want to enliven/bring character to area/landscape. • Activate Town Square 365 days/year, Food and beverage outlets should be outward facing for better activation. • Don't contract the Town Centre space, make it larger and more useable. • Support Town Square extending to the other side of road. • Space near church should be integrated with Typika site. • Typika key site provide development incentive/apartment hotel need more bars & restaurants. Smalls bars cluster like Lygon Street. Night time economy. • There are some small spots appropriate for greater height. • Think about how areas interface and come together to be one Town Centre. • Land swaps should be incentivised to enable good outcomes for Town Square. • Think about height/density with traffic management. • Options to concentrate height and along Stirling Highway. • Extend Shenton Road through Showgrounds. • Think outside the box in terms of land holdings. • Focus development so heights allow for views to remain within the Town. • Podium & tower consideration at Southern Bay View Terrace. • Strengthen the link along Stirling Highway.

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

Exercise 2: Scenario Plan Feedback	
Area 1: Mary Street and East of Leura Avenue	*Scenario Plan Feedback* • Commercial on Mary Street. NO! There needs to be spread of energy that does not commercialise Mary Street. • 3 storey townhouses would be ok. • Mixed use on Leura Corner o Create synergy and utilised the existing open space. • Stirling Highway: o Maximise the edges where possible. o Transition is important o Trees and green important in development. • Access Stirling Highway to be separated. • Current traffic to houses should remain. • Townhouse development is good but only if it is done correctly and keeps the character. • Scenario A Height is ok near the train station.
Area 2: South of Stirling Highway	*Scenario Plan Feedback* • Affordable housing / accessible housing / on old police site. • Child care centre/church services. • All public buildings to be all abilities. • Transition of buildings is important and the area needs to be green to beautify the otherwise hard streetscape. • Smaller footprint if higher. • Network disabled access. • Underground Stirling Highway o Local network on top (local road or pedestrian access network on top of Stirling Highway, if it was to be underground). • There should be diversity in the trees selected. o Morton Bay Figs o Some endemic. • Access Stirling Highway – to Davies Road, connect into that. o 24/7 use. o Through. o Drop access. • Bridge to Leura can't be only access point + energy. • Bowls Club o Community / cultural precinct – lower end. o 2/3 storeys maximum height. o Community garden. • Stirling Highway o 8 storey is ok along the Highway. • Council Office. • Opportunities.

Area 3: West of Stirling Road	*Scenario Plan Feedback* • Key pedestrian and cycle connection is vital. • Extend green connection. • 4 storey along Stirling Road. Scenario B or 6 storeys to reduce impact on area 4. • Step down to existing residential. • Maintain trees (existing) along Stirling Road. • Layer height 6-4-2 storey. • Dedicated bike path on east of Stirling Road for connection to underpass opposite David Jones and green edge on east.
Area 4: North of Railway and Interface with Station Road Character Statement	*Scenario Plan Feedback* • Amalgamation of lots to achieve development minimum size required before development. • Sensitive to heritage – respond design to context around it. • Enable pedestrian access beside flats. • Allow greater height to achieve access. • Romley House development site opportunity. • Limited development opportunity beyond larger development sites. • Shenton Road character must be kept. • Private lane should be used for public access. • Noise cancellation potential by 6 storeys for landowners behind (6+3+2 configuration). • Shenton Road and Claremont Crescent requires foot path widening to connect to PSP and dual use paths.
Area 5: East of Bay View Terrace and Around Claremont Train Station	*Scenario Plan Feedback* • Strong support for laneway format – needs activation of tenancies. • Support for development above and behind Bay View Terrace. • Increased height should be towards Stirling Highway. • Basement parking should be considered. • Extend laneways which connect to Gugeri and Stirling Highway. • Bay View Terrace 4 storeys above/on top of shops. • Cross railway with pedestrian and cycle access integrated. • Open space with laneways. Setbacks. Safety and surveillance. • Not just a wall of development. Setbacks set which are meaningful and with purpose. • Increase greening landscape. o Market. E.g., Paddington Sydne.y • Potential to expand business hub already in Bay View Terrace upper-level development. • Create tourist attraction. • 8 storeys only at Stirling Highway. • Bridge a building over the railway.
Area 6: St Quentin Avenue/Claremont Quarter	*Scenario Plan Feedback* • Centre square is underutilised. Expand the Town Square and make it greener. • Consider other needs for accommodation. • The principle of extra height is understood but identify specific /maximum heights o Tall & narrow.

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

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

Exercise 2: Character Statement Feedback		
Area 1: Mary Street and East of Leura Avenue	Characterised by established heritage homes and properties in landscaped setting on the fringe of the Town Centre with opportunities for revitalisation near the Train Station and Stirling Highway.	*Character Statement Feedback* • "Edit the character statement to reflect comments on the scenario about what people want"
Area 2: South of Stirling Highway	Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalised community uses and parks.	*Character Statement Feedback* • Revitalise the park around the current buildings. • The park area is underutilised. • There should be a stepped approach to development to keep heights lower near boundaries and put heights to the middle of lots. • Close off Langford/Mary Street from Stirling Highway. • Kids need to be considered more, perhaps a facility for the people in the park. • Perceived lack of clear pedestrian links to the Town Centre from Freshwater Parade.
Area 3: West of Stirling Road	A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River.	*Character Statement Feedback* • Character statement is ok – refine if needed to match scenario.
Area 4: North of Railway and Interface with Station Road	Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.	*Character Statement Feedback* • There needs to be clarity as to if it is intended to be a literal connection in the character statement. • Character statement is ok – refine if needed to match scenario.
Area 5: East of Bay View Terrace and Around Claremont Train Station	An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.	*Character Statement Feedback* • Supported by all groups. Village feel a must. • Living / working in the Town Centre was supported. Improved night time economy.

Area 6: St Quentin Avenue/Claremont Quarter	The vibrant and diverse mixed-use activity core of the Centre with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public real.	*Character Statement Feedback* • General support for the statement. • The words connected and flowing should be added into the statement. • Some people believe the statement is too wordy. • The statement should recognise it is a residential area.

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

Exercise 2: Vision Imagery Response	
Area 1: Mary Street and East of Leura Avenue	*Vision Imagery Response* • There is not support for increased building heights as shown in some examples. • The images look the same and are not sensitive to heritage character – development is "boxey" and the facades are not interesting and look like "prison cells". • Height to 8 (or more) storeys on Stirling Highway is supported but not elsewhere in the area. • Site specific heights are required to deal with issues e.g., Overshadowing. • The Bottleyard development is a good example of what could be in the area.
Area 2: South of Stirling Highway	*Vision Imagery Response* • 'Sound Shell' for Claremont Park. • More permanent uses needed around Claremont Park. • A skate park should be considered for the area as there are no youth facilities. • Bridge linkage across Stirling Highway near Zenith music would assist movement. • Move the war memorial. • Bowling club – there needs to be a link from bowling club through to a development such as a café and community facility on corner of Stirling Highway. • The Park would benefit from a café/mixed use development and toilets. • Stirling Road – Queenslea Drive bridge.
Area 3: West of Stirling Road	*Vision Imagery Response* • 8 storey warehouse style development is positive. • Images provided to guide the possible development idea area generally ok. • Rendered and painted buildings are needed for design quality not bare concrete.
Area 4: North of Railway and Interface with Station Road Character Statement	*Vision Imagery Response* • Recommend that a 3D model at open day to understand heights in consolidation for this area as opposed to just vision imagery.

Area 5: East of Bay View Terrace and Around Claremont Train Station	*Vision Imagery Response* • Within the laneways consider how universal access is ensured to make the spaces useable for everyone. • Sensitive design, but not faux heritage is critical for the area to develop on the character through the future development.
Area 6: St Quentin Avenue/Claremont Quarter	*Vision Imagery Response* • Think about pedestrian safety. • "I like Town Square images." • Support greenery within the Town Centre.

2.5 Landowner Meetings

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

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

Feedback provided in landowner meetings included:

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

Section

3.0

Summary

3.0 Summary

3.1 Outcomes Summary

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

3.1.1 Local Planning Strategy

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

Table 13: Local Planning Strategy Key Outcomes

Theme	Outcome
Built Form & Land Use	• The Town of Claremont is described as having a village feel which is critical to how residents and business owners view the area. The village feel needs to be retained and built upon in planning for the future with strong activation of spaces; diversity of land use and interface and interaction with the street. • Light industry areas should remain in some form near the Showgrounds to allow an area zoned for service orientated use within the local government and retain the opportunities that comes from that. There is desire for more flexibility within the light industry about the types of uses that could be seen within the zone and opportunity for a mixed use environment. • Potential redevelopment of the Claremont Showgrounds is considered integral to the future of the Town given that there is considerable capacilty for the site to incorporate other uses within a consolidated Showgrounds site. Options for additional residential accommodation could significantly add to future housing targets, however there needs to be some level of control over commercial uses to ensure they do not impact on the existing Town Centre and Local Centres. • The Ashton Avenue/Loch Street and Swanbourne precincts are considered important given their proximity to train stations and the role they play as Local Centres (consistent with their current/proposed local planning framework documents). Some development is supported at a small-scale and relies on a high-quality development outcome that respects existing character.
Public Realm, Environment, Landscape and Community Facilities	• The Town as a whole need to be undertaking actions to address sustainability and climate change within future planning. • Lake Claremont and Claremont Park are underutilised and need to be enhanced while respecting the environmental values. • The entire Town needs to undergo greening and should develop a strong urban tree canopy and landscaped connectivity. • Planting within the Town should include native Australian species and private development should be encouraged to do the same. • The connection to the Swan River should be more prominent and activation and use of the river should be improved. • There is a lack of community facilities for children and young people which needs to be addressed in the Town.
Movement Network	• The Town needs to take a holistic approach to traffic management given the high number of trip generators/destinations within close proximity to one another and the prominence of Stirling Highway as a significant traffic route. • Traffic congestion is bad around the Claremont and Swanbourne Centres

	• The east-west cycle connections are good but north-south movement opportunities through the Town need to be improved. • The cycling network within the Town needs to be improved and factor all user groups into consideration for safety and connectivity. • The Town of Claremont is fairly walkable but could be improved with improvements to safety, signage, paths and shade canopy from more trees. • A boardwalk along the Swan River should be investigated for viability to determine if it is a possibility to provide higher amenity and connectivity for Town residents and to attract visitors to the Town. • Investigate the opportunity for water taxis/use of the river as part of the movement network. • The movement network overall needs to connect into the surrounding local government areas.

3.1.2 Precinct Structure Plan

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

Table 14: Precinct Structure Plan Key Outcomes

Theme	Outcome
Built Form & Land Use	• Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugeri street block ends. • Development at higher density should be limited to the Town Centre core and along Stirling Highway at a 6-storey maximum. 8 storey developments on some key sites may be acceptable where high quality development outcomes are achieved. • Building edges should be restricted to lower heights (2-4 storey) to maintain a 'human scale' public realm interface, maintaining views to the sky and a village perception from the pedestrian level. • Mixed use development is considered appropriate through the Town Centre except the area north of the railway and west of Stirling Road which is preferred to remain residential with a possible 4-storey height limit on the edge of the Town Centre core to provide transitional density. • Land use diversity is important for a vibrant Town Centre. Office land uses should be included within the Town Centre. • Heritage buildings and facades are important and must be respected in future development of the Town Centre. • Activation of the Town Centre needs to be improved including a shift from a retail driven Town Centre. Land uses that promote night-time activity such as food and beverage providers need to be supported within the Town Centre. • Development controls within the Town Centre need to respect existing character and streetscapes. • Within Bay View Terrace, redevelopment above existing tenancies may be supported to a 4-storey height, potentially 6-8 if the redevelopment provides a high-quality outcome and retains the heritage facades. • Laneway network and character needs to be protected and enhanced rather than sites amalgamated into large floorplate buildings and removal of lane permeability. • The Town needs to define "Village feel" in this context and establish built form heights relative to views and equitable considerations.
Public Realm, Environment, Landscape and Community Facilities	• Create more of a true Town Centre feel by capitalising off the village feel of Claremont with high amenity public realm and civic spaces including a true Town Square to act as the heart of the Town Centre. • Enlarge the Town Square and surround with active ground floor land uses that improve its desirability for usage. • Enhance the public realm character with increased landscaping which will provide shade and amenity for pedestrians. • Consider the use of increased public art within the Town Centre to support improvements to the public realm and the creation of landmarks through the Town.

	• Investigate the benefits of increasing diversity of community facilities into the Town Centre.
Movement Network	• Maintain a slow vehicle speed within the Town Centre to provide safety for pedestrians and cyclists. • Consider opportunities for improved north-south connections to/from the Town across the railway and Stirling Highway. The areas are currently difficult to navigate. • Parking is sufficient within the Town Centre and should not ideally be reduced • The movement hierarchy isn't clear along all street types within the Town Centre for user groups. Pedestrians need to be prioritised, followed by cyclists then vehicles. • Connection to the Train Station needs to be improved for the Town Centre including improved lighting to create a safer environment. • Transit nodes of bus interchange and train station need to be highly accessible for all users. • Bay View Terrace treatment and movement through need to be considered. The current movement system funnels traffic to St Quentin Avenue and the goal and user prioritisation is unclear.

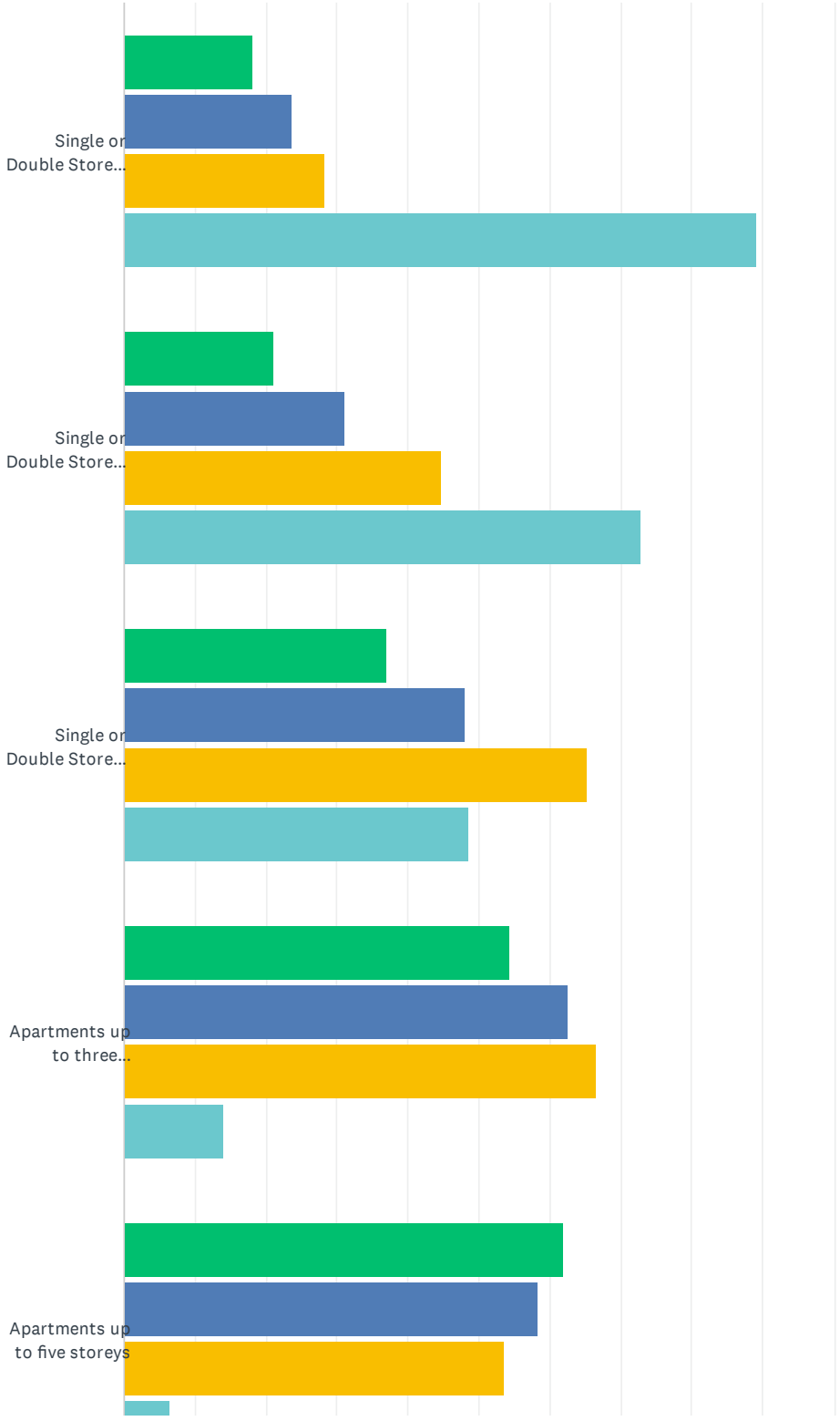
APPENDIX A

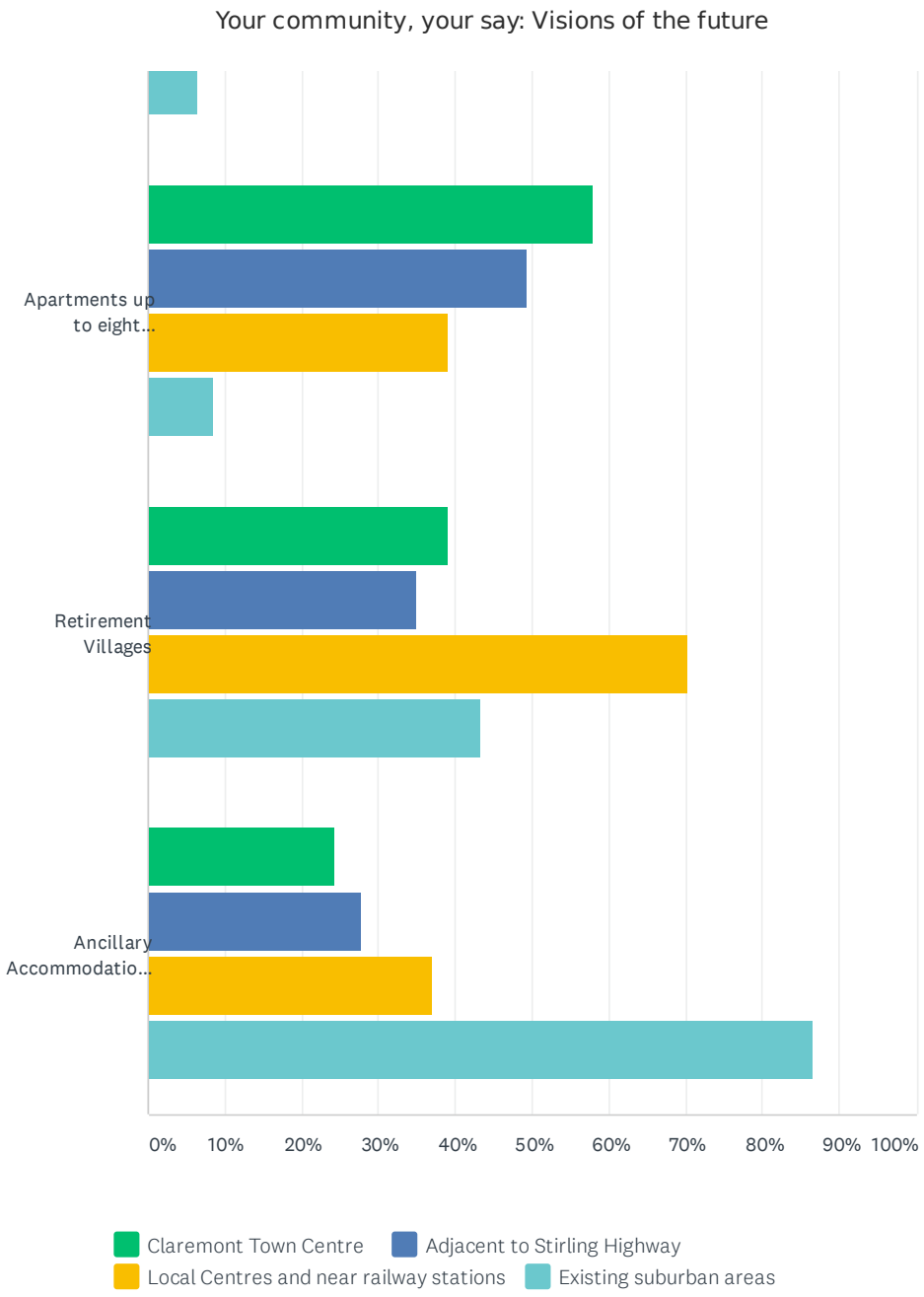
Community Survey Questions

Your community, your say: Visions of the future

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

Answered: 277 Skipped: 53




Your community, your say: Visions of the future
Apartments up to eight...
Retirement Villages
Ancillary Accommodatio...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Claremont Town Centre
Adjacent to Stirling Highway
Local Centres and near railway stations
Existing suburban areas

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 253 Skipped: 77

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 243 Skipped: 87

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

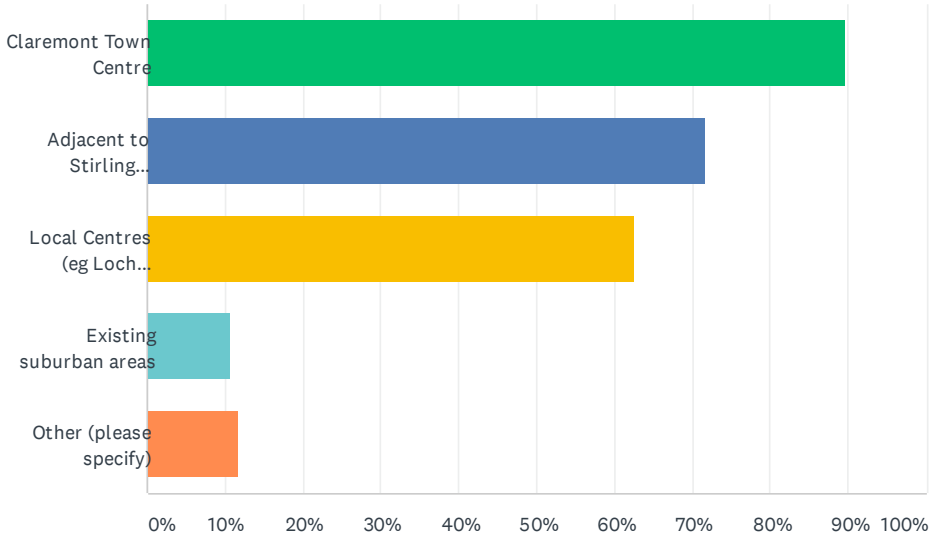
Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 273 Skipped: 57



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

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 213 Skipped: 117

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

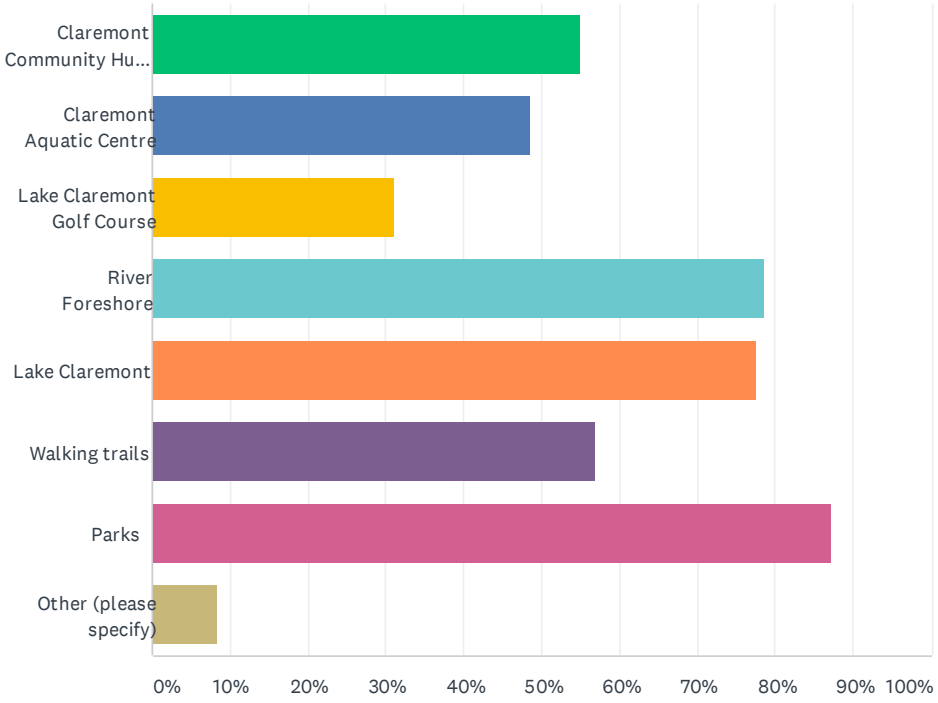
Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 276 Skipped: 54



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

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

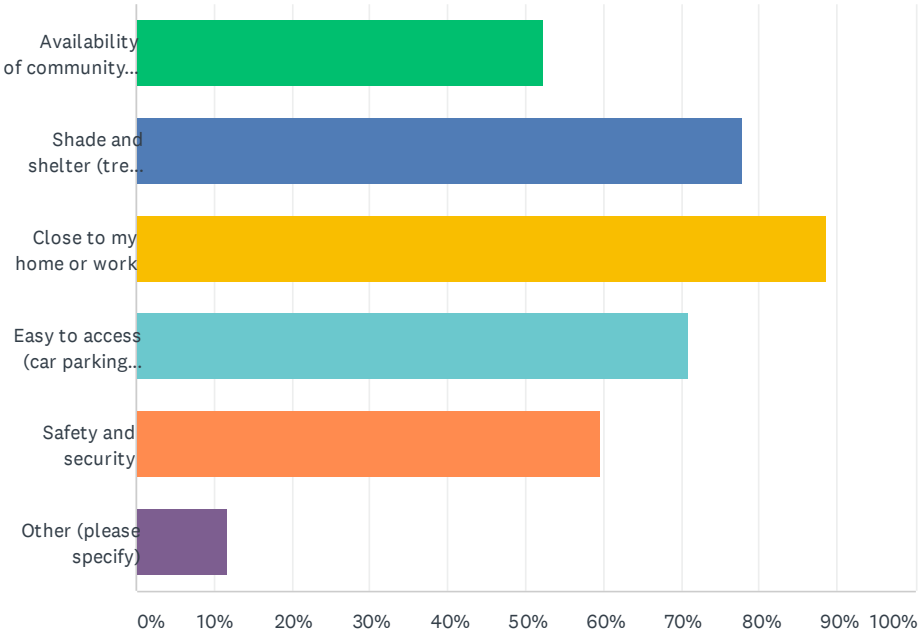
Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 275 Skipped: 55



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

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

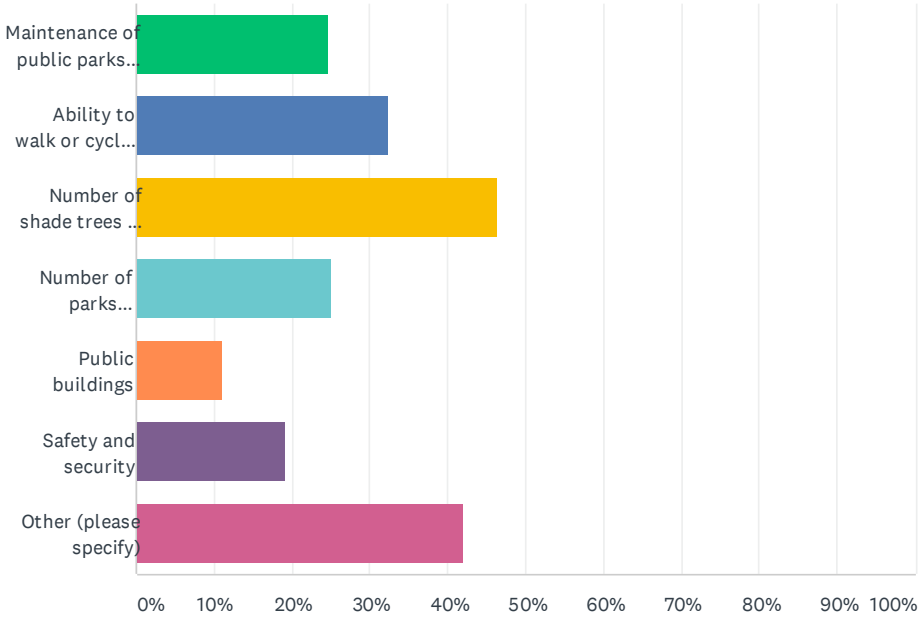
Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 243 Skipped: 87



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

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

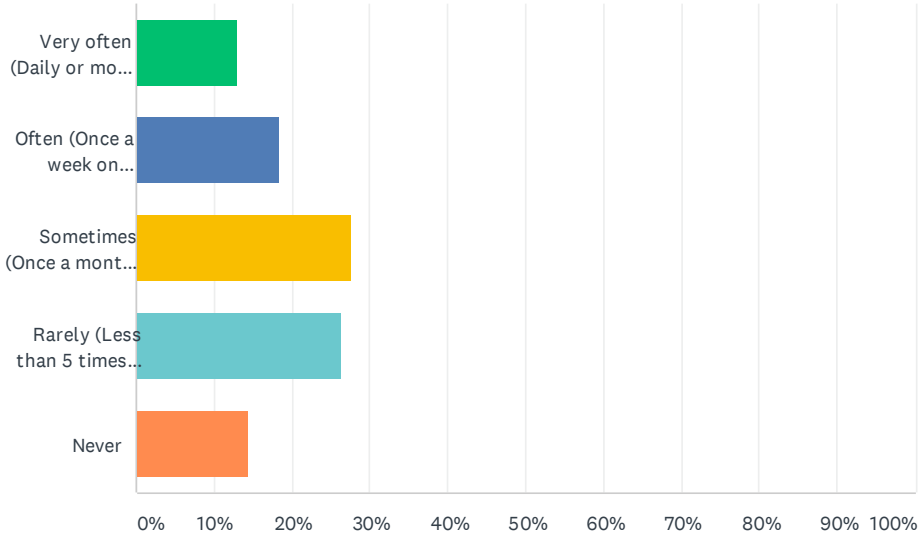
Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Answered: 276 Skipped: 54

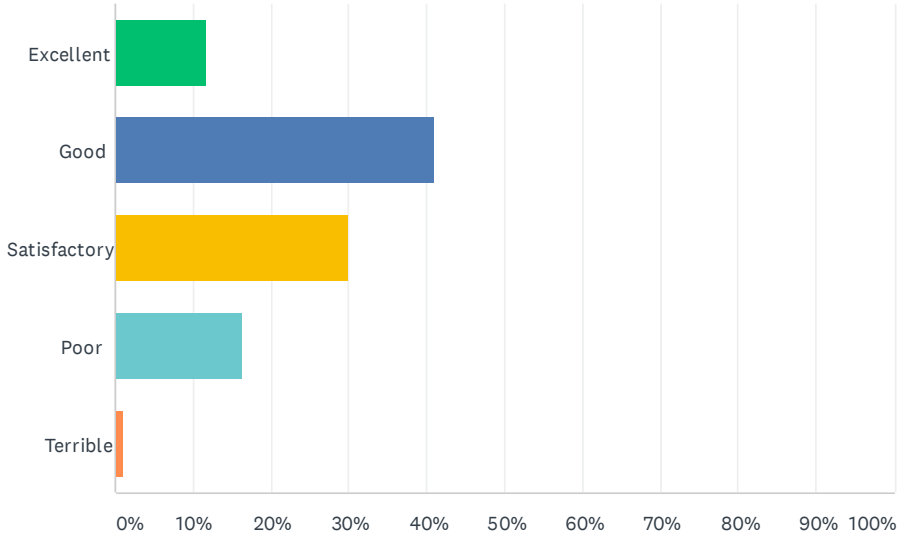


ANSWER CHOICES	RESPONSES	
Very often (Daily or more)	13.04%	36
Often (Once a week on average)	18.48%	51
Sometimes (Once a month on average)	27.54%	76
Rarely (Less than 5 times a year)	26.45%	73
Never	14.49%	40
TOTAL		276

Your community, your say: Visions of the future

Q24 How is our current walking/cycling infrastructure performing?

Answered: 271 Skipped: 59

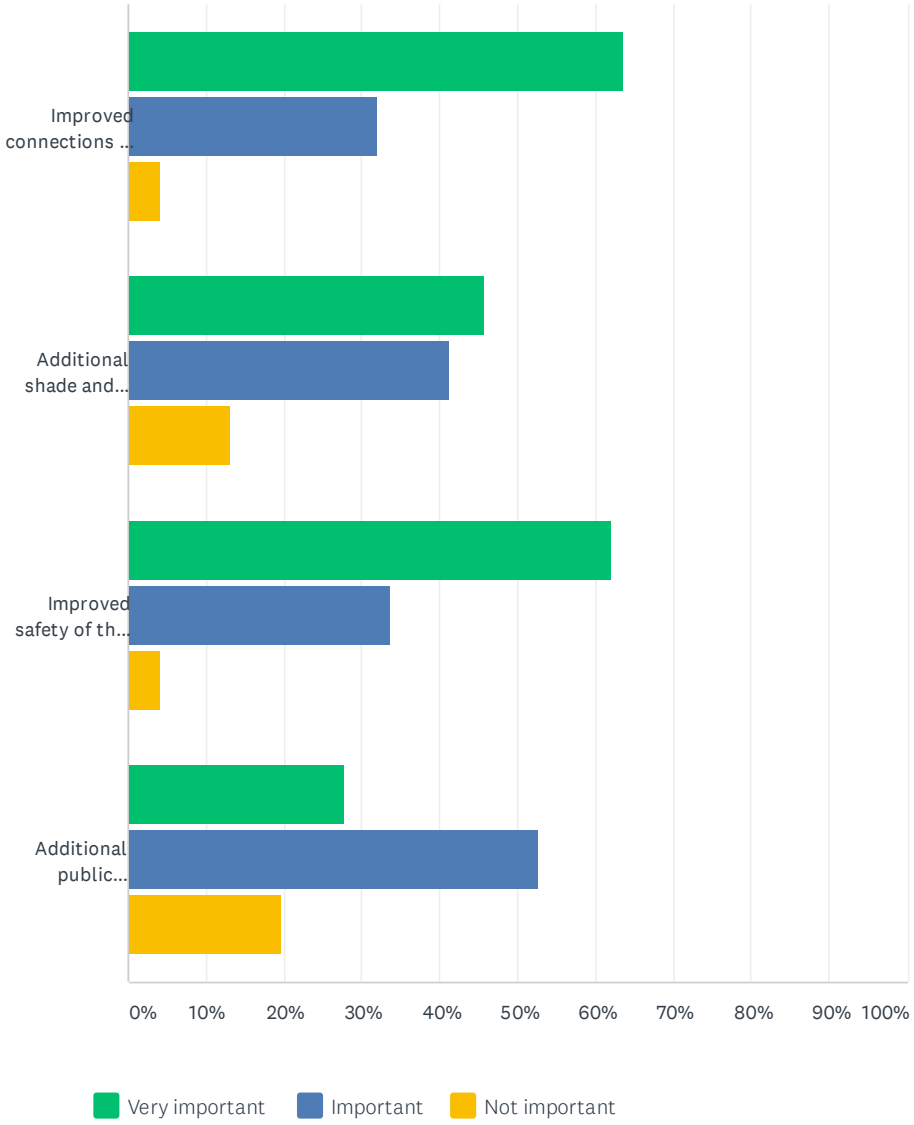


ANSWER CHOICES	RESPONSES	
Excellent	11.81%	32
Good	40.96%	111
Satisfactory	29.89%	81
Poor	16.24%	44
Terrible	1.11%	3
TOTAL		271

Your community, your say: Visions of the future

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

Answered: 276 Skipped: 54



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

#	OTHER (PLEASE SPECIFY)	DATE

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

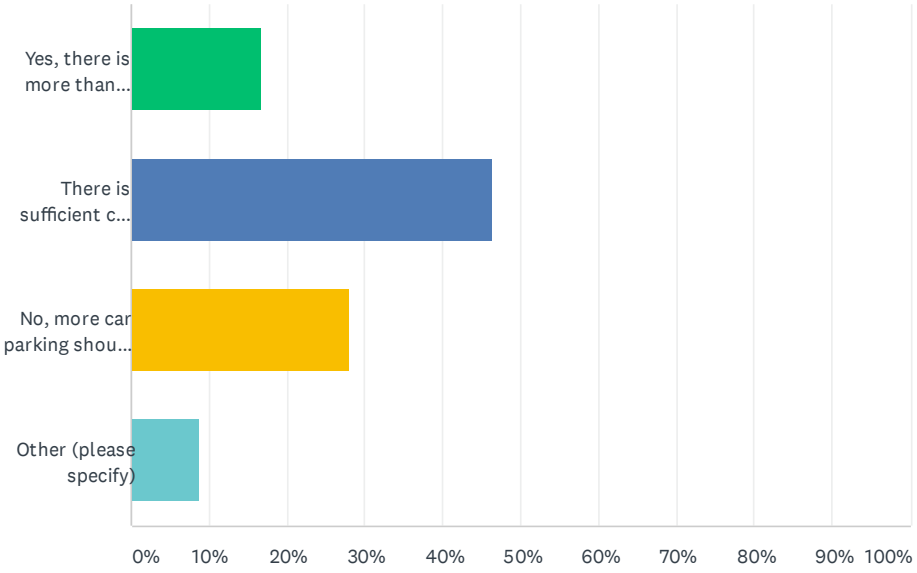
Your community, your say: Visions of the future

54	More zebra crossings please so we can cross the road safely when walking to parks with our kids. It's currently very dangerous crossing the road with the high levels of traffic as you don't get a break to cross and cars don't give way.	4/7/2021 7:31 PM

Your community, your say: Visions of the future

Q26 Do you consider there is sufficient car parking within the Claremont Town Centre?

Answered: 275 Skipped: 55



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

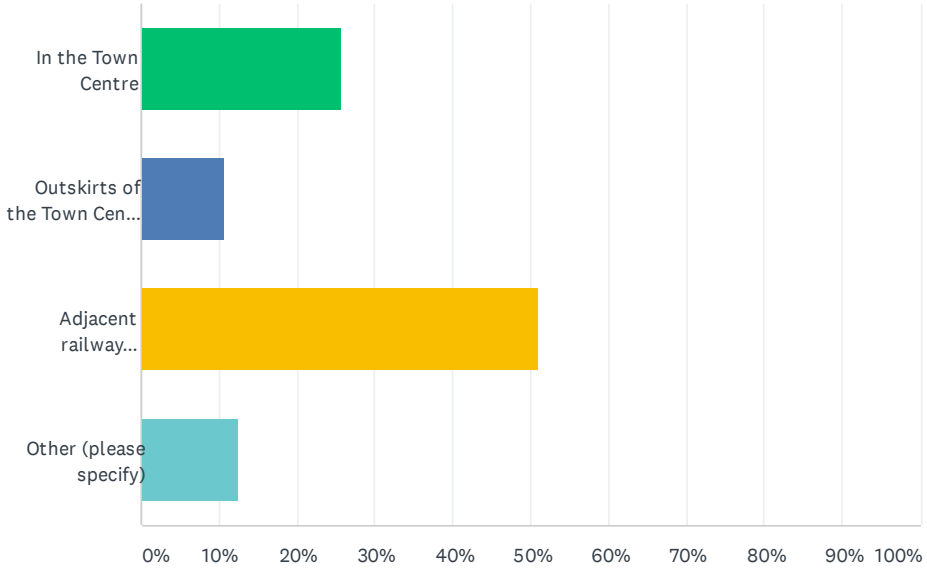
#	OTHER (PLEASE SPECIFY)	DATE
1	Generally I'd say yes, there is sufficient parking available - but at peak shopping times I think it is difficult to access. I mentioned elsewhere that I think there would be a benefit to extra/better accessible parking off Stirling Hwy - although where it would be exactly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

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

Your community, your say: Visions of the future

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

Answered: 261 Skipped: 69



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

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

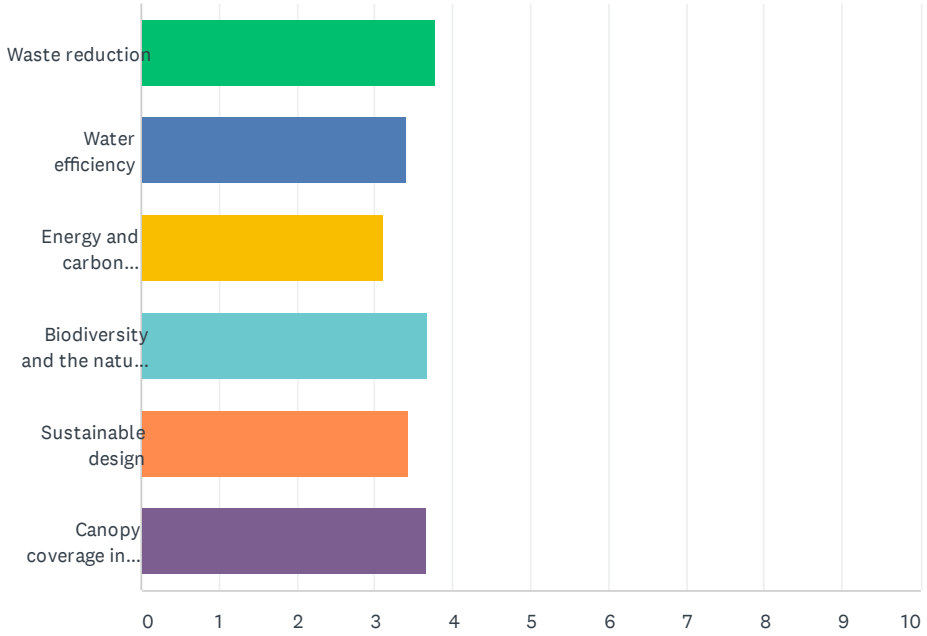
Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

Q28 How should the Town prioritise its sustainability focus areas?

Answered: 262 Skipped: 68

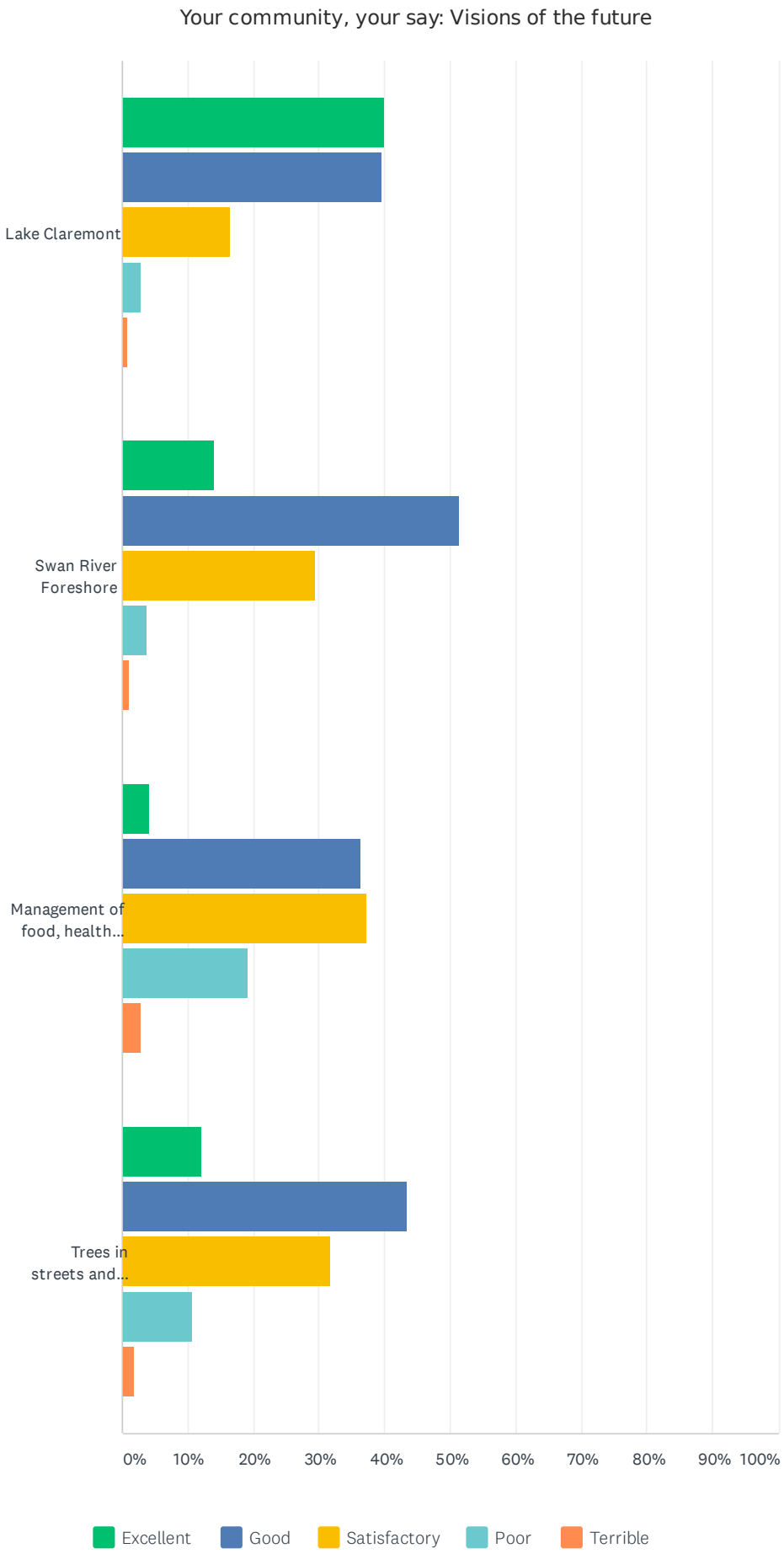


	1	2	3	4	5	6	TOTAL	SCORE
Waste reduction	21.89% 51	16.31% 38	18.45% 43	16.31% 38	15.88% 37	11.16% 26	233	3.79
Water efficiency	7.30% 17	21.89% 51	19.31% 45	20.17% 47	19.74% 46	11.59% 27	233	3.42
Energy and carbon emissions	11.26% 26	10.39% 24	16.88% 39	23.81% 55	16.02% 37	21.65% 50	231	3.12
Biodiversity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

Your community, your say: Visions of the future

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

Answered: 272 Skipped: 58


Your community, your say: Visions of the future
Lake Claremont
Swan River Foreshore
Management of food, health...
Trees in streets and...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Excellent
Good
Satisfactory
Poor
Terrible

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

Q30 Do you have any other comments?

Answered: 148 Skipped: 182

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

Your community, your say: Visions of the future

	original/heritage suburbs - they are special and unique, and should be preserved. One doesn't need infill, and more infill, in particular in these old, historic suburbs - where in many cases the new architecture is in total juxtaposition to the character of an area and creates disquiet and disharmony (such as the external appearance of the apartments above the Claremont quarter - very reminiscent of socialist style apartments without any charm or character - they look ghastly from a distance and definitely do not enhance our area at all. That is sad). I treasure my suburb but do not want to see it lose its special character.	
18	No	4/25/2021 8:33 PM
19	Claremont should be leaders in energy efficiency and protecting our natural environment. All public buildings should be covered in solar panels and set huge targets to reduce carbon emissions. The town could save a fortune on power bill. Further efforts for waste and water efficiency by setting new targets. Try to drastically reduce or eliminate the use of plastic. Ban the use of plastic water bottles in the Town.	4/25/2021 5:35 PM
20	Generally satisfied with Town's environmental performance.	4/25/2021 4:39 PM
21	Don't spend money on unnecessary things when the end of the budget year is coming.....invest in the bigger picture and tidy up the awful verges and median strips and offer an additional general waste collection each year.....and clear the paths of tree debris	4/25/2021 4:27 PM
22	Noise pollution for Town Centre residents is excessive even allowing for it being a town centre	4/25/2021 3:23 PM
23	Keep it green and liveable	4/25/2021 12:50 PM
24	Do not lose one of the jewels in the crown of suburban Perth	4/25/2021 11:29 AM
25	Happy for events to be hosted at show grounds eg music festival etc It will being life back to Claremont	4/24/2021 4:56 PM
26	Traffic management poor along Shelton, Davies, grayland road. Speeding, should be 40km and push button pedestrian crossing.	4/24/2021 4:38 PM
27	No	4/24/2021 3:37 PM
28	Generally, Council is doing well. Good communication to householders. concern about planning decisions overridden by state authorities	4/24/2021 12:18 PM
29	No 28 was not clear as to whether 1 or 6 was top priority. I put 1 as top priority	4/22/2021 9:43 AM
30	Claremont is blessed with an exceptional environmental and historic background. These features have vanished in many suburbs under the demand (and often oversupply) of new dwellings and development. Whilst we can't stand still and can't adopt a 'never change' outlook, we need to preserve what is unique in our community.	4/21/2021 10:48 AM
31	Claremont is a great place to live	4/21/2021 7:33 AM
32	I believe the TOC is meeting its density targets. I wouldn't like to see more high rise developments. The area around the football ground is awful. It reminds me of blocks of council flats built in the UK in the 1960s. Whilst I understand the concept of urban infill and density targets, I think that what has happened in that area is way too much. I think any future high rise developments needs to occur along main arteries only, such as Stirling Hwy.	4/20/2021 10:32 PM
33	Loch street needs more trees and less traffic. A median strip with centre road trees would do wonders for that street and make it safer for cyclists and pedestrians.	4/19/2021 7:55 PM
34	Limit building of multi storey apartments within Claremont, as much as possible.	4/19/2021 7:19 PM
35	Please plant native trees on verges not European plane trees that look good but cause never ending leaf problems	4/19/2021 4:38 PM
36	No	4/18/2021 8:52 PM
37	Noise issues caused by outside agencies, RAS and PTA	4/18/2021 8:39 PM
38	I honestly think ToC does a really good job of meeting the dozens of competing priorities an LG us responsible for. I especially value its focus on the natural environment and creating community activation.	4/18/2021 6:24 PM
39	Claremont is going to cop the Nedlands problems of high rise suburban infill. A solution is to insist that the higher the building, the more open space surrounding it must have, so that nobody gets overshadowed. This will cost money.	4/18/2021 4:52 PM
40	Continue to upgrade and beautify the streetscape and make the entire town underground	4/18/2021 4:13 PM

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

Your community, your say: Visions of the future

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

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

Your community, your say: Visions of the future

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

APPENDIX B

Vision Workshop Agenda

AGENDA

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

5 mins	**Welcome**
5 mins	**Introduction**
	• Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
50 mins	**Exercise 1 – Movement, Landscape/Public Realm & Environment**
	• What we know so far • Background information • Discussion questions • Group feedback
50 mins	**Exercise 2 – Land Use & Built Form**
	• What we know so far • Background information • Discussion questions • Group feedback
10 mins	**Wrap Up and Next Steps**

AGENDA

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

9:30	Welcome	5 mins
9:35	Introduction • Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background	5 mins
9:40	Exercise 1 – Movement, Landscape/Public Realm & Environment • What we know so far • Background information • Discussion questions • Group feedback	50 mins
10:30	Exercise 2 – Land Use & Built Form • What we know so far • Background information • Discussion questions • Group feedback	50 mins
11:20	Wrap Up and Next Steps	10 mins

APPENDIX C

Vision Workshop Powerpoint

May 2021

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

Visioning Workshop



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

Welcome and Introductions

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

Welcome and Introductions

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

Project Overview

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



May 2021

Project Overview



Project Team Roles and Responsibilities

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

Workshop Purpose and Agenda

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

Planning Framework

What is a Local Planning Strategy?

A Local Planning Strategy (LPS) is a plan that provides a vision for the Town's future growth and development



May 2021

Planning Framework

Why do we need a Local Planning Strategy?

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

Planning Framework

What is in a Local Planning Strategy?

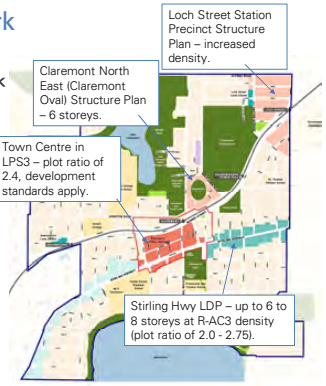
- The LPS considers:
  - Housing supply;
  - Community facilities;
  - Recreation needs;
  - Environmental factors;
  - Commercial services;
  - Employment; and
  - Traffic, cycle and pedestrian movement systems.



Planning Framework

Current Existing Planning Framework

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



Planning Framework

What is the Claremont Town Centre Precinct?

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



May 2021

Planning Framework

What is a Precinct Structure Plan (PSP)?

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

Workshop Exercise 1

Vision for Movement, Landscape/Public Realm & Environment

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

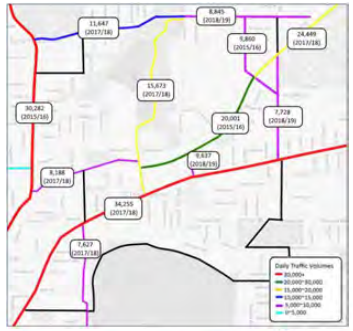
Workshop Exercise 1



Workshop Exercise 1 - Background

Movement - LGA

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



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May 2021

Workshop Exercise 1 - Background

Movement – Town Centre

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



Workshop Exercise 1 - Background

Landscape/Public Realm - LGA

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

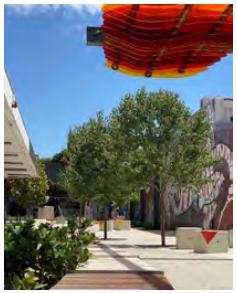


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Workshop Exercise 1 - Background

Landscape/Public Realm – Town Centre

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



TOWN OF CLAREMONT Taylor Burrell Barnett

Workshop Exercise 1 - Background

Environment

Key assets include:

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



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May 2021

Workshop Exercise 1 - Background

Environment

Key environmental and sustainability opportunities include:

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

Workshop Exercise 1

Discussion Questions

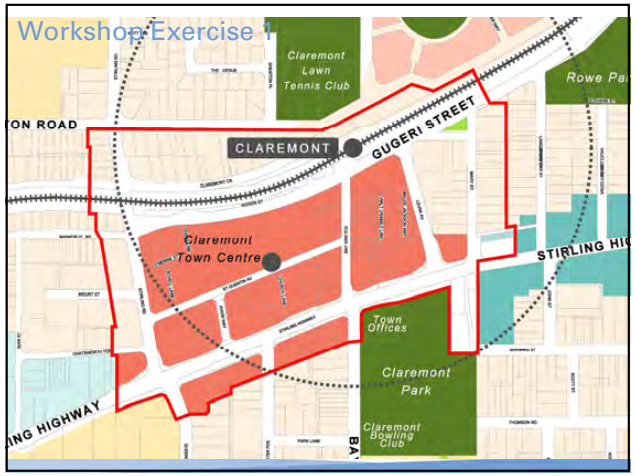
Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see…

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

Workshop Exercise 1



Workshop Exercise 1



May 2021



Workshop Exercise 1

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points

Workshop Exercise 2

Vision for Land Use & Built Form

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

Workshop Exercise 2

WHAT YOU'VE TOLD US SO FAR

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

May 2021

Workshop Exercise 2 - Background

Land Use

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



Workshop Exercise 2 - Background

Land Use

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

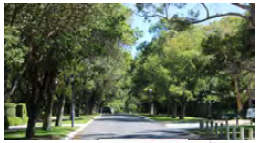


Workshop Exercise 2 - Background

Built Form

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





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Workshop Exercise 2 (Considerations) Integrating heritage qualities



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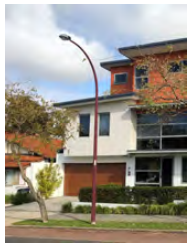
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May 2021

Workshop Exercise 2 (Considerations)
Street Landscape




Workshop Exercise 2 (Considerations)
Transition of Building Scale


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




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




May 2021

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




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




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




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




May 2021

Workshop Exercise 2

Discussion Questions

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

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

Workshop Exercise 2

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points

Workshop Close

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

THANK YOU

We shape exceptional places where communities prosper and people belong.

Contact: Karen Hyde
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karen@tbbplanning.com.au
taylorburrellbarnett.com.au

APPENDIX D

Vision Workshop Exercise Sheets

VISION WORKSHOP EXERCISE 1

Table No. 1

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

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

Q1 Key movement network opportunities?

COMMENTS

east/west cycle way is good.

Cycle crossings over railway.
Craylands road cycle way improvement.
Bikes on Bayview Terrace.
St Quentin / Bayview Pedestrian priority.
Bus stops at Sherbourne & Stirling St. — traffic builds up beyond.
need bus embayments. — rethink on stop locations.
Evangl. parking — need to monitor with growth of development.
Bridge/crossing over Stirling? — particularly for schools.
No/slow zone near station
one way systems?

Bikes (cyclists)

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

COMMENTS

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

River frontage grass invading native reeds? management.
consider alternate - windy etc...

Lake Clavemont excellent.
- trees on foreshore need careful consideration.

Q3 Key environmental opportunities?

COMMENTS

walkes along river & cliffs at base of WLC./CCGS.

Rain water tanks, grey water reuse.
water sensitive urban design.

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

COMMENTS

Plenty of parks.
No one within 400m. — could be county garden - picnic table.
or County garden off back of primary school).

Negotiate - public access - open space CCGS./WLC.

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

COMMENTS

- movement network to support activity & activation of streets.
- support cycling & pedestrian movement.
- appropriate landscape for specific locations & built form & natural environment.

Wed 19/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 1

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

Q1 Claremont Town Centre?

COMMENTS

From a TC is
Bay View Terrace should be cafe.
Aged care. Mixed Use.
but careful consideration of
what activation started further
contact.
small bit was part of mixed use
not just cafe's.
Theatre, Cinema on Allans site, Night.

No more internal malls.
keep street patterns.
Universal / disabled access.
height along railway line. 60's at land.
8 storeys interconnate.

Q2 Areas around train stations?

COMMENTS

Are lifts & are passes happening? impact on streetscape.
Forum / Goods Shed. need north south crossing. Good

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

Q3 Areas around local centres?

COMMENTS

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

COMMENTS

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

what will happen with the RTS?
Shared ground station.
areas for boating, fraternity on the water facilities

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

COMMENTS

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

Wed 18/5

Taylor Burrell Barnett

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VISION WORKSHOP EXERCISE 1
VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

2

Table No. AD

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

Q1 Key movement network opportunities?

COMMENTS

AUDIT
- WALKABLE, BUT POOR QUALITY
  - Signs
  - PATHS
  - MORE TREES
- QUANTIFY PED MOVEMENTS
- TRAIN STATION MOVEMENT AT NIGHT, UNSAFE
- Loss of opportunity on TRAIN UPGRADE, DISCONNECTED.
- CUCCERI - POOR MOVEMENT
- MOVEMENTS OF CAR-RICH SERVICES, TREATMENT OF MAIN IN FUTURE.
- ~~EMPLEOM~~
- ELECTRIC CAR PARKING OPPORTUNITIES
- Conflict between cyclist + Ped @ CLAREMONT CRESCENT.
  - Speed measures
- Consider Pedestrian only on BUT vs Retail issues
- ACCESS FROM TRAIN TO BAY VIEW TERRACE TO BE IMPROVED/DECONGESTED.
- NEW UNDERPASS is not in a good spot.
  - NOT FIT PURPOSE.

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

COMMENTS
- NO CONSISTENCY IN THE STREETSCAPE
- SHADE, LARGE CANOPY
- NON-DECIDUOUS BE POSSIBLE
- Sound Barriers? / Visual barriers
- ENCOURAGE BETTER WALKING / CYCLING ENVIRONMENT
- CUCCERI LANDSCAPE OPPORTUNITY.
- PAINT TOWN CENTRE ON TREES.
- ~~SAVE~~ BAY VIEW TERRACE NEEDS TO SUCCEED for the REST OF THE TOWN
- NORTH CLAREMONT
  - HARDTOWN.
  - LACKS THE DESTINATION
  - → NEEDS A FULL REVIEW OF REVITALISATION
- FOCUS ON ST QUENTIN PUBLIC REALM, MORE OPPORTUNITY.
- BEC POWERLINE ON TRAIN LINE ~~ON~~ AMENITY CREATES AMENITY IMPACTS.

Q3 Key environmental opportunities?

COMMENTS
- MOSTLY OK
- ACCESS LIMITED TO RIVER
- ~~NOT OBVIOUS?~~
- CARE IN THE RIVERS SPACE IN LAKE CLAREMONT, SOUTH END IN PARTICULAR
- FACILITATION WITH BOARD USES

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

COMMENTS
- OPPORTUNITY TO OPEN CAFES ON the GARDEN / Golf Course
- LIMITED OPP FOR MORE PARKS
- Pocket parks?
- PARRY STREET EXAMPLE OF USABLE CORRIDOR.
- PROTECT EXISTING

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

COMMENTS

Wed 19/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

2

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. AD

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

Q1 Claremont Town Centre?

COMMENTS

- AREA TYPE DEVELOPMENT MORE APPROPRIATE IN TOWN CENTRE
- OPPORTUNITY FOR BVT SUB-PRECINCT
- STIRLING HWY FRONT OF TOWN CENTRE + S
- FRESH WATER GOOD EXAMPLE OF BUILT FORM SCALE
- OPEN UP USES IN THE CQ PUBLIC REALM
- ~~CAR~~ SURFACE CP's IN TYPICAL AREA NEEDS REDEVELOPMENT.
- MORE CYCLE INFRASTRUCTURE
- CP NORTH OF TRAIN AS A REDEVELOPMENT opportunity to link TC.
- SINK RAILWAY.

USES
- Restaurant precinct, NIGHT TIME ACTIVITY.
- Residential to front/side

Q2 Areas around train stations?

COMMENTS

- SWANBOURNE / Loch St to be more walkable
- CAN SUPPORT A INCREASED DENSITY
- SINK THE RAIL? OPPORTUNITY.

USES
- BARS, NIGHT TIME ACTIVITY

Q3 Areas around local centres?

COMMENTS

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

COMMENTS

- RIVER DESTINATIONS
- Community based use in RAS, OPP FOR DAY TO DAY USE OF RAS AREA
- ECCA AREA AS AN EXAMPLE.

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

COMMENTS

- MATERIALITY TO BE APPROPRIATE
- LANDSCAPING BALANCE TO DENSITY.
- DAY / NIGHT ECONOMY IN TOWN CENTRE
- CREATING COMMUNITY HUBS
- LIMIT OFFER OF PARKING ON-SITE, ETC.
- BIKES / ELECTRIC TO BE ENCOURAGED AT DESTINATIONS.
- OPPORTUNITY FOR YOUTH BASED facilities. (Skate parks, etc).
- HOUSING DIVERSITY WITHIN CROSS CUTTING, APPROPRIATE FOR CENTRE AND PERIPHERY.

Wed 10/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 1

Table No. 3

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

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

Q1 Key movement network opportunities?

COMMENTS

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

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

COMMENTS

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

Q3 Key environmental opportunities?

COMMENTS

- Trees for birds.

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

COMMENTS

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

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

COMMENTS

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

Wed. 25/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 3

Ben.

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

Q1 Claremont Town Centre?

COMMENTS

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

Q2 Areas around train stations?

COMMENTS

Q3 Areas around local centres?

COMMENTS

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

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

COMMENTS

- Density around Claremont Park, particularly near the Bowling Club. ~~Feel like~~
- Increase diversity.
- Davies Road density
- along the Railway.
- Graylands Road – Improve the load amenity opposite the Showgrounds.
- Redevelop the Graylands Road ~~edges~~ of Showgrounds and Ashton Avenue
- More community assets/ facilities in the Showgrounds

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

COMMENTS

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

Wed 19/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

Table No. 4

VISION WORKSHOP EXERCISE 1

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

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

Q1 Key movement network opportunities?

COMMENTS

ISSUE OF GUGERY ST THROUGH LINKS 4 LANES → 2
SINK HIGHWAY – LOCK 2 LANES ON TOP
LOOK AT REDUCING SNARLS WITH HIGHWAY UNDERNEATH.
BAN RIGHT TURNS – IMPROVE STIMING HWY USE
LOOK AT ENTRANCE BOOM GATES TO CLAREMONT QUARTER CAR PARKS. – TICKET-LESS – CONTRA LANES
CAT SERVICE FOR TOWN CENTRE
LOCK STREET TO FOUR LANES
SCHOOLS – ADDRESS LEGISLATIVE LEVER – NO RATES
– USE OUR ROADS FREE
– PAY FOR TRAFFIC
– SCHOOL BUS PICK UP ROUTE SERVICE
– ENVIRONMENTAL REWARDS FOR STUDENTS USING PUBLIC TRANSPORT.
– BETTER BIKE LINES

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

COMMENTS

BAY VIEW TERRACE – BARRIERS NEXT HIGHWAY.
TRY + SEPERATE T.C. NORTH FROM HIGHWAY.

Q3 Key environmental opportunities?

COMMENTS

CONNECTOR BETWEEN RIVER + NATIVE VEGETATION – GET AWAY FROM LONDON PLANES
VARIETY OF STREET TREES RATHER THAN ONE SPECIES.
FELLING OF TREES – ADDRESS REDUCED CANOPY.
TREE PROTECTION – RESTRICTIONS.
TREE TAX – WALGA ?
DEEP SOIL ZONES
BUT – COMPLETELY LANDSCAPED / BALANCED WITH SHOPPING NEEDS / TRAFFIC.

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

COMMENTS

TOWN SQUARE IS A MISS
SHOPS STRAIGHT ON
ACTIVATE

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

COMMENTS

Wed 19/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 4

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

Q1 Claremont Town Centre?

COMMENTS

ACTIVATE TC WITH THEATRE
DEVELOPER ONTO TYPIKA SITE WITH SOMETHING CULTURAL
COBBLE FRESHWATER DOWN FROM TYPIKA
NO PIECEMEAL DEVELOPMENT.
PROTECT OLD BUILDINGS
KEEPING TREES + SEEING SKYS.
HERITAGE PRINCIPLES – MIMICKING CONTINUATION
~~CENTRA~~ – CAR PARK.
PROTECT HERITAGE – VERANDAHS + DEVELOPMENT ABOVE.
NEED SHORT TERM ACCOMMODATION
COMMERCIAL OFFICE SPACE
PROVIDE FLEXIBLE WORKING SPACES
BRAND THE AREA – REBRAND
SINGAPORE – OR HERITAGE & CHARM.

GRANMARK FUTURE ~~AREAS FOR INTENSIFICATION~~.
SUNKEN ELEVATED CAR PARK NEXT TO TENNIS CLUB.
TIME SQUARE PARKING.

Q2 Areas around train stations?

COMMENTS

NO ~~HIGH~~ DEV ON TOP OF SHOPS. @ SWAN BOURNE
BOWLES CLUB – UNDER UTILISED GREY SPACE
– CAR PARK SHOULD GO
GET A MASTERPLAN FOR CLAREMONT PARK.
– AMPITHEATRE – CREATE FEATURE
COUNCIL CHAMBERS SHOULD FACE PARK WITH A FEATURE.
PROVIDE FOR PUBLIC TOILETS.
BAY

Q3 Areas around local centres?

COMMENTS

LOCH STREET STATION PRECINCT.
ENLARGE CLAREMONT SQUARE.

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

COMMENTS

STEPPED INCREASES IN HEIGHT + DEV FORM TO TRANSITION.
~~ENTRA~~
~~CENTRA~~
UNITY OF MATERIALS.

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

COMMENTS

Wed 18/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 1

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

Table No. 1
MB

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

Q1 Key movement network opportunities?

COMMENTS

- Consider restoring Tramalong (Heritage) Bayview to river - water taxis - opportunity.
- Bayview - consider 2 way to improve accessibility and activity
- consider 'safety' concerns of residents which makes them use their car always.
- Very poor vehicle access into centre.
- Cycling dangerous around centre in particular | Roundabouts exaggerate Safety concerns.
- Time square parking underutilised.
- Query: what to happen with parking that was north of rail line
- + positive: parking always available in centre - √ important for support of retailers.

* improve crossing to lower Stirling Hwy

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

COMMENTS

Canopy

- Bayview - entrance - trees introduced 10 years ago have not grown as promised and obscure retail (signage)? big issue
- Streetlighting can be an issue in residential area.
- Improved tree canopy along Stirling Hwy (ie. Singapore living streets).
  - Impressive ~~pr~~ planting required needed to 'gateway'
  - ie. trees in Goldsworthy (middle of road) are fantastic!
- Public Artwork - increase + improve

Q3 Key environmental opportunities?

COMMENTS

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

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

COMMENTS

- mrs herbert park is great. great assets @ river front.
- Hotchkin Park is really well used ✓
- Heritage precinct at Rivers Park ✓ ~~precinct~~

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

COMMENTS

NB. Bayview Tce losing activity - "Dead" - potentially due to one way Traffic.

NB. Stirling Hwy widening may be an issue to encouraging more private vehicle use.

Appropriate trees in Appropriate places.

Improve Footpath quantity to improve connections and 'link-to' destinations - not Wider existing footpaths
visit
ie. walk trails

Sat 2pm

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TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 1

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

Q1 Claremont Town Centre?

COMMENTS

- Environment needs to be invigorated ↓ landlord expectations
- Keep fine grain dev east of Clarement Q "Hill"
- Bonsa redevelopment - retail below/ residential above/ parking below (Redevelop)
- night time activity to be improved – but for mixed ages – not just youth.
- Stirling hwy – ideal for development intensity
- Tipper opportunities
- Adairs opportunity

Q2 Areas around train stations?

COMMENTS

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

Q3 Areas around local centres?

COMMENTS

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

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

COMMENTS

no – focus on 'train + centres'.

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

COMMENTS

? markets in the centre. (community markets).

? consider business tax's supplements ie … to encourage redevelopment.

; penalise landowners whom leave tenancys empty for a time investigate

- Development in TC. consider relieving parking demands as the cost may be impacting development
- Maintenance/ cleaning/ public realm or private realm associated with the development.

Sat 22/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 1

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

Table No. 2 AO

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

Q1 Key movement network opportunities?

COMMENTS

- Connection to neighbours LGAs
- DEPOT FOR TOURISTS
- WALKABILITY TO BE EMPOWERED - STUDENTS BEFORE/AFTER SCHOOL
- BIKE NETWORK LINKS.
  - NOT JUST COMMUTERS, RECREATION ALSO
  - SEPERATION OF PED/CYCLE.
  - FOR CHILDREN + PROFESSIONALS - SAFE OPTIONS - MORE
- SAFETY USING TRAIN,
- SLOW SPEED @ PREMIUM BIKE PATH ON THE ROAD.
- DRIVERS POOR, ~~ESCOOTERS~~ USE AVENUE - ESCOOTERS - CREATES SAFETY ISSUES + CONFLICTS
- LAKE CONNECTIONS CROSS TO SOUTH IS DISCONNECTED
- Pedestrian underpass not in a functional location
- IMPROVE NORTH/SOUTH LINKAGE OVER TRAIN STATION - SAFE.
- RAT RUNNING ON THE TOWN CENTRE
- PEDESTRIANISE TC VS BALANCE FOR COMMERCIAL @ I - WAY FOR SQ DUE TO CUT DOWN ALBION WAY.
  - BAD PEDESTRIAN ENVIRONMENT
  - DELUX
- STRELLOW RD TO STRICKLAND WAY TOWN CENTRE TOO SLOW.
- TRAFFIC LIGHTS @ BOTH ON STRELLOW HWY.
- ROUND-ABOUT.
- IMPROVE DRIVEWAYS

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

COMMENTS

- TREES
  - HIGHER DENSITY
  - DECIDUOUS TREES TO BRING CANOPY
  - BVT + SQ TREES ARE GOOD, - WEST END NEEDS MORE
- TRAFFIC CALMING ON SQ.
- PUBLIC REALM SQ
  - SEATINGS?
  - NOT PRESCRIPTIVE
  - CONTEMPORARY
  - ACTIVATE
- SEATINGS FOR STUDENT SECTOR - LOCATIONS
- LOCAL OFFICES OR NODES OR TRAIN/BUS.
- TYPICAL SITE TO BE REALIGNED.
- CREATES ISSUES DUE TO SAFETY/ HANG OUTS.
- DIFFERENT TREATMENTS

Q3 Key environmental opportunities?

COMMENTS

SUSTAINABILITY

- Seat new Stirling Alley
- NURSE ON St. ALLY.
- CARBON CREDITS FOR MAINTAIN OF NATURE ZONE ON SQ.
- Council Supplied Recycle Depot.

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

COMMENTS

- NORTH - EAST END OF LC UNDER UTILISED
  - MORE FACILITIES FOR TEENAGERS (CS/SKATEPARK etc).
  - well lit.
- TEENAGE OPPS ON BUS + TC
- USE TOC PARK FOR OPPS FOR TEENS/STUDENTS

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

COMMENTS

- BETTER PEACE FOR STUDENTS TO WALK/CYCLE.
- SAFE CROSSINGS THROUGH THE TOWN
- IMPROVE LOCAL ACCESS
- TOWN OFFICES TO BE IN PSP AREA

Sat 22/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 2 AD

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

Q1 Claremont Town Centre?

COMMENTS

- VIBRANT MARKET BASED
  - OPPORTUNITIES FOR MICRO + BUSINESS, ADDITIVE PRECINCTS TO TRAIN.
- STRATIFIED - OFFICE SPACE CBD LEVEL
- LOSING PERSONALITY DUE TO LARGE DEVELOPER TENANCIES.
- BECOME A HUB FOR MICRO-BUSINESS
- LACK F+B
- TEMPORARY PEDESTRIAN ZONE DAY TC, BELMORE?
  - TEMP BUSINESSES, ACTIVITY
  - ENCOURAGES CAPACITY, FLEXIBILITY, INNOVATION
  - MEANT MADE SOUTH BUT MORE UNBRAM.
  - REDEVELOP CINEMA.
- FAMILY FRIENDLY
  - THEATRE? GENERAL CINEMA
  - BOWLING
- TOURISTS
  - SEASIDE.
  - WALKS, HISTORY.
  - DESTINATION.
- BOUTIQUE HOTEL / SHORT-STAY OPTIONS
- DEAD-END RETAIL.
- CURRENTLY WAY enclosed / internal.
- keep it boutique; Heritage considerations.
  - HERITAGE 6? - RETAIN.
- HISTORY ST.
  - SENSITIVE TO LANDSCAPE.
  - ADAPT, BUT DON'T LOSE THE FEEL

Q2 Areas around train stations?

COMMENTS

- MORE ACTIVATION
- SHADOWING
  - LOCUS TRAPPER CLOSE
  - ACTIVATE.
  - Conflict in school hours.

LOCH ST / ALBION AVE.

Q3 Areas around local centres?

COMMENTS

- ALBION AVE
  - MORE OPPORTUNITIES TO CONNECT
  - PARALLELS

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

COMMENTS

- BOUNDARY OF TC.
- REFLECT DISTINCTIVE OF THE HERITAGE, SENSITIVE APPROACH.

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

COMMENTS

- ENCOURAGE MICRO BUSINESS SCALE
- TEMPORARY SHORT-TERM MEASURES TO ENHANCE ACTIVITY.
- CAT TYPE SERVICES FOR SCHOOL KIDS. - CERCLET.
- 24/7 EXPERIENCE (DAY/NIGHT)
- Affordability?
- STACCATO/ED TIMELINES.
- RATES & ENV LEVIES
- OWN BIT, keep heritage.
- OVERSHADOWING Considerations.
- LARGE DEVELOPMENT to be Broken up so it is not monolithic
- ARCHITECTURALLY DESIGNED.

AD

WOMENS

Shed

AD

CROSSOVERS allowed on roads with rear lanes

Sat 22/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 1

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

Table No. 3 DV

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

Q1 Key movement network opportunities?

COMMENTS

PUBLIC TRANSPORT ACROSS HIGHWAY – NO HUNGRY JACKS RIGHT TURN

DONT SUPPORT ANY MULTI LANES AS IMPACT ON PEDESTRIAN

SUPPORT TUNNEL THROUGH WITH LOCAL STREETS ABOVE.

ST QUENTINS ONE WAY EAST → WEST

IMPROVED DELIVERY TRUCKS TO Q IN BOWER LANE

QUESTION BARNFIELD TWO WAY

REDUCE SPEED IN ST QUENTIN / STOP SIGN @ AVION WAY

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

COMMENTS

IMPROVE STREETSCAPE AMENITY

WALKABILITY

TAKE ADVANTAGE OF FRESHWATER PARADE AS CONNECTOR FOR PEDESTRIANS / BIKE

– ENCORPORATE INTO BIKE PLAN

PEDESTRIAN UNDERPASS @ FRESHWATER.

IMPROVE STATION – STATION QUICK STOP SHOP

– IMPROVE ACCESS

Q3 Key environmental opportunities?

COMMENTS

IMPROVE VERGES IN ST QUENTIN

TREE SPECIES MASTER PLAN

PLANTER BOXES – INCREASE PARTICULARLY ST QUENTIN

VERTICAL GARDEN

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

COMMENTS

COVE PARKS CONNECTION BETWEEN RIVER

CLAREMONT PARKS WORKS WELL – BIT MORE SEATING

GREAT FOR CONCERTS + SCHOOL

IMPROVE FORESHORE

NEW BOARD WALK WEST OF CHRISTCHURCH TO PERRY GROVE

OR AT LEAST ACCESS THROUGH

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

COMMENTS

CINEMA

HOTEL – LUXURY "ALEX"

Sat 22/5

Taylor Burrell Barnett

TOWN OF CLAREMONT Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 3

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

Q1 Claremont Town Centre?

COMMENTS

CAR CHARLE PARKING BAYS

CHILD PLAY SPACES – ORANGE BOX
– RUN AROUND SPACES
~~PEDESTRIAN~~ PLANTING
SETBACK STOREYS ABOVE HERITAGE
SHOPS – RETAIN FACADES
RETURN VERANDA POLES
CONTROL OF HEIGHT – EXCEPTION TO BE DELIVERED WITHOUT VARIATION
GROUND LEVEL APARTMENT GOOD INTERFACE
BOWLING GREEN
INCREASE NIGHT TIME ACTIVITY
EXTENDED TRADING HOURS

HIGHER DENSITY CNR LOVEGROVE/GUILDFORD OLD RUNNING MAINTAIN

BUILD OVER ST QUENTIN

LIBRARY ARTION/COUNCIL CENTRAL BLOCK VIEW?

TO LINK WITH TYPIKA

Q2 Areas around train stations?

COMMENTS

SOFT FACADE AT SWANBOURNE – STEPPING UP HILL
MATERIALS TO RESPECT HERITAGE.
CONNECTION TO SOUTH SIDE

Q3 Areas around local centres?

COMMENTS

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

COMMENTS

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

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

COMMENTS

TYPIKA
SH
PED UNDERPASS
CARPARK

Sat 22/5

Taylor Burrell Barnett

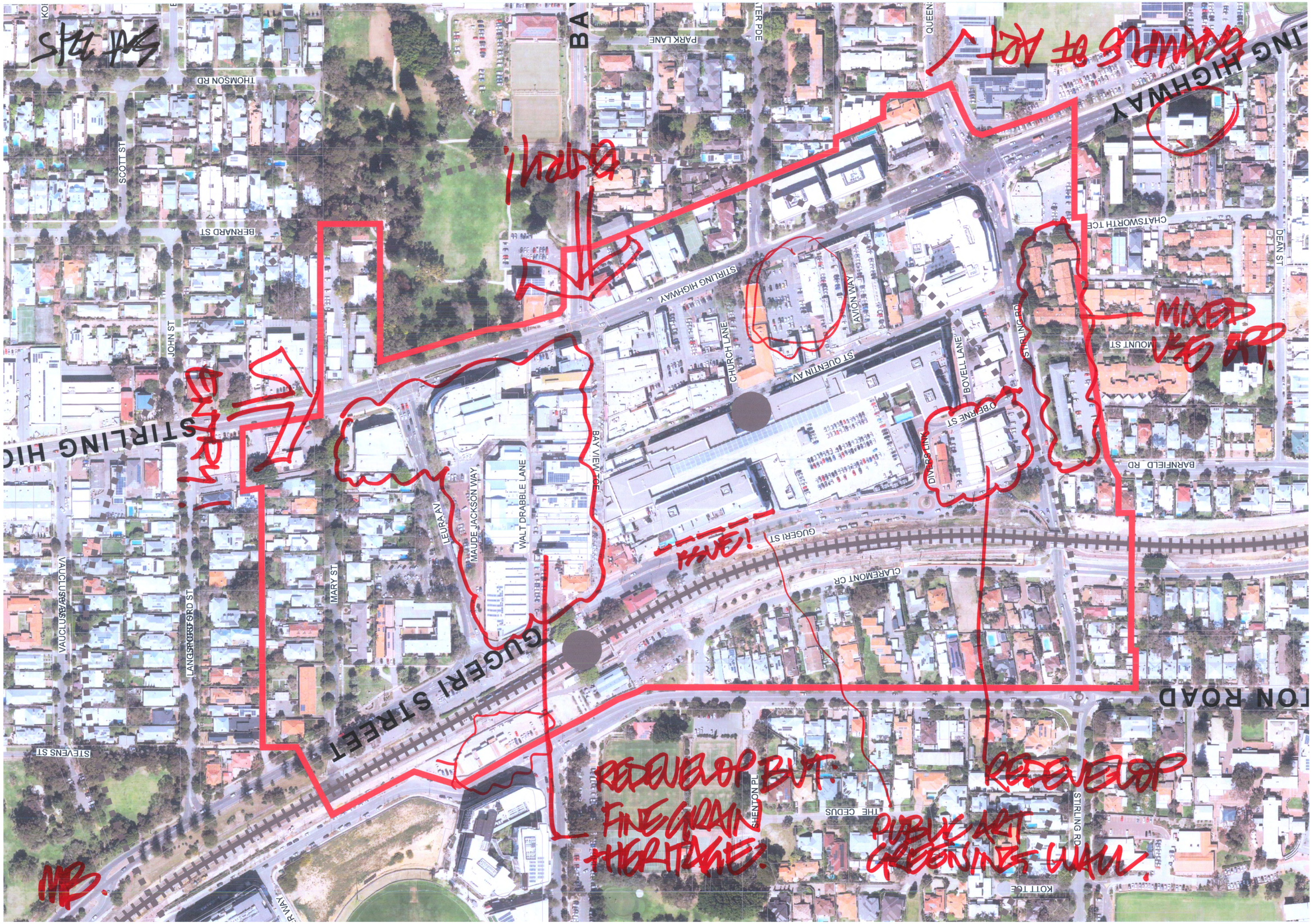
TOWN OF CLAREMONT Est 1898


Swan River
GRANT STREET
STIRLING HIGHWAY
SWANBOURNE
SHENTON ROAD
CLAREMONT
BOURKE STREET
PARK VIEW TERRACE
STIRLING HIGHWAY
Claremont Oval
SHOWGROUNDS (Events only)
CRAIGLANDS ROAD
ST JOHNS WOOD AVENUE
LOCH STREET
ALFRED ROAD
Karrakatta Cemetery
Lake Claremont
Scotch College Middle School
Claremont Town Centre
Claremont Park
Christ Church Grammar School
MLC
Claremont Primary School
Freshwater Bay Primary School
Bethesda Hospital
Cresswell Park
Mulder Park
Swanbourne Lodge
Scotch College
Loch Street Lodge Centre
St Thomas Primary School
Fleur Park

Sat 2/5

AD.

KOTT TCE
STIRLING RD
THE CEDUS
SHENTON PL
Claremont Lawn Tennis Club
R WAY
Rowe Par
STEVENS ST
TON ROAD
CLAREMONT
GUGERI STREET
CLAREMONT CR
GUGERI ST
MARY ST
LANGSFORD ST
VAUCLUSE AV
VAUCLUSE
BARNFIELD RD
DIVERSION LINK
Claremont Town Centre
O'BEIRNE ST
BOVELL LANE
ST QUENTIN AV
CHURCH LANE
BAY VIEW TCE
WALT DRABBLE LANE
MAUDE JACKSON WAY
LEURA AV
STIRLING HIG
MOUNT ST
STIRLING RD
AVION WAY
STIRLING HIGHWAY
JOHN ST
DEAN ST
CHATSWORTH TCE
Town Offices
SQUARE PARK
BERNARD ST
Claremont Park
SCOTT ST
THOMSON RD
Claremont Bowling Club
PARK LANE
QUEEN
TER PDE
BA
LING HIGHWAY
Sat 22/5


THOMSON RD
SCOTT ST
BERNARD ST
JOHN ST
PARK LANE
STIRLING HIGHWAY
CHURCH LANE
AVION WAY
ST QUENTIN AV
BOVELL LANE
O'BRIEN ST
STIRLING RD
MOUNT ST
DEAN ST
CHATSWORTH TCE
BARNFIELD RD
BAY VIEW TCE
LEURA AV
MAUDE JACKSON WAY
WALT DRABBLE LANE
MARY ST
GUGERI ST
CLAREMONT CR
VAUCLUSE AV
LANGSFORD ST
STEVENS ST
SHENTON PL
THE CEDUS
KOTTAGE
GUGERI STREET
STIRLING HIGHWAY
MIXED USE
PUBLIC ART
GREENING
HAVE!
REDEVELOP BUT: FINE GRAIN + HERITAGE!
REDEVELOP
PUBLIC ART GREENING WOW!
MB.

APPENDIX E

Design Workshop Agenda

AGENDA

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

6:00pm	5 mins	Welcome
6:05pm	10 mins	Introduction • Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
6:15pm	15 mins	Outcomes Overview • Community Survey Outcomes • Vision Workshop Outcomes
6:30pm	30 mins	Exercise 1 – Town of Claremont LGA Scenario and Principles • Introduction • Scenario Plan Overview • Group discussion of Key Principles • Group discussion on guiding questions • Group feedback
7:00pm	120 mins	Exercise 2 – Town Centre Scenarios • Introduction • Comparison of Scenarios A & B for each Town Centre Area • Facilitated Group Area Discussions • Group feedback
9:00pm	5 mins	Wrap Up and Next Steps

AGENDA

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

9:30am	5 mins	Welcome
9:35am	10 mins	Introduction • Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
9:45am	15 mins	Outcomes Overview • Community Survey Outcomes • Vision Workshop Outcomes
10:00am	30 mins	Exercise 1 – Town of Claremont LGA Scenario and Principles • Introduction • Scenario Plan Overview • Group discussion of Key Principles • Group discussion on guiding questions • Group feedback
10:30am	120 mins	Exercise 2 – Town Centre Scenarios • Introduction • Comparison of Scenarios A & B for each Town Centre Area • Facilitated Group Area Discussions • Group feedback
12:30pm	5 mins	Wrap Up and Next Steps

APPENDIX F

Design Workshop Powerpoint

June 2021

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

Design Workshop



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

Presented By: TBB

Welcome and Introductions

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

Welcome and Introductions

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



Project Overview

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



1

June 2021

Project Team Roles and Responsibilities

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

Workshop Purpose and Agenda

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

Planning Framework

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



Project Overview



2

June 2021

Community Survey Outcomes

Affordability

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

Built Form

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

Community

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

Community Survey Outcomes

Land Use

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

Movement Network

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

Public Realm

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

Vision Workshop Outcomes

Movement Network

Mode of Transport	Feedback
Vehicles	• **Traffic congestion** is bad, with poor access to the Town Centre • Vehicles **'rat run'** through local streets • **Sufficient parking** around the Town Centre
Pedestrians	• **Pedestrian priority** needed in Town Centre (St Quentin Ave and Bay View Terrace) • Town is **walkable but could be improved** with improvements to safety, signage, paths and shade canopy • Pedestrian **connectivity** needs to be addressed to key locations (Town Centre, Lake Claremont etc.) and across Stirling Highway and Gugeri Street
Cyclists	• **Safety concerns** for cycling in whole LGA, particularly Town Centre • Improve bike network for **full range of users** (recreation, exercise, commuting) • East-west links are good, **north-south** need to be improved
Public Transport	• **Train Station isn't functional or safe** and has **inadequate link** to Town Centre • Bus movement contributes to traffic issues based on the **location of stops and lack of embayments**

Vision Workshop Outcomes

Landscape/Public Realm/Environment

Theme	Feedback
Landscape	• A **green canopy** and better **green space connection** is supported • Trees and planting should use **native planting** • The whole Town should undergo significant greening with value placed on the **retention of existing trees**.
Public Realm	• Claremont lacks continuity in the **streetscape and public realm** which should be addressed by drawing on the **character and heritage** of the Town. • The **public realm of Bay View Terrace** is considered the key to the success of the Town but needs to be supported by better **public realm in St Quentin Avenue** • More **public art opportunities** would contribute to better public realm outcomes
Environment	• Future planning, development and growth need to consider and address **sustainability** at all scales (individual actions, developments, Town activities, public realm etc.) • **Connection** between the river and native vegetation should be a priority • Developments and planning should consider **water sensitive urban design** • **Sustainability, waste management and climate change** need to be addressed

June 2021

Vision Workshop Outcomes

Public Open Space

Public Open Space	Feedback
Park	• **Good supply** of public open space that **needs to be protected** • The tranquillity and natural qualities of the public open space need to be **respected and protected** • Lake Claremont has areas of **underutilisation**
Plazas/Urban Spaces	• When redevelopment occurs, sites should provide **small but useable public space** with the development • The **'town square' is a missed opportunity** to create a quality public space
User Groups	• More **activation around the foreshore and Lake Claremont** will allow residents to better access and enjoy the environment within the Town • Public open space design needs to ensure an **inclusive space** which provides amenity and activity for all • **Opportunities for teenagers** within the public open space are limited and should be addressed

Vision Workshop Outcomes

Built Form/Land Use

Location	Feedback
Claremont Town Centre	• The **Bunnings site and the Typika site** are **key redevelopment opportunities** • **Support more activation** particularly to ensure night time activity (cafes/restaurants/small bars etc.) • **Bay View Terrace South** should be the **primary focus** for improved activation • **Diversity of land uses** are **required** to improve the amenity and activity within Claremont. • **Office use** and **support for small business** to be facilitated • **Higher density development** should be primarily **contained within** the Town Centre • **Limit redevelopment in Mary Street** are to ensure the heritage values are retained.

Vision Workshop Outcomes

Built Form/Land Use

Location	Feedback
Around Train Stations	• **Train Station access is problematic** • **Loch Street and Swanbourne stations to include higher density housing** • **Broader mix of uses around the train stations** Areas around train stations are **lacking activation** • **Materiality** should **respect** surrounding **heritage**.
Around Local Centres	• **Aged care development** considered **near local centres** (Swanbourne, Loch Street, Ashton Avenue) • **Ashton Avenue** appropriate development to **3-4 storeys** • **Keep character of Swanbourne Village and redevelop** as a village with shops etc below
Other	• A **multi-generational youth space** is **required** • **Reflect the aesthetic of the heritage** • **Claremont Showgrounds** needs to be considered

Foundations of Scenario Development

How did we develop the scenario/ideas plans:

- Respond to State Planning Framework
- Consistent with existing Claremont Local Planning Framework
- Opportunities for catalysts on Council / State-owned land assets and large private holdings
- Medium-term State government plans to improve access to public transport (i.e. rail services)
- Technical analysis inputs from project team
- Feedback from community survey and vision workshop
- Leverage off Town Centre 'village feel' character and destination status



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Exercise 1 – Town of Claremont Scenario

Exercise Overview

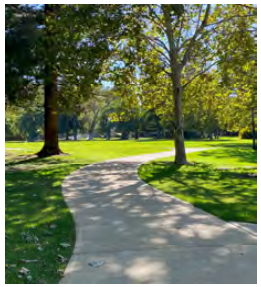
- 5 minute overview + 20 minutes discussion time + 5 minutes of feedback
- Review of draft design principles
- Introduction of Town of Claremont LGA Wide Scenario
- Background of things to consider
- 20 minutes of facilitated discussion
- Groups to provide feedback from discussions

Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

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


Exercise 1 – Town of Claremont Scenario

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






Exercise 1 – Town of Claremont Scenario

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






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Exercise 1 – Town of Claremont Scenario

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







Exercise 1 – Town of Claremont Scenario

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







Exercise 1 – Town of Claremont Scenario

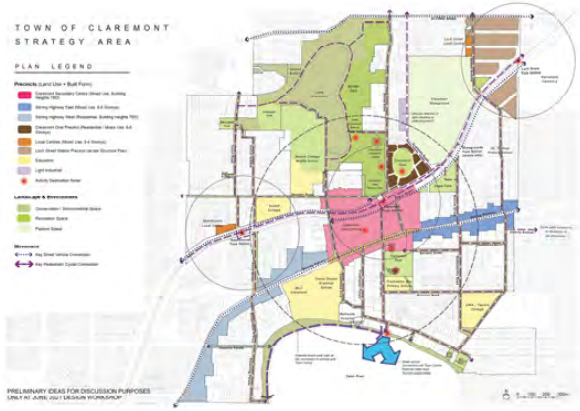
- **Diversify** town centre **land uses** to achieve an active and **sustainable** town centre with destination status







Exercise 1 – Town of Claremont Scenario



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Exercise 1 – Town of Claremont Scenario

Discussion Questions

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

Exercise 1 – Town of Claremont Scenario

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points

Exercise 2 – Claremont Town Centre Draft Scenarios/Ideas Plans

Exercise Overview

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

Exercise 2 – Claremont Town Centre Scenario Areas



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Exercise 2 – Claremont Town Centre Scenarios

AREA 1: MARY STREET AND EAST OF LEURA AVENUE

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



Exercise 2 – Claremont Town Centre Scenarios

AREA 1: MARY STREET AND EAST OF LEURA AVENUE





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

Scenario A Scenario B

Exercise 2 – Claremont Town Centre Scenarios

AREA 1: MARY STREET AND EAST OF LEURA AVENUE





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

Scenario A Scenario B

Exercise 2 – Claremont Town Centre Scenarios

AREA 2: SOUTH OF STIRLING HIGHWAY

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



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Exercise 2 – Claremont Town Centre Scenarios

AREA 2: SOUTH OF STIRLING HIGHWAY

Scenario A



Scenario B



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

Exercise 2 – Claremont Town Centre Scenarios

AREA 3: WEST OF STIRLING ROAD

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






Exercise 2 – Claremont Town Centre Scenarios

AREA 3: WEST OF STIRLING ROAD



Scenario A



Scenario B

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

Exercise 2 – Claremont Town Centre Scenarios

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STIRLING ROAD

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






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Exercise 2 – Claremont Town Centre Scenarios

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STIRLING ROAD





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

Exercise 2 – Claremont Town Centre Scenarios

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

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






Exercise 2 – Claremont Town Centre Scenarios

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

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







Exercise 2 – Claremont Town Centre Scenarios

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

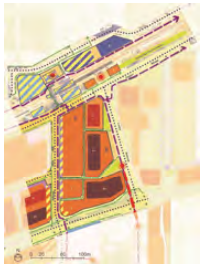
An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.




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Exercise 2 – Claremont Town Centre Scenarios

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



Scenario A

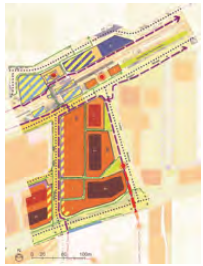


Scenario B

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

Exercise 2 – Claremont Town Centre Scenarios

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



Scenario A



Scenario B

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

Exercise 2 – Claremont Town Centre Scenarios

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER

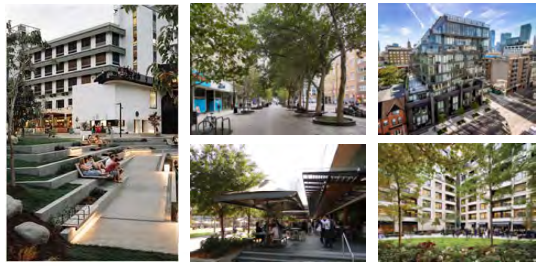
The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm



Exercise 2 – Claremont Town Centre Scenarios

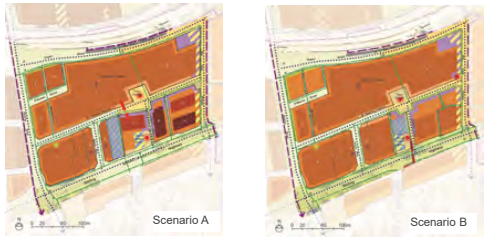
AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER

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



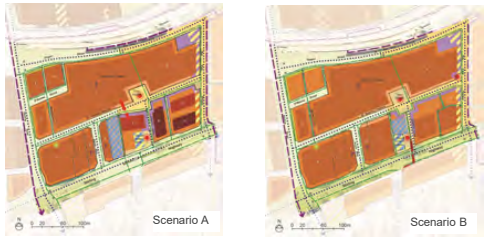
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Exercise 2 – Claremont Town Centre Scenarios
AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER



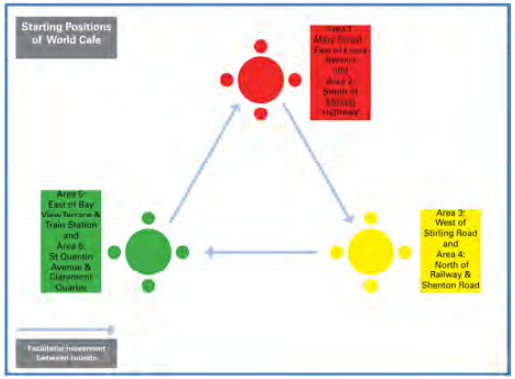
1. Enhancement/extension of Town Square concept across St Quentin Avenue
2. Increase/enhance pedestrian comfort
3. Activated building edges
4. Development intensity on corner of Stirling Highway and Bay View Terrace
5. 'Typika' and adjacent site development opportunities i.e. mixed use community/civic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

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



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

Exercise 2 – Claremont Town Centre Scenarios



Exercise 2 – Claremont Town Centre Scenarios

What you'll be doing at your table

For all 6 areas you will be able to:

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

Facilitator to capture notes and help you provide your feedback

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Exercise 2 – Claremont Town Centre Scenarios

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points

Workshop Close

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

THANK YOU

We shape exceptional places where communities prosper and people belong.

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karen@tbbplanning.com.au
taylorburrellbarnett.com.au

TOWN OF CLAREMONT

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APPENDIX G

Design Workshop Character Statement and Vision Imagery

DESIGN WORKSHOP EXERCISE 2

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

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



4 storey residential development in landscaped setting



3 storey residential development in landscaped setting



3 storey residential development retaining mature trees



Repurposed heritage building integrated with new 4 storey development



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



3 storey mixed use building with active frontage on corner site

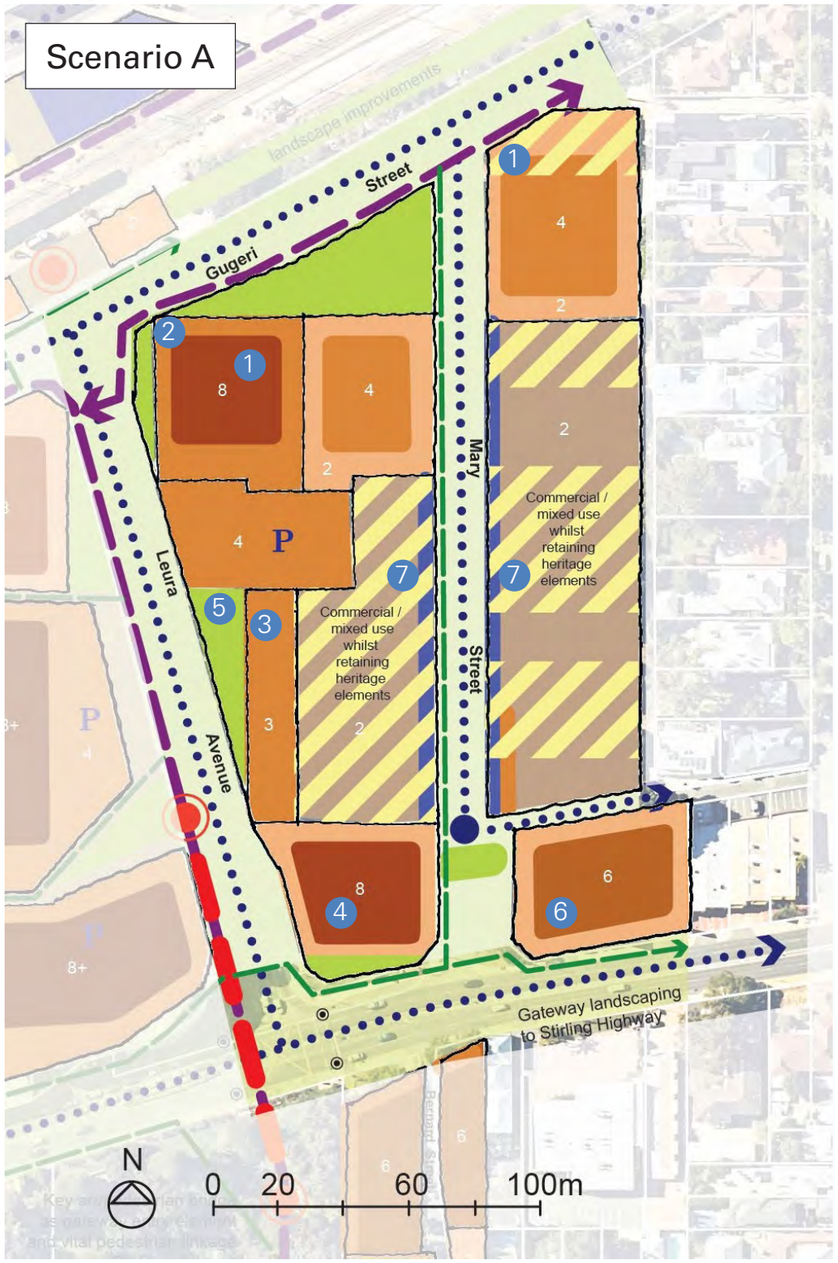
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DESIGN WORKSHOP EXERCISE 2

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

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





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

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DESIGN WORKSHOP EXERCISE 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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



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



6 storey residential development with corner architectural treatment



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



Urban corridor with landscaped central median refuge for pedestrians



Café /restaurant with passive surveillance of community park



Community hub/cafe in park setting

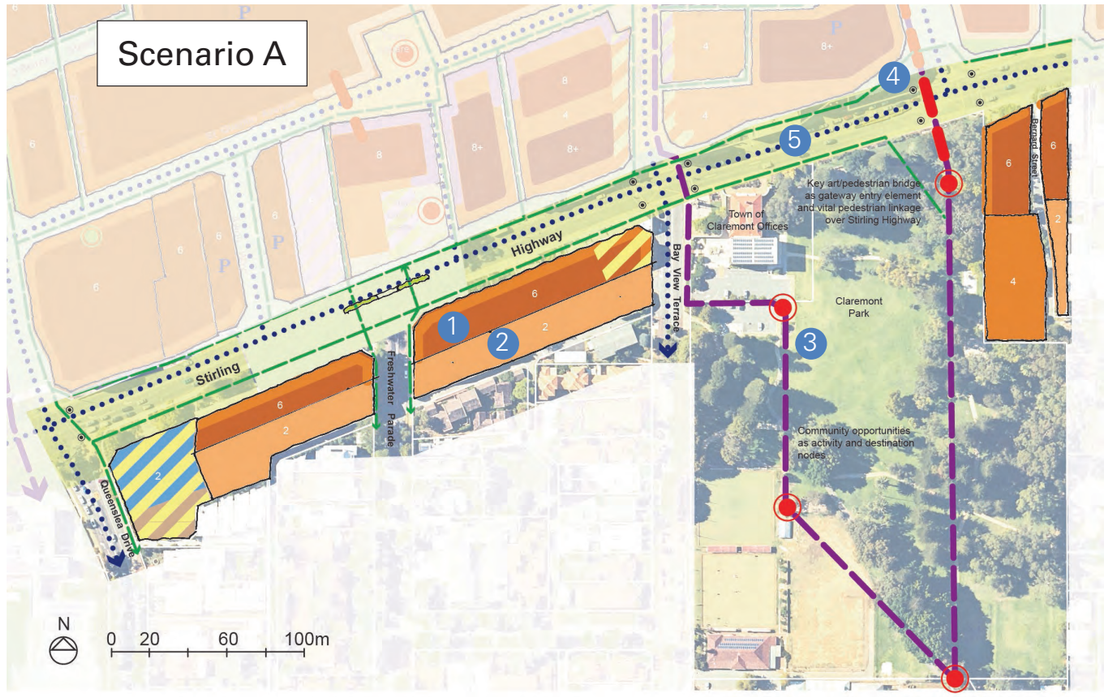
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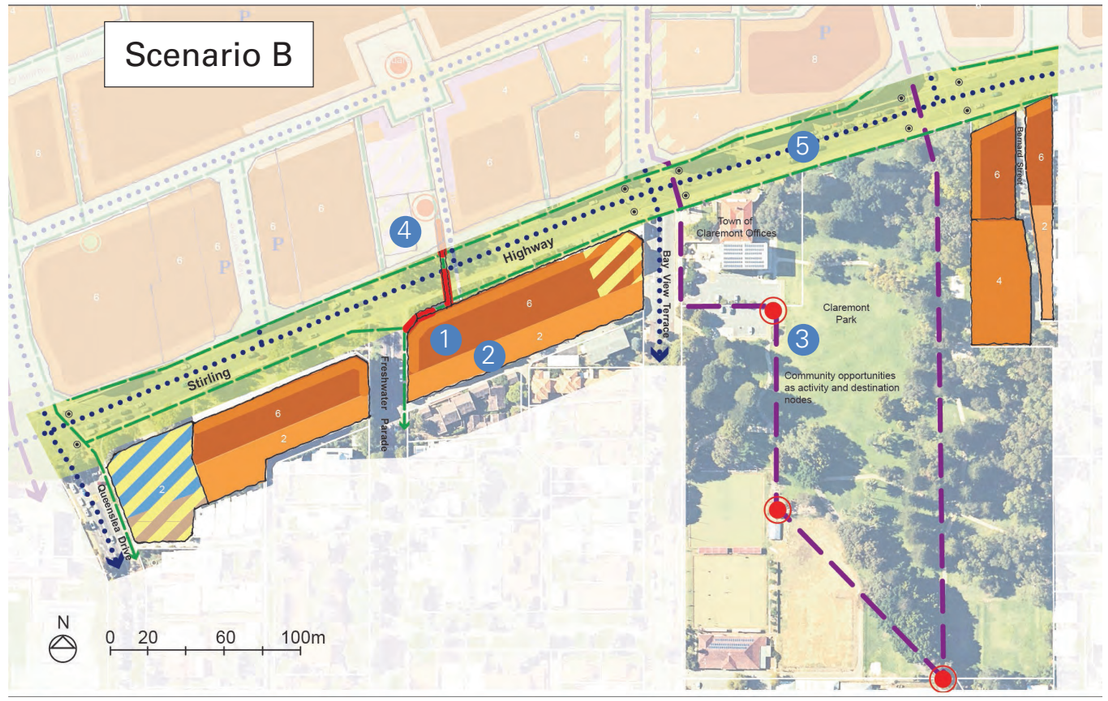
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DESIGN WORKSHOP EXERCISE 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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





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

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DESIGN WORKSHOP EXERCISE 2

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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



8 storey corner development as landmark entry statement on urban corridor



3 storey town houses in landscaped setting fronting public realm



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



2 storey town houses in landscape setting fronting public realm

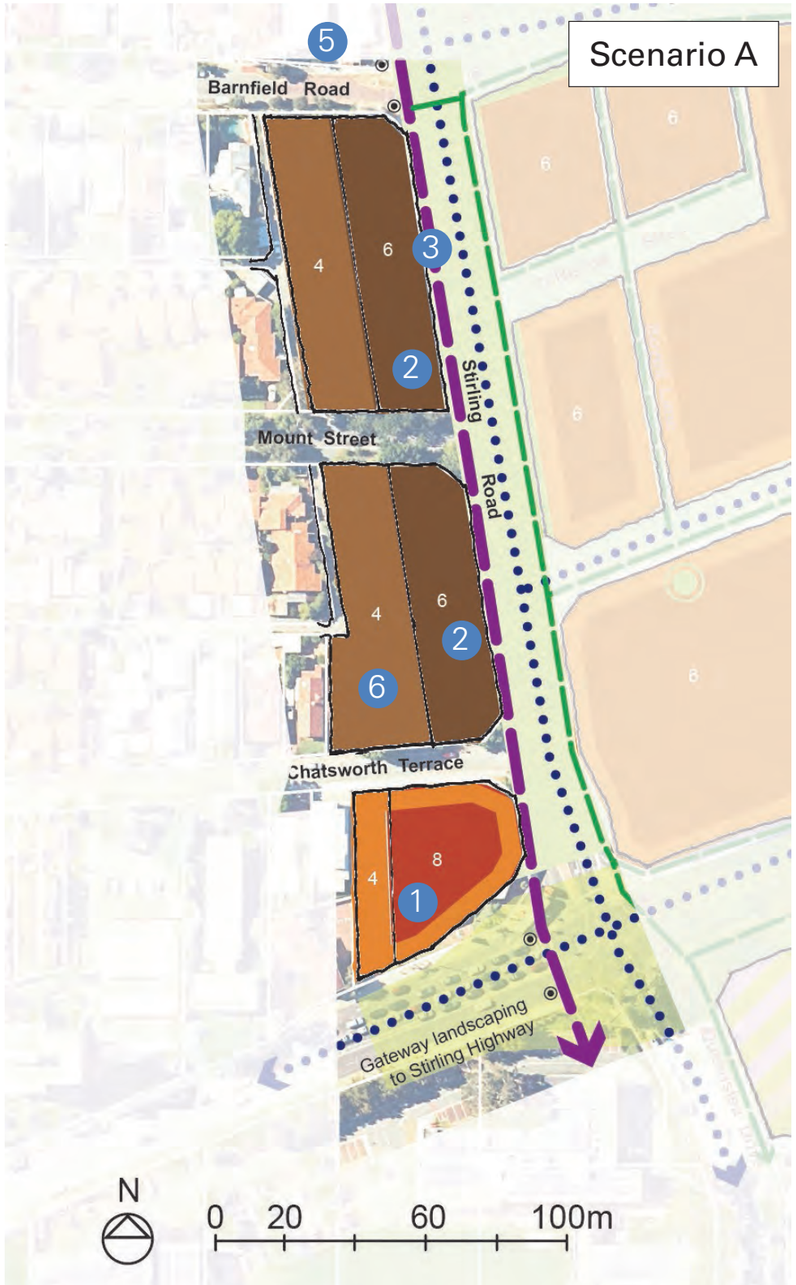
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DESIGN WORKSHOP EXERCISE 2

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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





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

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DESIGN WORKSHOP EXERCISE 2

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

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



2/3 storey apartments in traditional town house style



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



6 storey mixed use development with corner activation



3 storey contemporary town houses with parking to rear

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DESIGN WORKSHOP EXERCISE 2

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

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





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

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DESIGN WORKSHOP EXERCISE 2

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

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



Small urban spaces for community gatherings/entertainment



Landscaped mixed use laneways



Active mixed-use laneway with multiple options for movement network



Heritage shopfronts integrated with new 6 storey commercial development

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DESIGN WORKSHOP EXERCISE 2

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

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



5 storey residential development in landscaped setting



Repurposed heritage café with new 3 storey residential development



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



Lsndscape laneway with repurposed heritage buildings

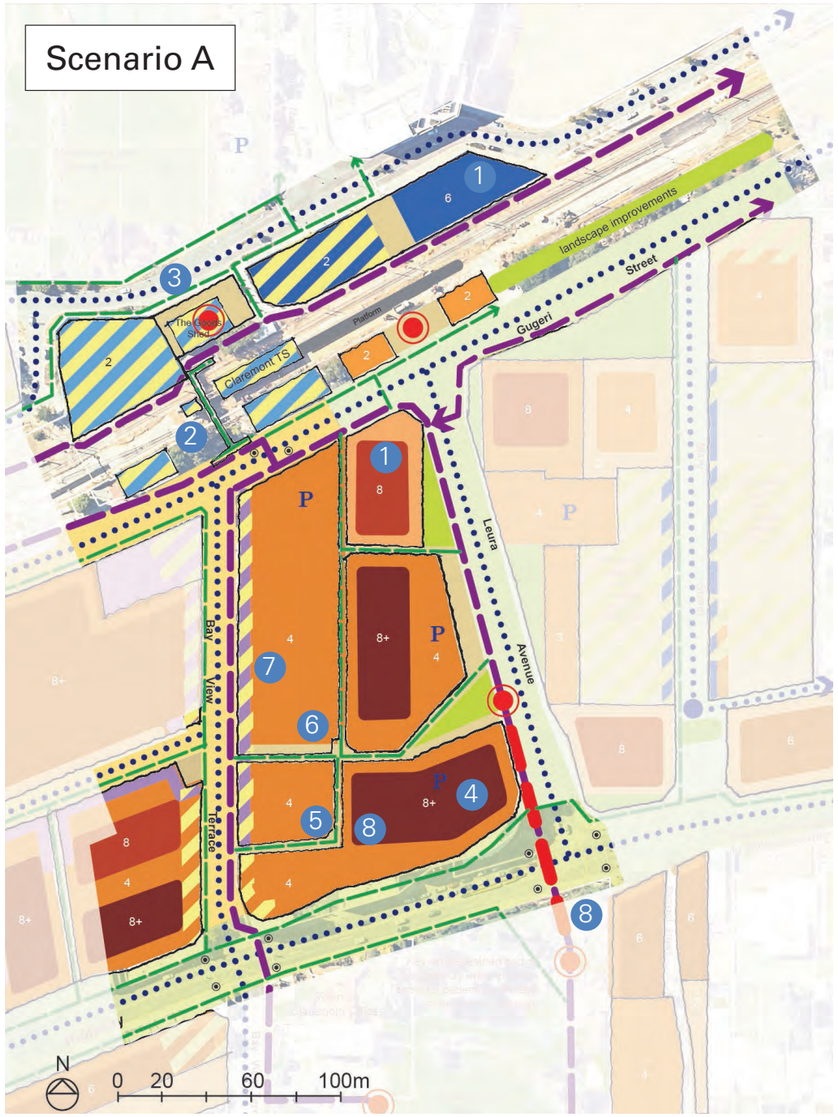
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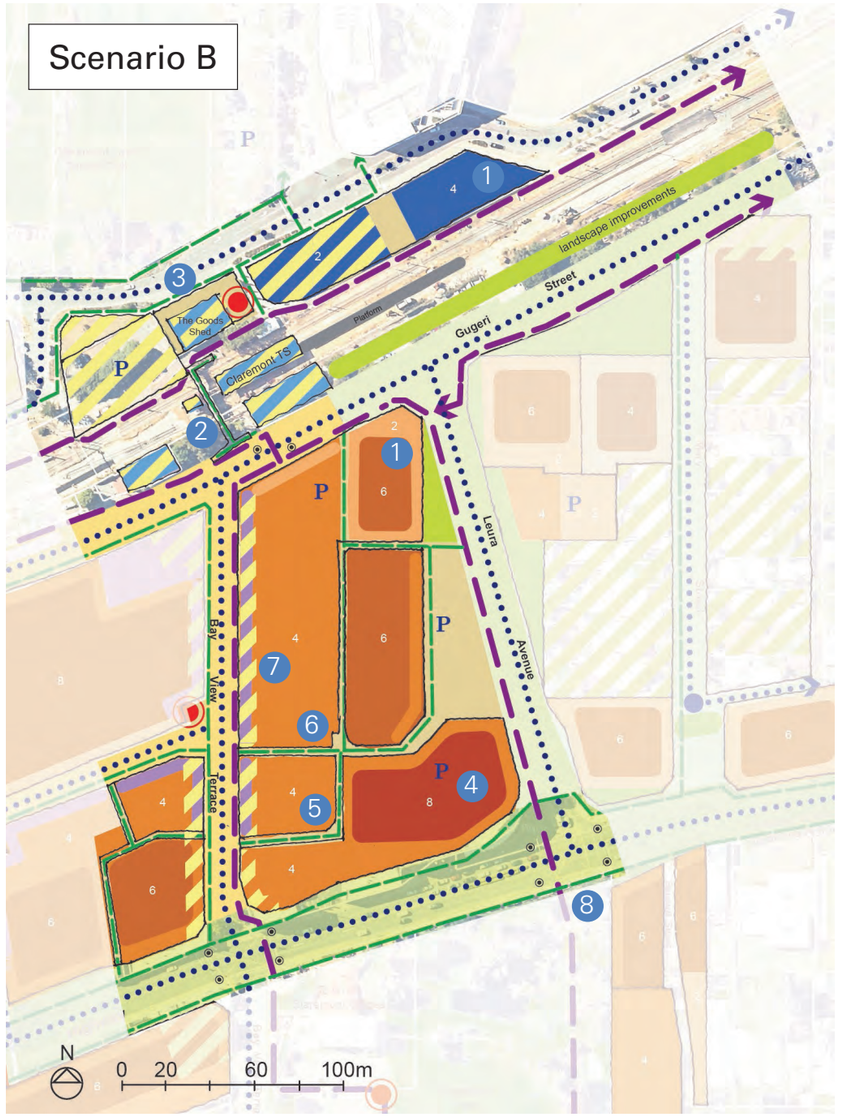
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DESIGN WORKSHOP EXERCISE 2

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

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





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

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DESIGN WORKSHOP EXERCISE 2

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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



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



Shared movement space with significant trees and seating



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



Mixed commercial development integrated with pubic realm and green link



8 storey commercial development providing community park interface and activation

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DESIGN WORKSHOP EXERCISE 2

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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



5 storey mixed use development integrating ground plane level changes



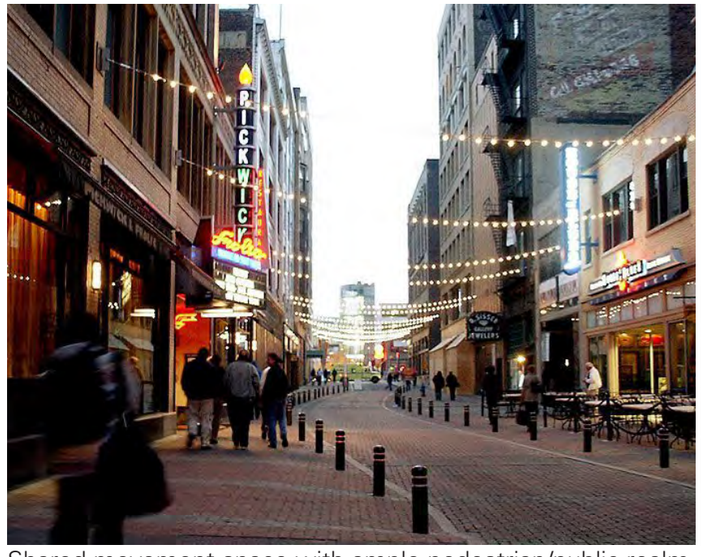
6 storey mixed use development with upper-level setbacks



New urban spaces in commercial development



New multi-purpose, urban spaces with significant trees



Shared movement space with ample pedestrian/public realm



3 storey mixed use providing passive surveillance

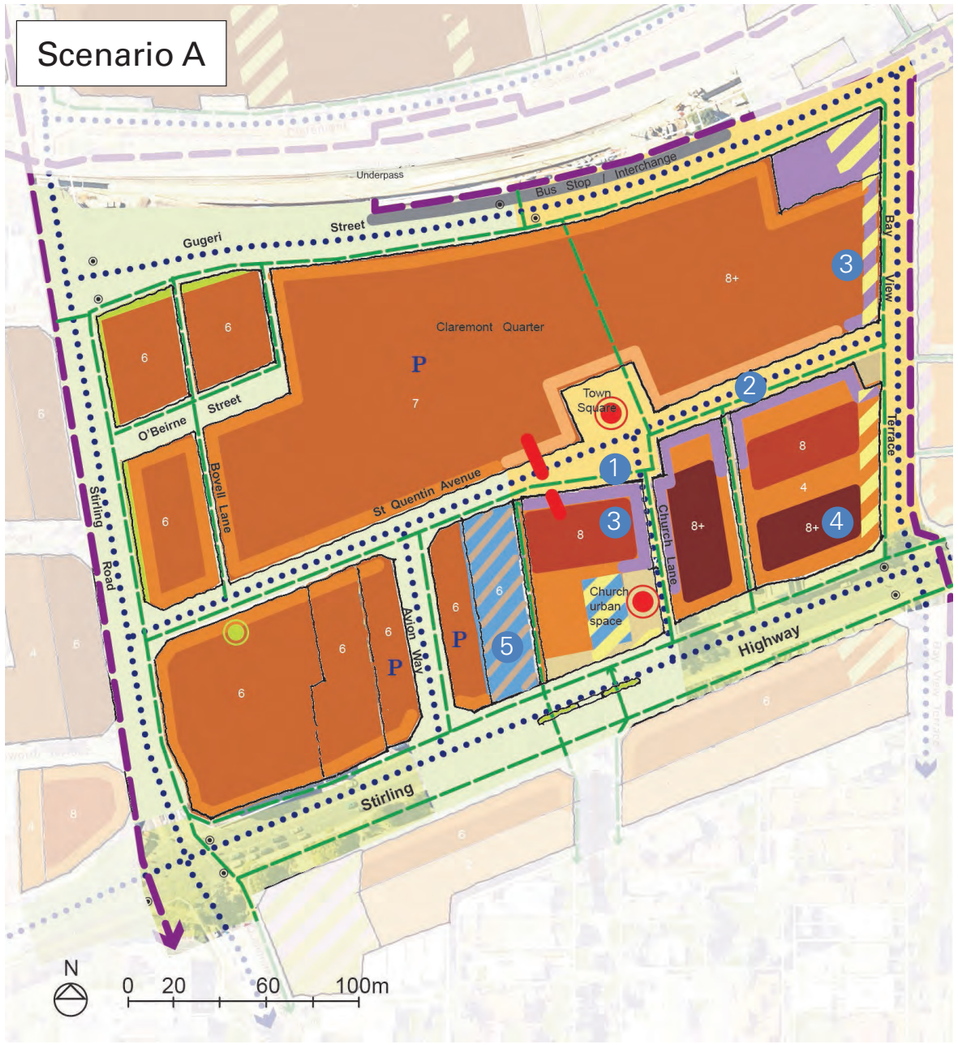
Taylor Burrell Barnett

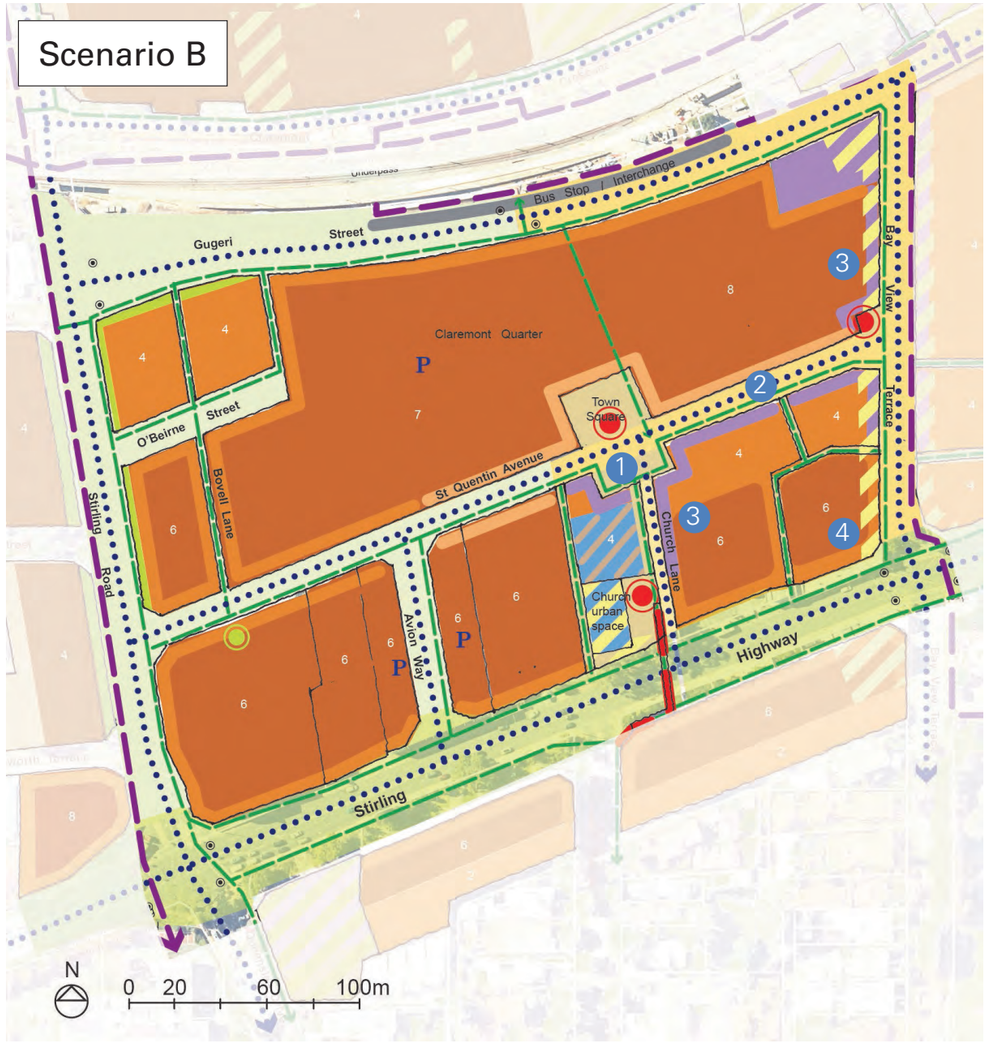
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DESIGN WORKSHOP EXERCISE 2

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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





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

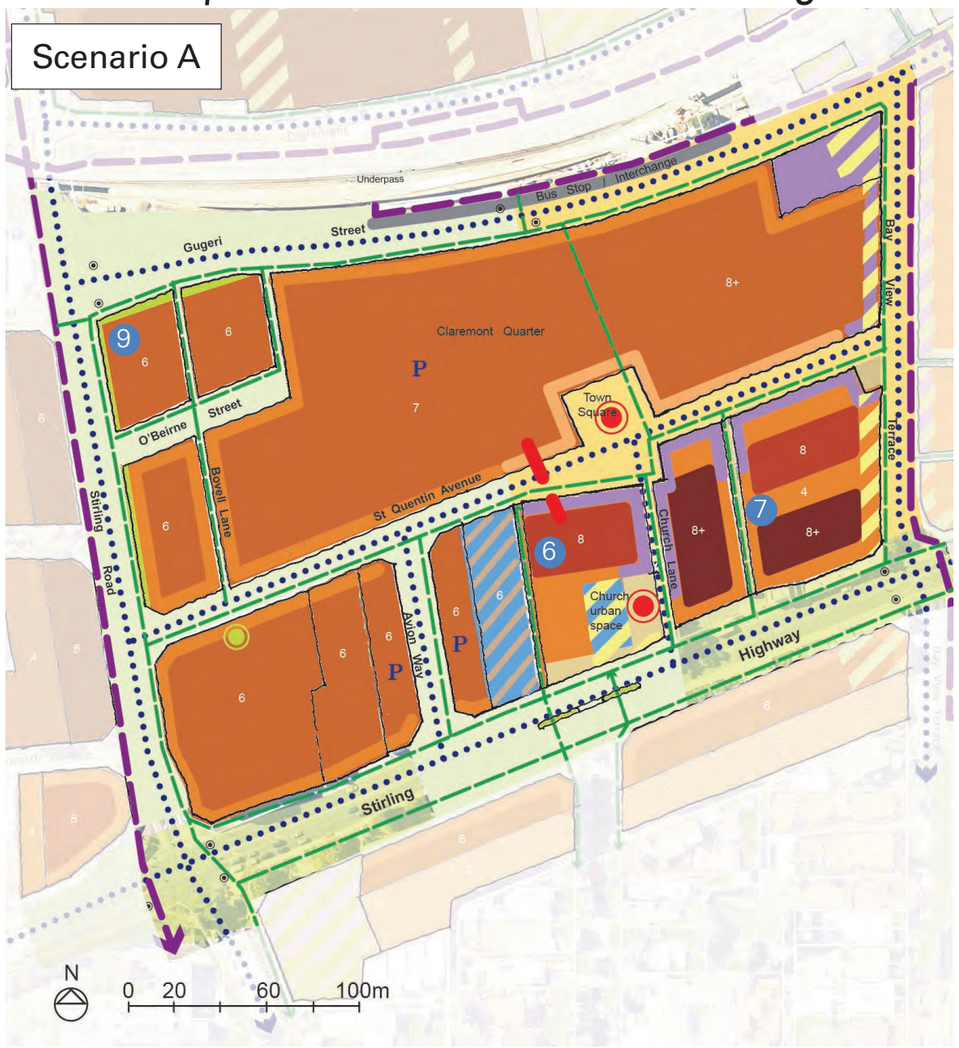
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DESIGN WORKSHOP EXERCISE 2

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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





6 Opportunity for development intensity east of 'Typika' site

7 Consideration of potential for additional pedestrian laneways

8 Consider crossing of Stirling Highway and linkages to the Train Station

9 Opportunity for green edges/street trees along Stirling Road and Gugeri Street to enhance shade shelter/ ambience

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APPENDIX H

Design Workshop Scenarios

TOWN OF CLAREMONT STRATEGY AREA

PLAN LEGEND

Precincts (Land Use + Built Form)

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

Landscape & Environment

- Conservation / Environmental Space
- Recreation Space
- Passive Space

Movement

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



CLAREMONT TOWN CENTRE
SCENARIO PLAN A

PLAN LEGEND

Land Use + Built Form

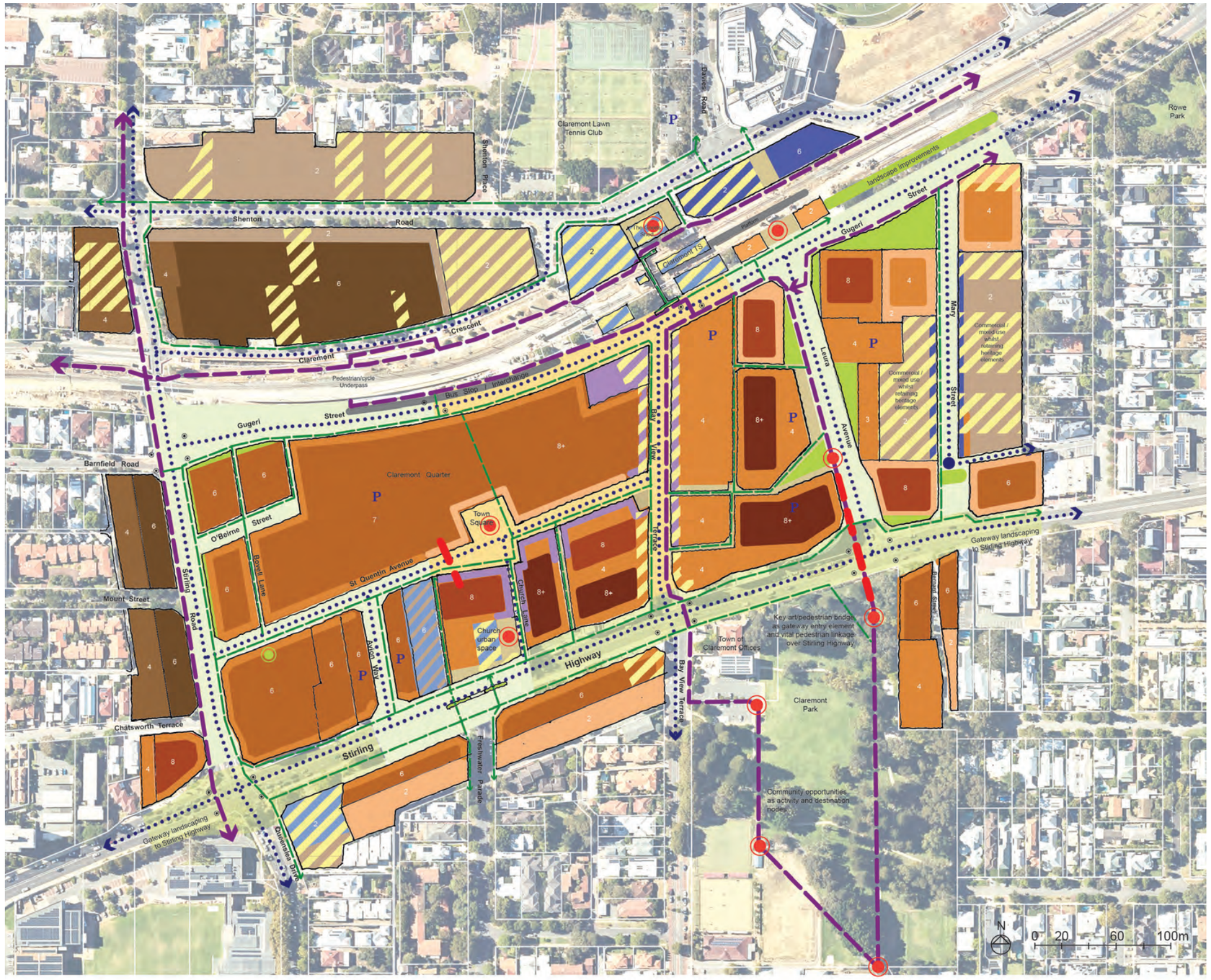
- Mixed Use (2 storey height)
- Mixed Use (4 storey height)
- Mixed Use (6 storey height)
- Mixed Use (8 storey height)
- Mixed Use (8+ storey height)
- Residential (2 storey height)
- Residential (4 storey height)
- Residential (6 storey height)
- Entertainment
- Education
- Civic/ Community
- Commercial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

Public Realm

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

Movement

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



CLAREMONT TOWN CENTRE
SCENARIO PLAN B

PLAN LEGEND

Land Use + Built Form

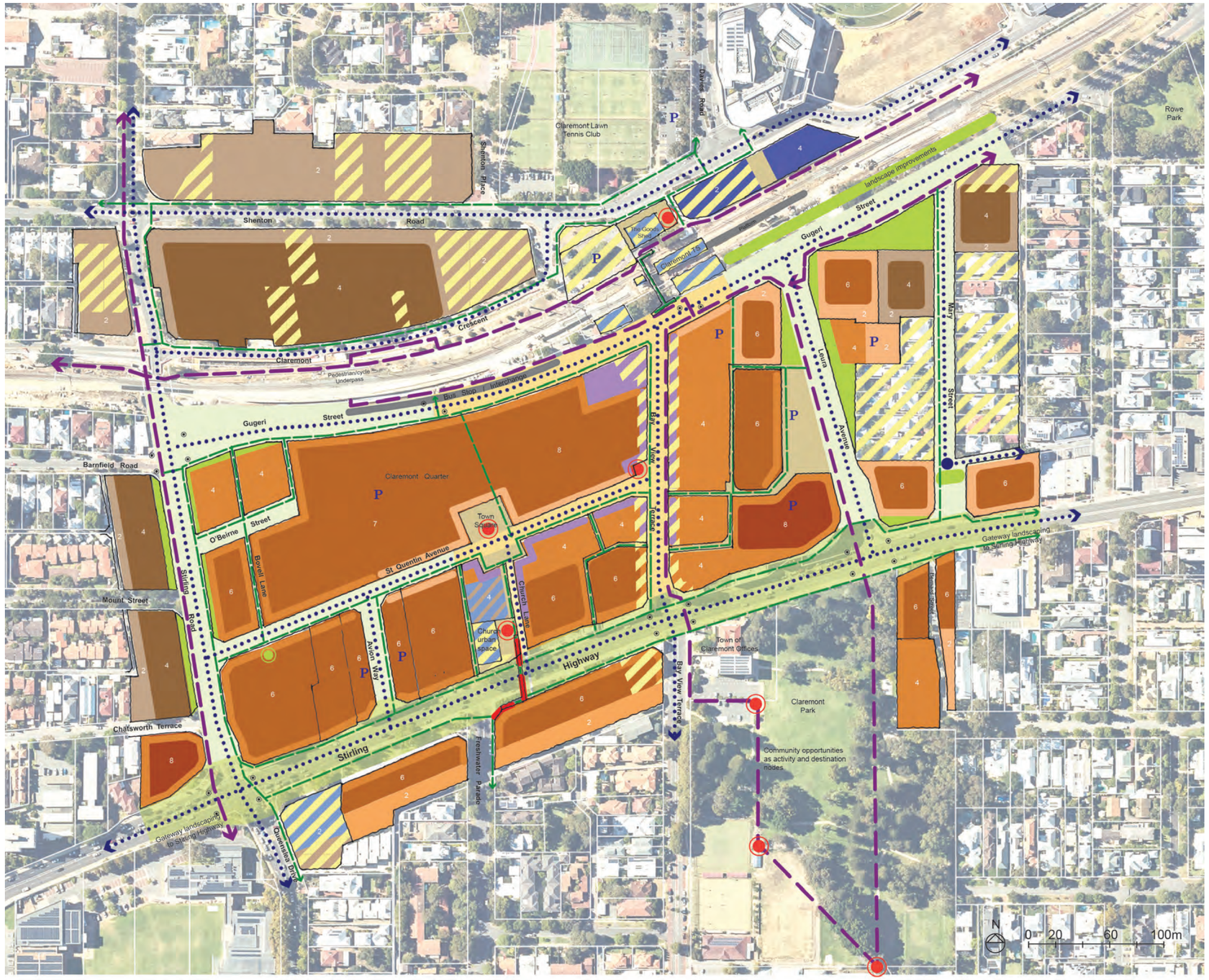
- Mixed Use (2 storey height)
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- Mixed Use (8 storey height)
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- Entertainment
- Education
- Civic/ Community
- Commercial
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- Urban Space (hardscaped)
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- Stirling Highway - Gateway Landscaping
- Publically Accessible Private Open Space

Movement

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



APPENDIX I

Design Workshop Exercise Sheets

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

Table No. 1

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

COMMENTS

North S Railway - Long term impacts associated with decisions made today. Need to consider to influence desired outcomes later. Vision for longer timeframe.

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

Need to promote use of public transport, footpaths by pedestrians + cyclists.

Goal: To reduce car use but keep or increase #customers

- CARBON NEUTRAL

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

COMMENTS

Visualisation of what high res in town centre will look like.

Suggest green will high density < pedestrian level.

Flexibility design principles vs. density to drive optimal outcomes.

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

When the precinct needs more attention.

density of land use.

NE cnr Melder Park - opportunity

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

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

COMMENTS

Support Connection from to Uni. Claremont - Join all the way through

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

COMMENTS

Really supports boardwalk + water activities.

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

Problem SA with schools - increased connectivity from west to schools Immed. the Railway.

Access to Stirling Hwy for corridor development.

Encourage modal shift -

crossing SA down from Stirling to South.

Strategy for all connections through Town Centre.

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

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 1

AREA 1: MARY STREET / EAST OF LEURA AVENUE

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

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

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

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

Boundary between precincts needs S + I need to looked at to exclude residential property Mary St.

Walk into town centre not over density!

Leura + we segregate activity ~~inside~~ - mixed use/office.

Deal with both sides of street.

Scenarios don't really test height variation.

Suggest. Row access.

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

Possible Leura Ave. - where is parking ~~be~~ connections linking to existing and activity are considered.

Heritage Bridge integral.

Object to any commercialisation - St Mary St.

Longford St. rat-running - needs to be closed.

Support intensification sites.

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

Maintain level site

Support redevelopment ~~of existing~~ sites.

Integrated parking + development.

Gugeis / Leura - intersection landmark opportunity

Support Mixed use to Gugeis St.

Retail heritage precinct.

Scenario 4 backyards 3 storeys Stirling Rd Flexibility need to deliver appropriate differentiated develop.

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

Table No. 2

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

COMMENTS

Too Bland.
- Land use.
- Green spaces

Bring Back Village feel
Rather than Retail
- Night Time economy.

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

COMMENTS

Sub precinct. move to more Local centres

- Office more integrated with.

- Traffic + Parking issues must be resolved first before intensify use.

Local centre.

E.G.. MRT Park Singapore

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

COMMENTS

- Plant Trees (BVT).

- Green Space market seem as going under ground rather than above.

- Walk way around River - CCCS - Freshwater.

Strong Connection To River — Lake Claremont
Freshwater Bay — Yacht Club

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

COMMENTS

- Underground carparking connection
- Carparking Area CBC.
- Taper Density away from Hwy 4. density
- Carpark underground.

STHW Underpasses,
Barriers (STHW/Railway/Schools)

- Large Retail under ground (Bunnings/Woolworths).

- Bridges Large Wide + Shaded

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Cadiz Rd Community.

Table No. 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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

Room in Park. to reopen/Bowling club. - Cafe' - Zanzi.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

P.CYC

Revitalise · Parkland

Kids Facility for the Reopen in the Park.

- Vitalise around the community building.
- more interest.
- Step down underpass
- Close off Langsford/Mary. Footbridge closer

If I was to walk from FW Close + Dis no one would interact

Q2 RESPONSE TO VISION IMAGERY

COMMENTS - Sound Shell

Community,

- Sports
- Council
- Community
- Permanent uses
- Skate Park. → No Youth facilities.

→ Bridge linkage Zenith. Stirling Road → Queenslea Drive Bridge

→ WAR Memorial Move. Boardwalk → Cycling.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS - Skate Park.

Bridge near PCYC. (Walking assets 55-57).

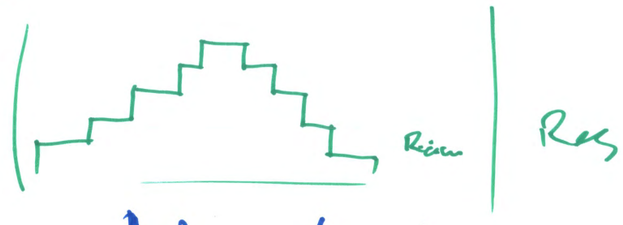
Traffic. not dealt with Removal causes Traffic

- Need uses in Park.. to Draw

- Bowling Club. Wildlife. Dual carriageway

- Wide. Island

Move Bowling club to Lake Clearwood.



- Long Term plan to enhance Trees. Keep current uses

Park - Wildlife closed

Bowling club. - Link from BL.

→ Cafe Mixed use.

→ CAFE

+Community facility SI on Council

→ Toilets.

→ Open onto Park

Morton Bay figs to Remain.

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

Table No. MB 3

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

COMMENTS

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

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

COMMENTS

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

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

COMMENTS

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

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

COMMENTS

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

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 3

AREA 3: WEST OF STIRLING HIGHWAY CHARACTER STATEMENT

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

✓ 8 storey warehouse style dev.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

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

identify.

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 3

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

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

not a litteral connectin? investigate laneway next to block of flats for connectin to underpass

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

reconmed 3D model @ open day. to understand heights in consolidation

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

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

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1. ACCESS LANEWAYS, CARPARK, FACILITIES - INCREASE FROM DECS.
2. BUT, 6-8, PED PRIORITY BALANCE WITH RETAIL INTERP. → Accomodation
3. DWA site, Building some form of bridge over CBRM to build? **Table No. 4**
+Community use, Accomodation?, / ENTRANCE STATEMENT
4. Desired Signal for PLAN A (LATERIZED).
5. Dont on BVT sensitive to existing CHARACTER.

DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

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

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

- LOCATION / WORKING

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

- LANEWAYS GOOD.
- MAYLANDS EXAMPLE
- APPEARANCE OF THE VERANDAHS.
- Consistent appearance at the Streets.
- Sensitive Design, but not fake ✓✓✓✓✓✓
-
- DESIGN REVIEW PROCESS

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- ACCESS LANEWAYS, – GOOD ASSET.
  - GREENING GOOD
  - BUT NEEDS TO ATTRACT PEOPLE
  - ENCR. IN SIZE. (10m)?
- 2 ENTRY MUSEC CENTRE
- BVT – PED PRIORITY SECAT CROSS ✓✓✓✓ BALANCE WITH RETAIL
  - TWO WAY
  - NO CARS – SERVICING VEHICLES ONLY?
  - 4-6 ? ABOVE BVT. ✓✓✓✓
  - INCENTIVES
    - FACADE.
    - CONTRIBUTE
- SERVICING VERY IMPORTANT
- ENTRANCE TO TOC, HERITAGE, CAREER. ✓✓✓
- LATE – GREEN ONLY ✓
- DWA
  - 4-6 STOREY
  - HOTEL / SHORT TERM ACCOMODATION..?
    OR EN CENTRAL.
- EXTEND 1A - BRIDGE OVER CLAREMONT.
  - LAND BRIDGE, POWER VILLARD.
  - OVER INTERFACE STATION
  - DEVELOPER FUNDED.

FULL MARK SUPPORT. FOR 7/8

TOC CP
- Develop, but need the mix of Function / CP Function

SINK RAILWAY

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

AD

Table No. 54

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

COMMENTS

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

COMMENTS

- RAS; out of City – Redevelopment.
  - AFFORDABLE accommodation.
- STIRLING HWY AMD 138
  - TRAFFIC ISSUES, MGT? (ACCESS ISSUES).
- LANDMARK SITES ON SH TO GO UP.
- LI AREA, Y/N
  - IMPROVED AESTHETIC
  - RESE 2/3 STOREY ABOVE.

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

COMMENTS

- Portions where claremont hills used to be.
- ACCESS.

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

COMMENTS

- Ped xing for students into town Centre.
- SAFETY OF cycling for students — DEDICATED CYCLING ✓✓
- Jenkins Ave connection.
- UNDERGROUND STIRLING HWY. ? ✓
- BOARDWALK, ✓✓ BUT SHARE cycle/PED
- Connections through st lours.
- AWKWARD connections through TC.
- SH ACCESS ISSUES.

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TABLE ~~6~~ A5

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

David
Table No. Karen.
5

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

COMMENTS

general support.

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

COMMENTS

keep Swanbourne village a village.

development set back to enable al fresco & walking past.

appreciate easy one way images. - eg: Walt Disney.

consider environmental impacts, noise etc. EPS.

activate spaces

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

Think about services, facilities, offices and not just f&b.
Think about a hotel or two (bespoke).
Short term accomodation.

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

COMMENTS

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

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

COMMENTS

slow people down, cars, pedestrians cyclists in centre.
vehicular circulation off Stirling Highway and around the Centre.
work with State Government, long term plans for SH.
consider secondary traffic circulation to connect
north / south traffic flow.

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

connect well/better to train station.

off SH cycling.
& think about Swanbourne Centre.

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

Table No. 5

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Support ✓✓

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

Consider commercial viability – if we want a vibrant centre & proper development in the TC need to allow for height / what do we want hotel, good public realm

metrage not just storeys as a guide.

sensitive near church.

aesthetics matter with height.

more important than height is how it is set back from the street/pedestrian interface/set back important.

Height on Stirling Highway consider access from Stirling Highway

Underwhelmed by Town Sq. Want to enliven/bring character to area/landscape.

activate 365, f & b. outward facing.

don't contract space. make it larger

Support T Sq on other side of road.

Space near church integrated with Tipeka site

Tipeka key site provide development incentive/apartment hotel need more bars & restaurants small bars.

Small spots for greater height.

think about how areas interface

Land swaps to enable good outcomes for Town Sq.

Think outside the box in terms of land holdings

focus development height allow for views.

podium & tower consideration @ S. BVT.

Strengthen red link along Stirling.

Building one St Quentins & over S.H.

Clyde St = 6/8 storey. 12 in centre or more.

Cluster like Bygon St.

Nightime economy

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- Better Town Sq.
  longer
  more active

- height - more to allow per more Town Square. enlargement areas.

  | Hinds
  | aberaft
  | traffic
  | management

- Land uses
  hotel
  short stay
  tours / restaurants.
  night time economy

- ped corridor
  cycle corridor

  | shared

- elevated walkway over SH

- build/air rights over SH over rail. within St Quentin

- Land swaps.
- Car servicing etc redevelopment

1. Retrofit recycled / rainwater - water tank.
2. Dedicated cycle/ped network
3. Signalised, ped/cycle crossing priority @ junctions no slip lanes
4. Improve TC to Lake Claremont connection, even through golf course.
5. Swanbourne upgrade
6. Village feel supported.
7. LI zones
   - use is important, but opp for res or mix u/u potentials.
8. All-abilities access must be considered, includes access from PT to TC. - identify those users sign.
   - clear sightlines.

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

Table No. 1

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

COMMENTS

- Village feel is important.
  - 'Feel' is a big place.

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

COMMENTS

- LIGHT INDUSTRIAL AREA. to MIXED USE.? - EXTRA DWELLINGS?
  - CRAFT INDUSTRY, Continue current uses.
  - SERVICE INDUSTRY?
- STILL A DESIRE FOR LI

- SWANBOURNE. - LITERAL OF SHOULD BE.
  - USE FIRE BRIGADE BRIDGE.
  - B/F STORIES ES GOOD.

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

COMMENTS

- OPPS for LANDSCAPING + REVEGETATION ON VERGES.
- STATED SPEED ENFORCEMENT.
  - DAVIES ROAD
  - MEDIAN HARD TO CROSS.

- Pontoon / RECREATION on RIVER.
  - NEEDS PATHWAY?
  - Cycling.

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

COMMENTS

- FOOTPATHS, PEDESTRIAN CROSSINGS NO GOOD. Cobblestone not disabled friendly. - TWO PATHWAYS ON CORNERS., SIGHTLINES
- CLAREMONT POOL, ACCESS NOT GOOD for disabled. - SIGNAGE ON FOOTPATHS FOR DESIGNATED ACCESS
- Public transport and ALL-ABILITIES ACCESS
- TC, through golf course to Cafe.
- SHARED BIKE PATHS, SEPERATED IF PRACTICAL. - DEDICATED
- SITE NOTION NO ACCESS FOR STUDENTS TO BE ENFORCED
  - REDUCED TO 40km/h
- BOARDWALK.
  - GOOD IDEA, NEEDS TO ENSURE RECREATION
- WATER TAXIS.

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 1

AREA 1: MARY STREET / EAST OF LEURA AVENUE

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

EDERS.

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

- BUTTERFLY MAN COOD.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- Commercial on MARY ST. NO! — SPREAD OUT IF NEEDED
- ~~1~~ 3 STR TOWNHOUSE o/c.
- MIXED USE on LEURA CORNER. — MUST FIT WITH TRAIN AREA
  - SYNERGY WITH INTERNATIONAL OFFICE SPACE
  - STERLING ITALY
    - MAXIMISE THE ACCESS WHERE POSSIBLE.
    - TRANSITION IS IMPORTANT.
    - TREES + GREEN IMPORTANT. ON DEVELOPMENT.
- ACCESS STERLING ITALY. TO BE SEPERATED.
  - current traffic to busy stop
- TOWNHOUSE DEVS COOD. ✓✓ BE more correct.
- SCHEME A AREA OK. MORE TRAIN STATION

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 1

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- Bus to CBD
- Smaller precinct to Bayview
- Affordable housing on Bayview (Accessible housing) – 6 storey ok.
- Transition Employment + Carlisle to Bayview
- Create Corner centre. Cover service
- Network Destination Routes
- All public Buildings to be Sub-Regional.
- Claremont
- Underground Stormwater Tanks – local network too.
- Trees – Decrease.
  - Motion Bay Pecan
  - Some Evergreen
  - Some
- Access Streets Hilly → Barriers, Connect into Nat.
  - 24/7 use.
  - Trees.
  - – Drop Access.
- Access – Pedestrian Only
  - Cycle Only
  - Access Points
  - + Emergency
- Bowls club
  - Community/cultural precinct } Lower end.
  - 2/3
  - Community Connection?
- Stirling Hwy
- 8 storey. ok.
- Carnival other opportunities

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TOWN OF CLAREMONT Est 1898

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

MB Table No. (2)

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

COMMENTS

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

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

COMMENTS

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

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

COMMENTS

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

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

COMMENTS

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

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

MB

Table No. 2

AREA 3: WEST OF STIRLING HIGHWAY CHARACTER STATEMENT

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

character ok. - refine if needed to match scenario ofc

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

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

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

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- Key pedestrian + cycle connection is vital ✓
- extend green connection
- 4 storey along stirling road. Scenario B.

OR

- 6 storey to reduce impact on area 4.
- step down to existing residential.
- maintain trees (existing) along Stirling road.
- layer height 6-4-2 storey
- ~~amalgamation of lots to achieve development minimum size required before development~~ ✗
- ~~sensitive to heritage~~

written on wrong sheet - made to event.

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

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. MB 2

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

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

character ok - refine to meet scenario plan feedback

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

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

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TOWN OF CLAREMONT Est 1898

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

Table No. 3

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

COMMENTS

General support.

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

COMMENTS

Focus on TC & limit in SW. Villages. Ok around stations & centres as appropriate with Claremont Baths.

incentivise retaining heritage frontages.

Support character.

retain village centre frontages.

set back.

Management of traffic with increased development.

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

COMMENTS

Tree masterplan - knowing significant trees & canopy.

get people walking along the River.

Love the River Committee

Claremont Baths.

Native trees. Not Plane trees.

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

COMMENTS

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

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DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 3

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

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

a must.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Supported by all groups.
Village feel a must.

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

laneways think about Universal access.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

Support for laneway format - needs activation. Tenancies ground.
Support for dev above & behind BUT.
Height towards S Highway. potential to expand Business hub.
basement parking Tourist attraction
Extend laneways. which connect to Cygnet & SH. 8 storeys along SH.
BUT 4 storey, above. or top of 3 storeys.
cross railway with ped & cycle access integrated.
open spaces with laneways. set backs. safety & surveillance.
not just a wall of development. set backs.
set which are marigul & with purpose.
increase greening. landscape.
Bridge a building over the railway.
market, eg: Paddington Sydney

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TOWN OF CLAREMONT Est 1898

DESIGN WORKSHOP EXERCISE 2
TOWN OF CLAREMONT TOWN CENTRE SCENARIOS (120 MINS)

Table No. 3

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Grp 1 support & Grp 3.

add in connected & flowing.

too wordy.

recognise it is a residential area.

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

✓

Think about ped safety / like TSq. images ✓

Support Greenery. ✓

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

Scenario.

✓ ✓

→ Expand TSq. Greener. expand other side of street & centre more traditional shape

Support St.

Consider other needs per accomodation, - pedestrian shelter. - link to church - & green trees. country hub.

Priciple of extra height. understood but identify heights

Tall & narrow forms in a green space vertical mix.

- respect parks
- public realm.
- land uses that the Town needs.
- childrens play area.

Typica - Green space with new development.

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

pop ups
event spaces..

Centre sq. is welcomised

Upgrade the Theatre interface with Cowgate.

Other uses. short term. hotel theatre. for accom cinemas. underground. open air roof tops / bars. / country spaces.

interesting..

York, UK

Typica.

Low speed - check lane. - ~~shared lane~~ opportunity for SH cross over. to Avion Way. centre over Railway.

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

BVT recommended rest places.

24hr. full access

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TOWN OF CLAREMONT Est 1898

Exercise 1 – Town of Claremont Scenario

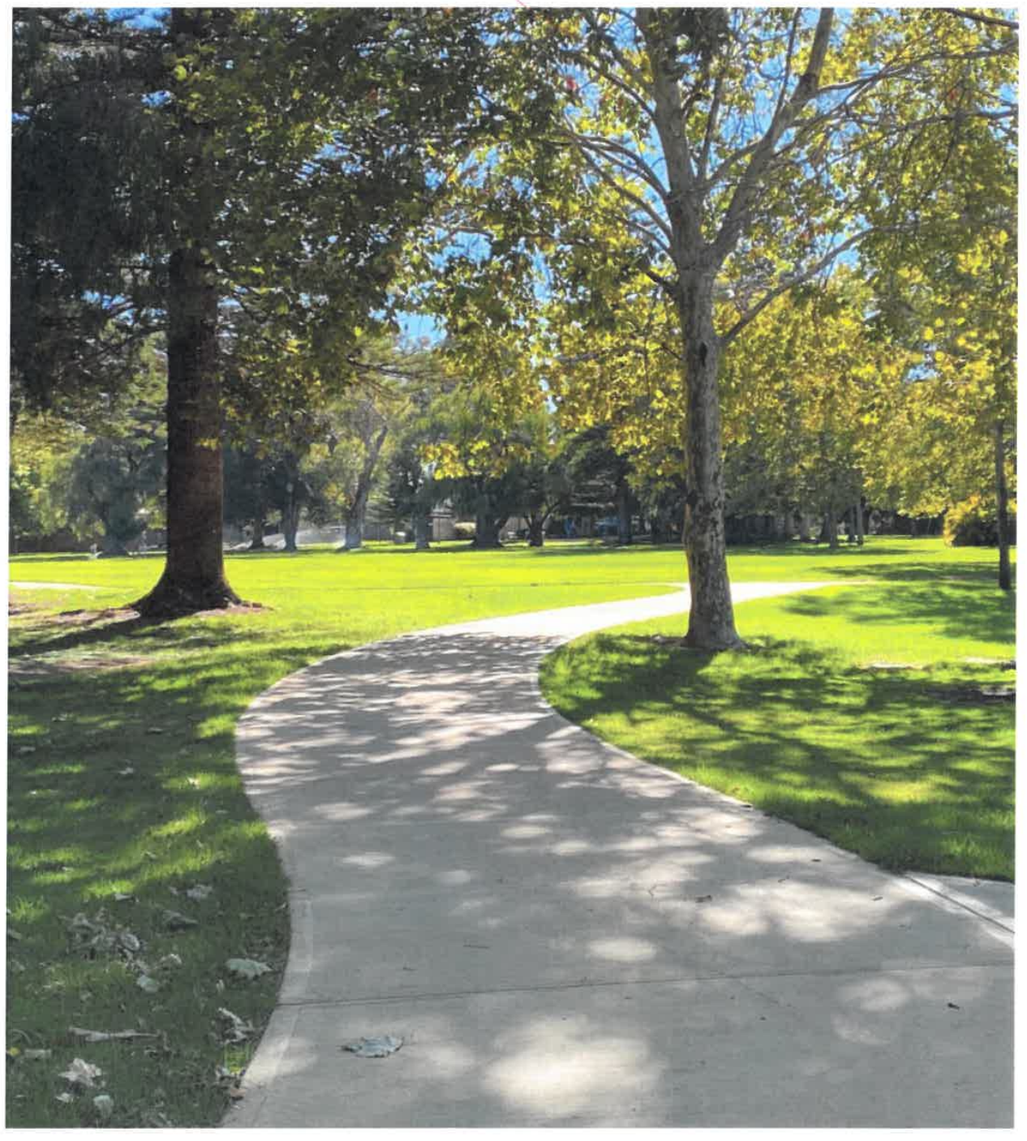
Claremont Design Principles

Responding to Community engagement and vision setting:

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





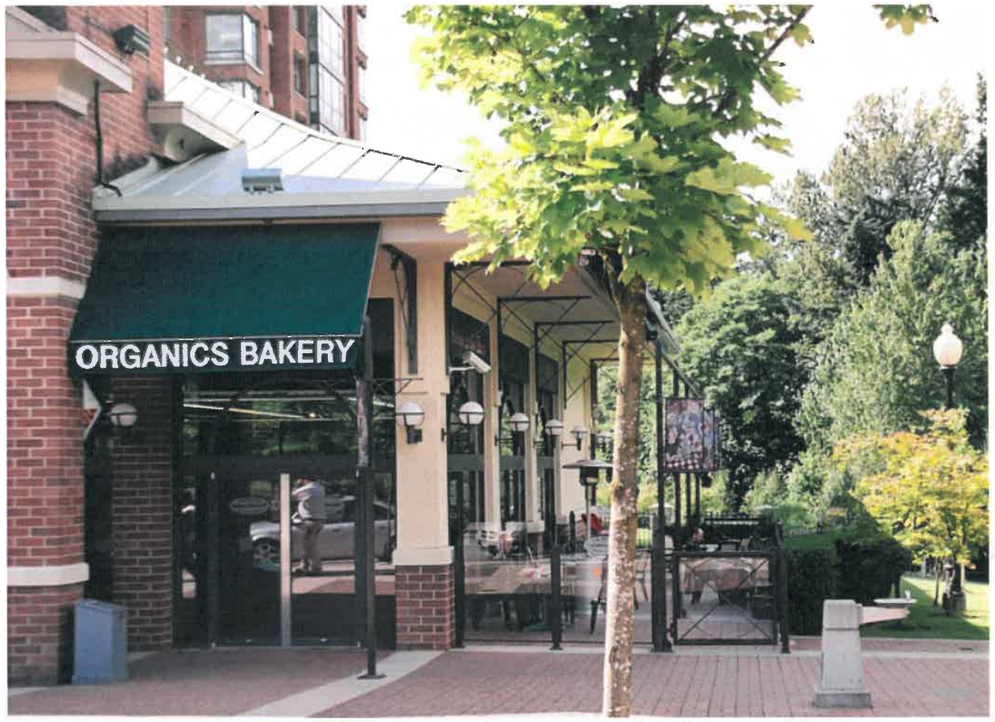


Exercise 1 – Town of Claremont Scenario

of Swanbourne

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







Exercise 1 – Town of Claremont Scenario

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







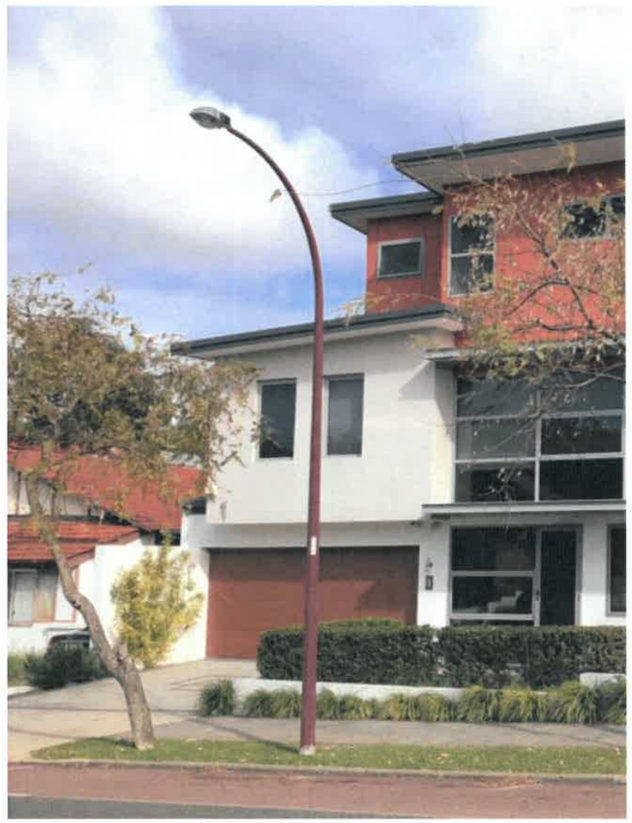
? don't agree - ? limit density to corridors why not include in residential issue is current design codes ie units for people sticking at + those downsizing.

Exercise 1 – Town of Claremont Scenario

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

not affecting heritage buildings + appropriate density → around public transport corridors ↳ aware of overshadowing impacts







Exercise 1 – Town of Claremont Scenario

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









Exercise 1 – Town of Claremont Scenario

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

modern sensitive.







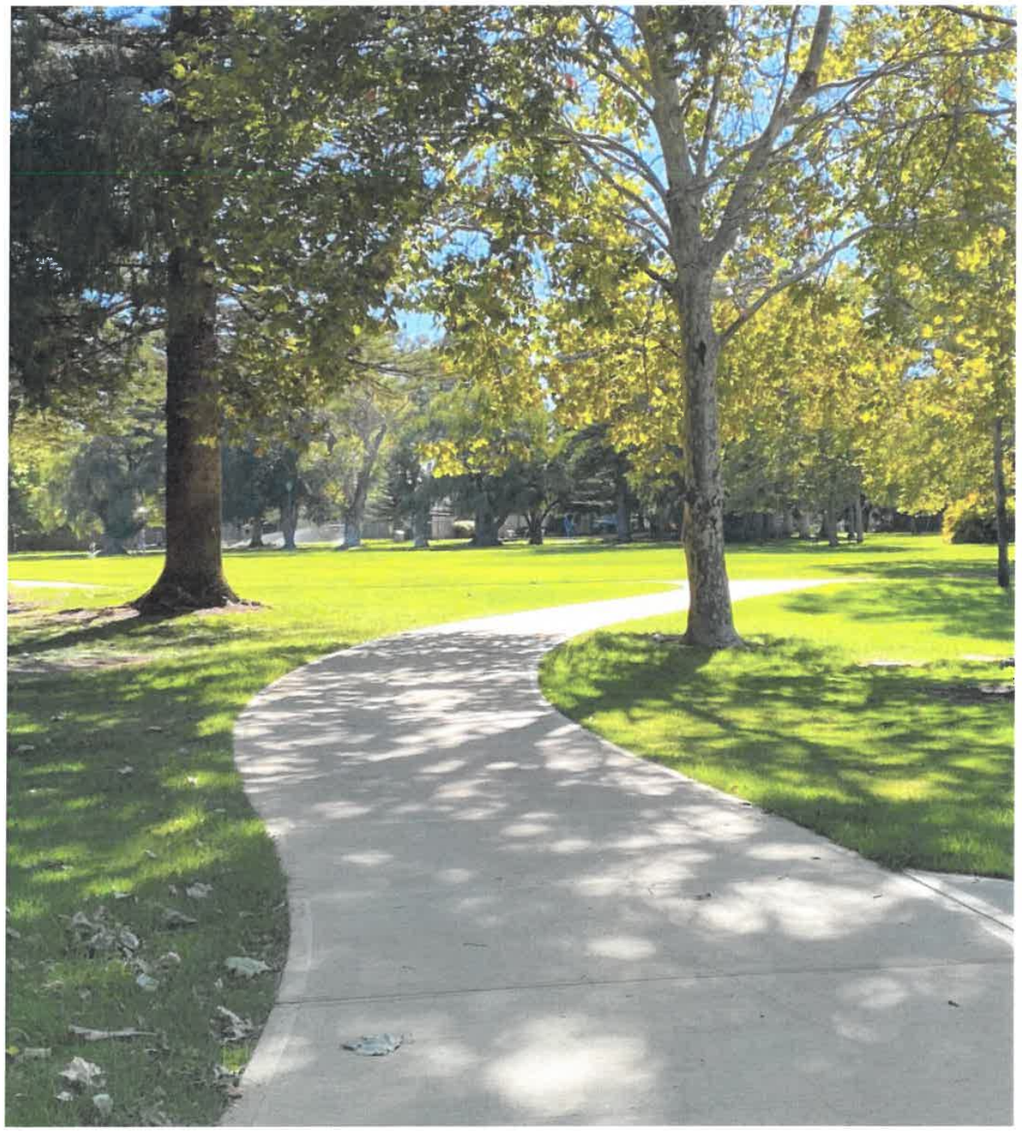
Exercise 1 – Town of Claremont Scenario

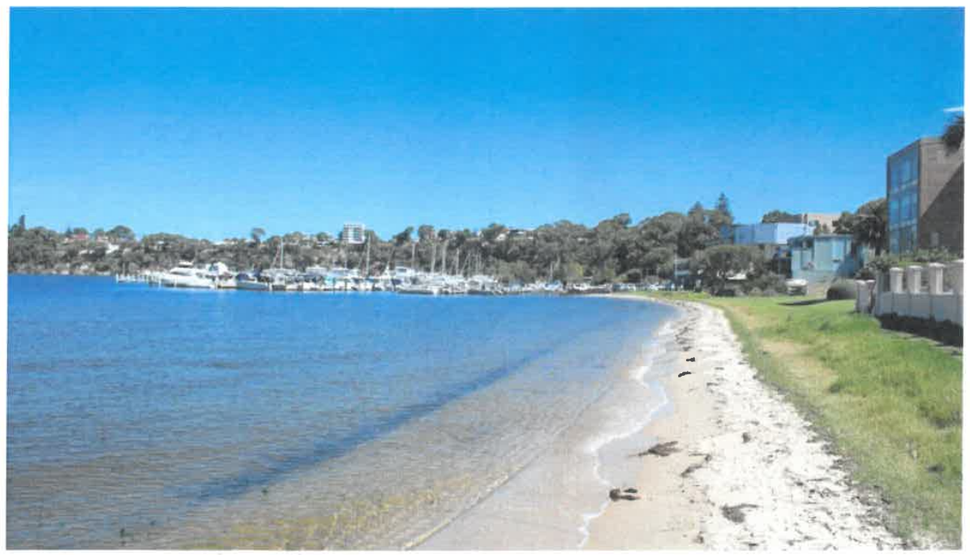
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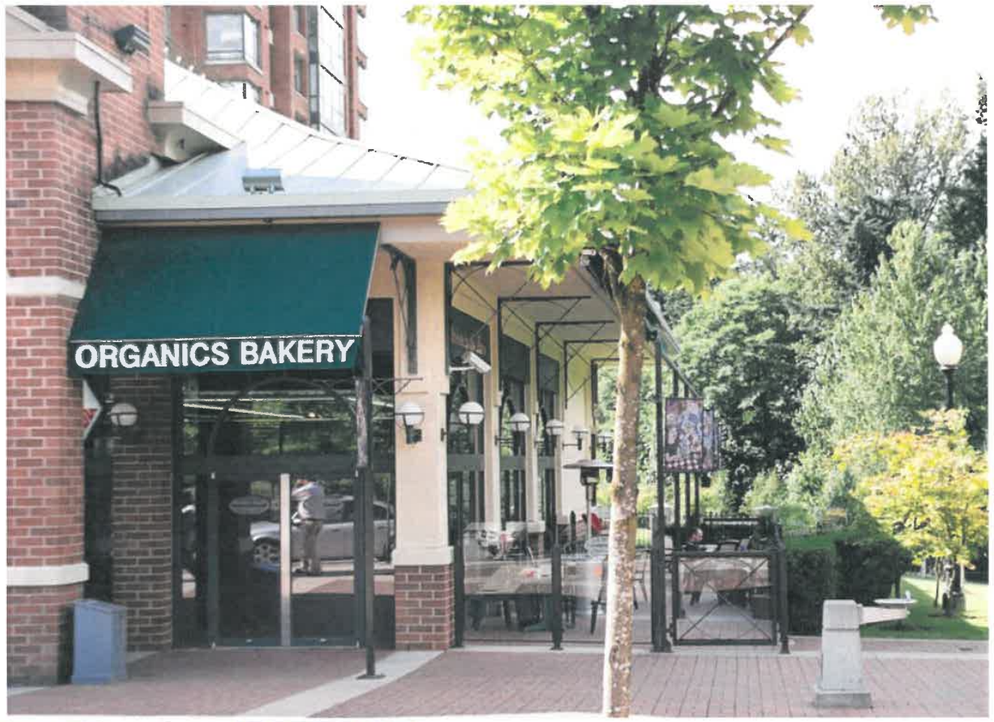




Exercise 1 – Town of Claremont Scenario

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







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

Exercise 1 – Town of Claremont Scenario

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



more setback here

cut out pedestrian crossings great





more set back here

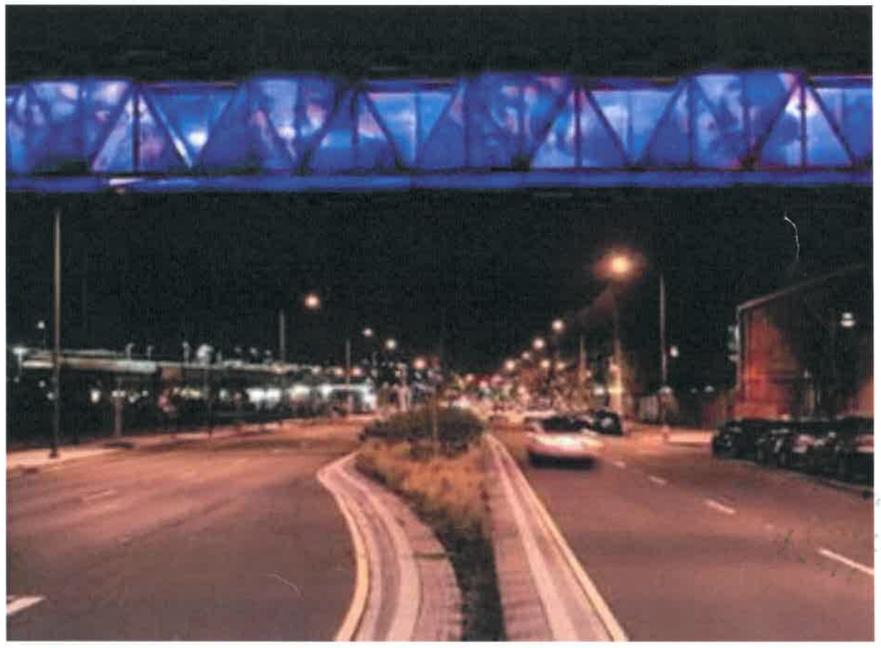
Exercise 1 – Town of Claremont Scenario

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

Reduce traffic Speed



Wheelchair Ramps?



make an artistic statement

lift stairs?

more articulation. landscaping on structure.

more green

more setbacks



No Small Brick Foot paths.



is this covered?

Exercise 1 – Town of Claremont Scenario

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



✓ Communal spaces on roof.



✓ landscaping on structure roofs?



Vertical greens? ✓

tall structures
Street trees

Exercise 1 – Town of Claremont Scenario

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







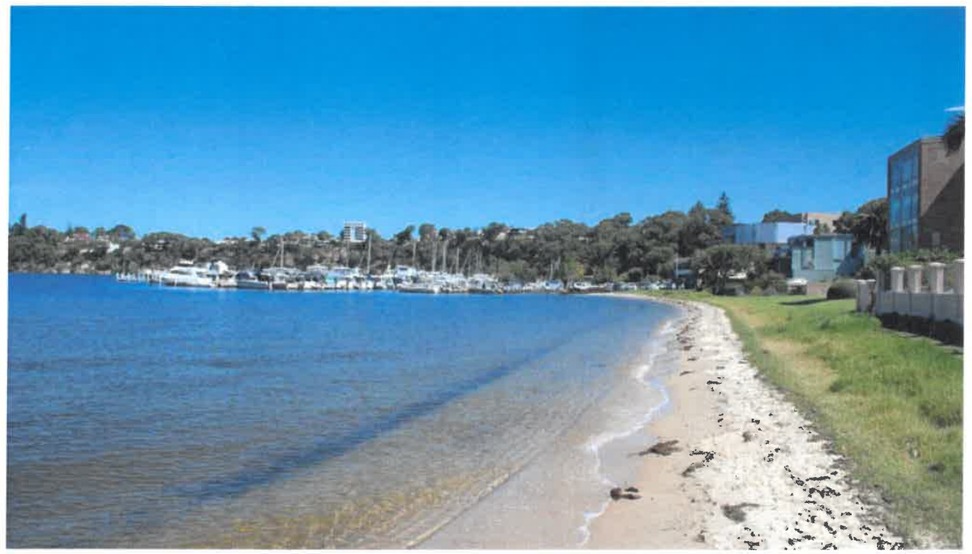
Exercise 1 – Town of Claremont Scenario

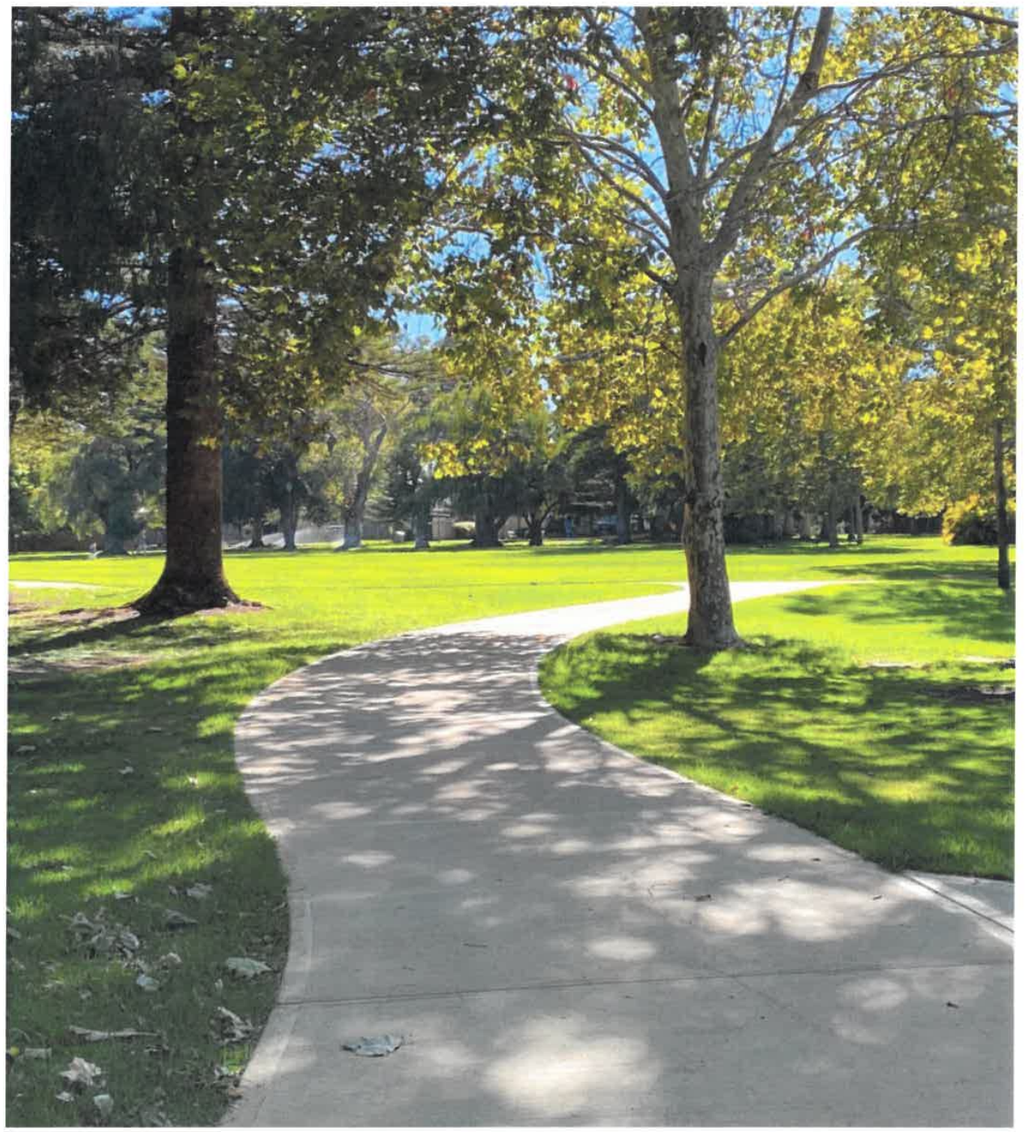
Claremont Design Principles

Responding to Community engagement and vision setting:

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





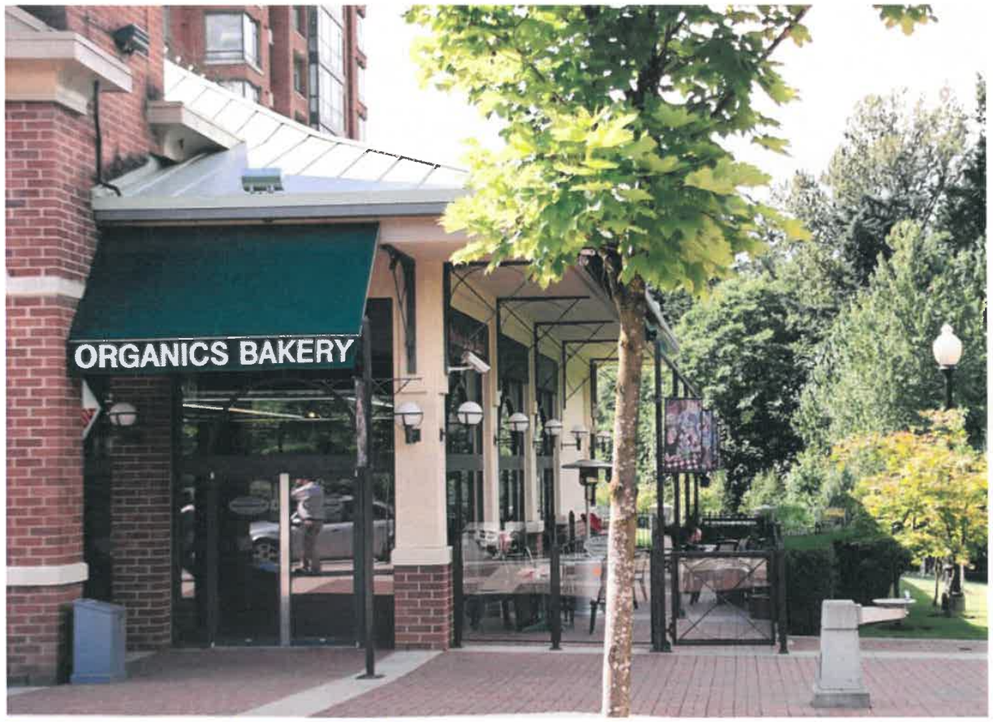


Foreshore Advisory Committee.

Exercise 1 – Town of Claremont Scenario

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







Exercise 1 – Town of Claremont Scenario

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









Exercise 1 – Town of Claremont Scenario

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







Exercise 1 – Town of Claremont Scenario

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



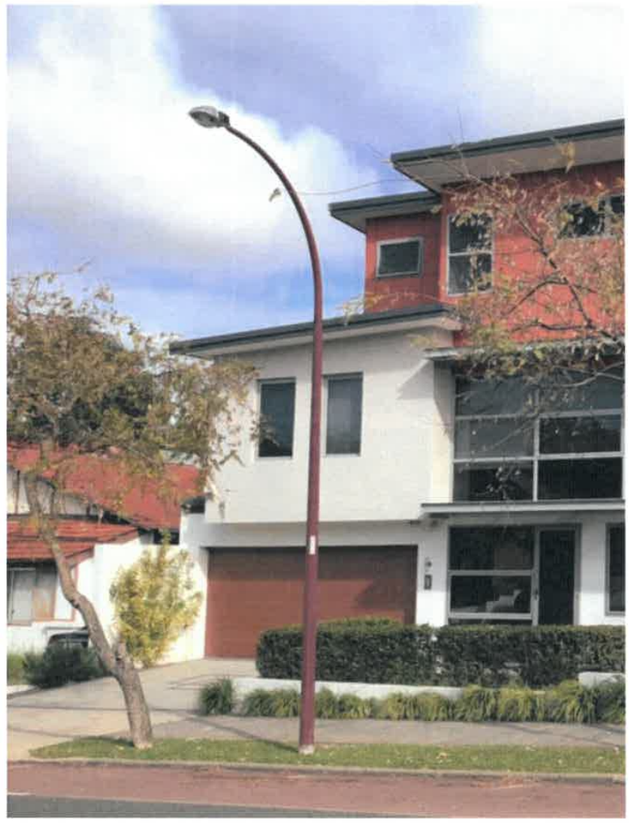




Exercise 1 – Town of Claremont Scenario

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







T3.

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

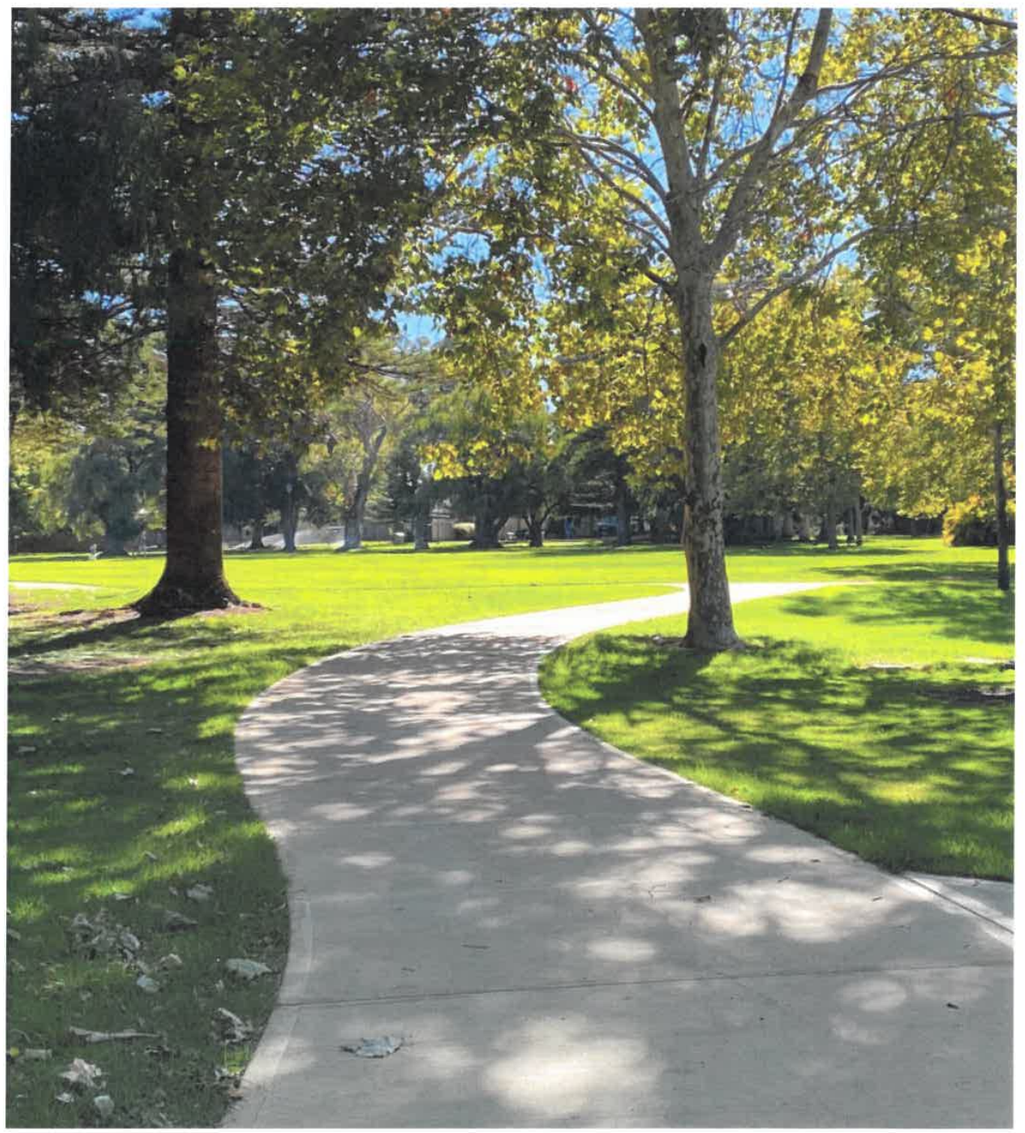
Exercise 1 – Town of Claremont Scenario

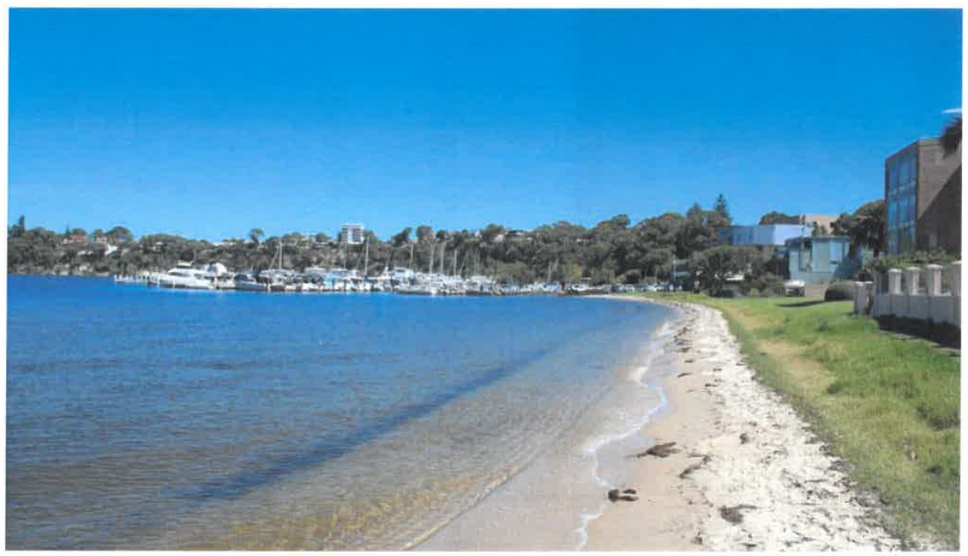
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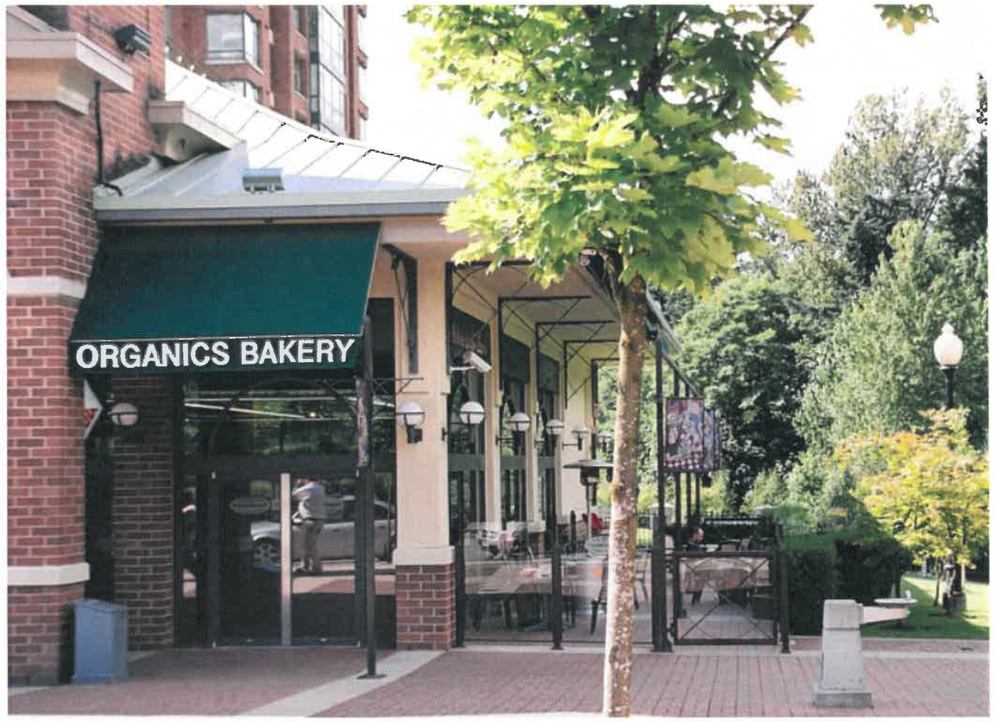




Exercise 1 – Town of Claremont Scenario

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







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

Exercise 1 – Town of Claremont Scenario

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





Development areas to consider:
* shops south of Quentin Arc, facing Hungry Jacks - poor architecture
* Office/commercial area north to Tyre shop on Gugeri St -- poor architecture.
* Shops facing Hungry Jacks on east side - poor architecture.



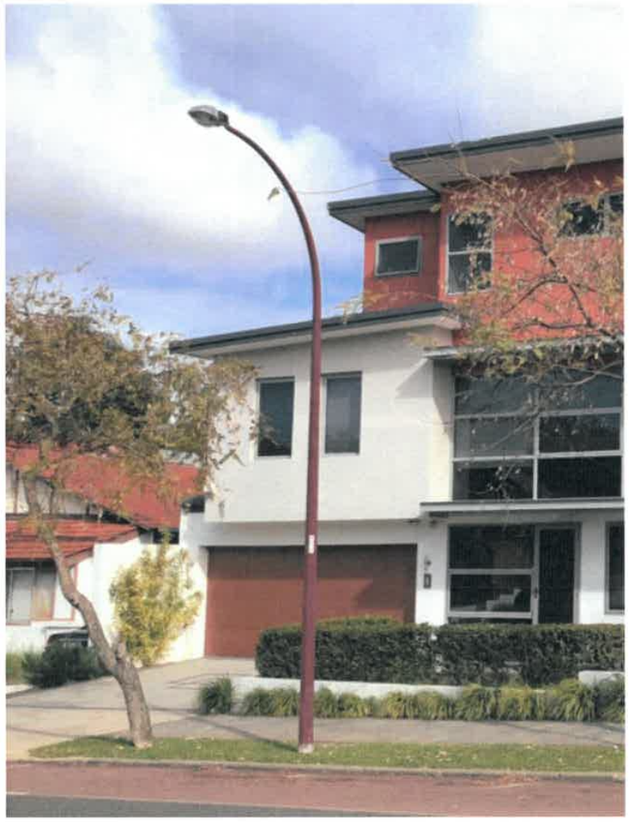
Improved street lighting should not mean brighter light - interferes with bird navigation + insect movement.



Exercise 1 – Town of Claremont Scenario

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







Exercise 1 – Town of Claremont Scenario

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

#Development scaling down from the highway

#$hortage housing







Exercise 1 – Town of Claremont Scenario

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







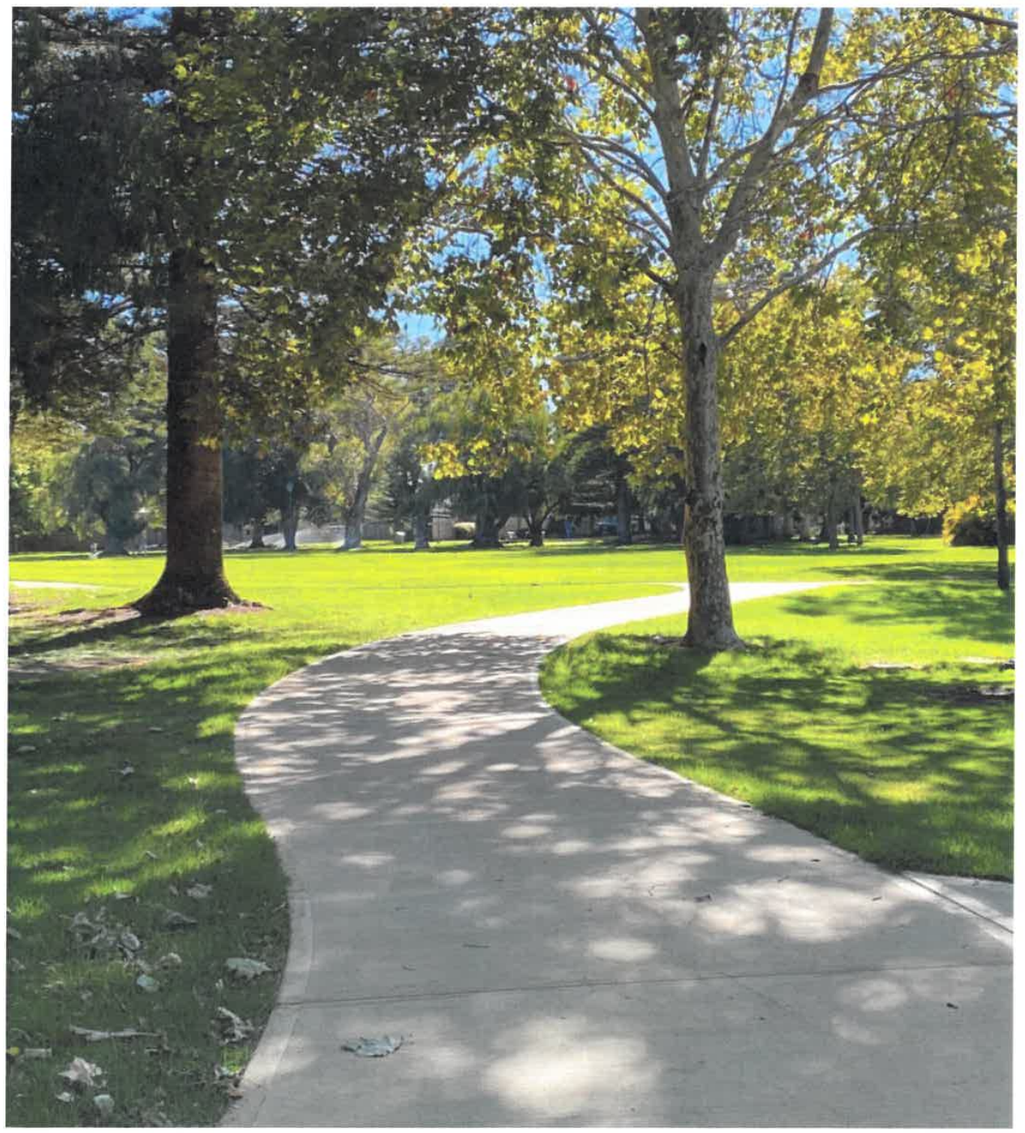
Exercise 1 – Town of Claremont Scenario

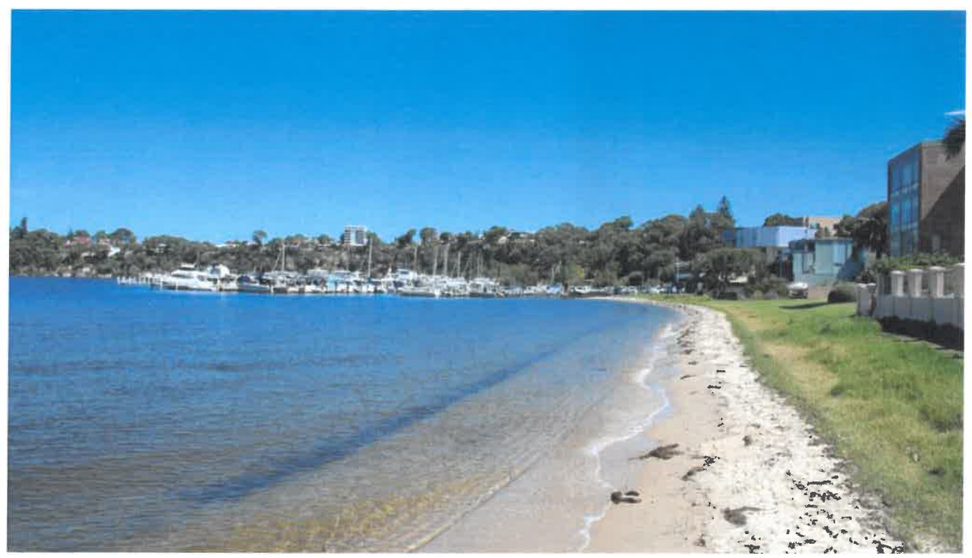
Claremont Design Principles

Responding to Community engagement and vision setting:

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



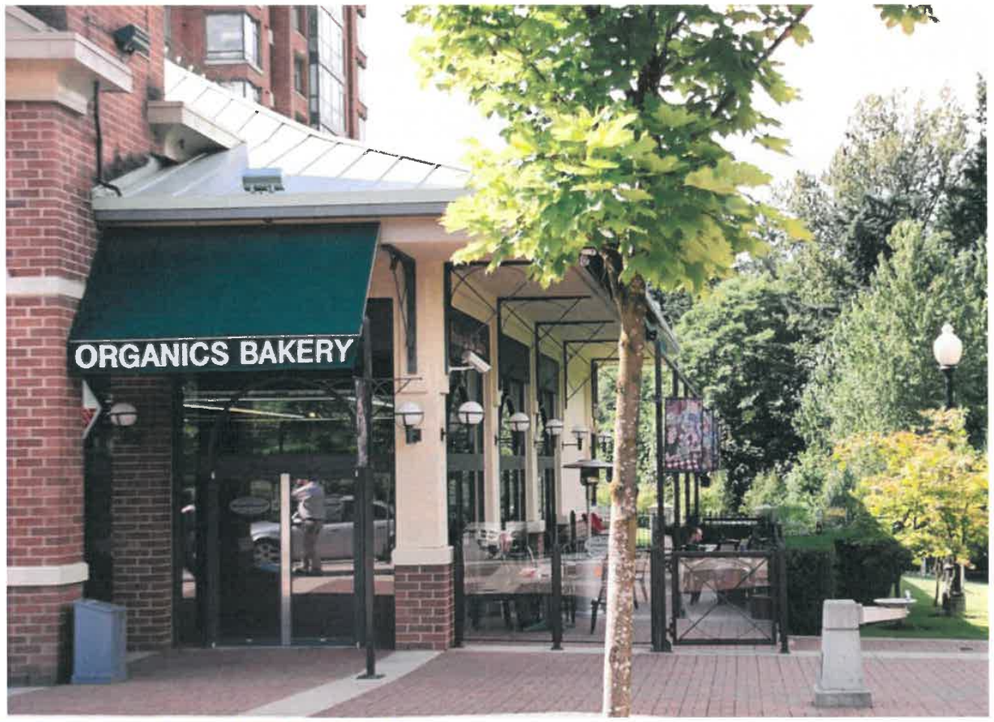




Exercise 1 – Town of Claremont Scenario

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







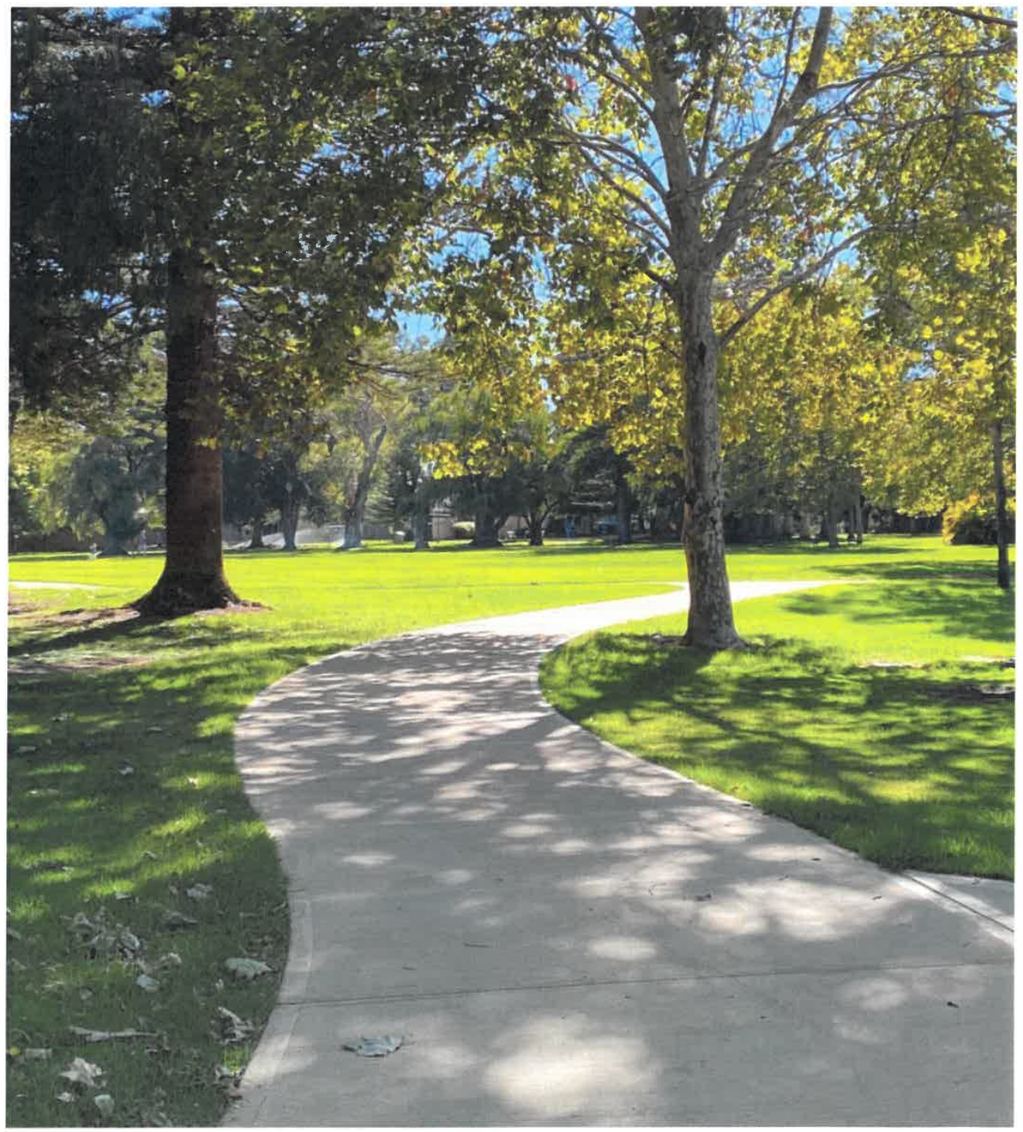
Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

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







Exercise 1 – Town of Claremont Scenario

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



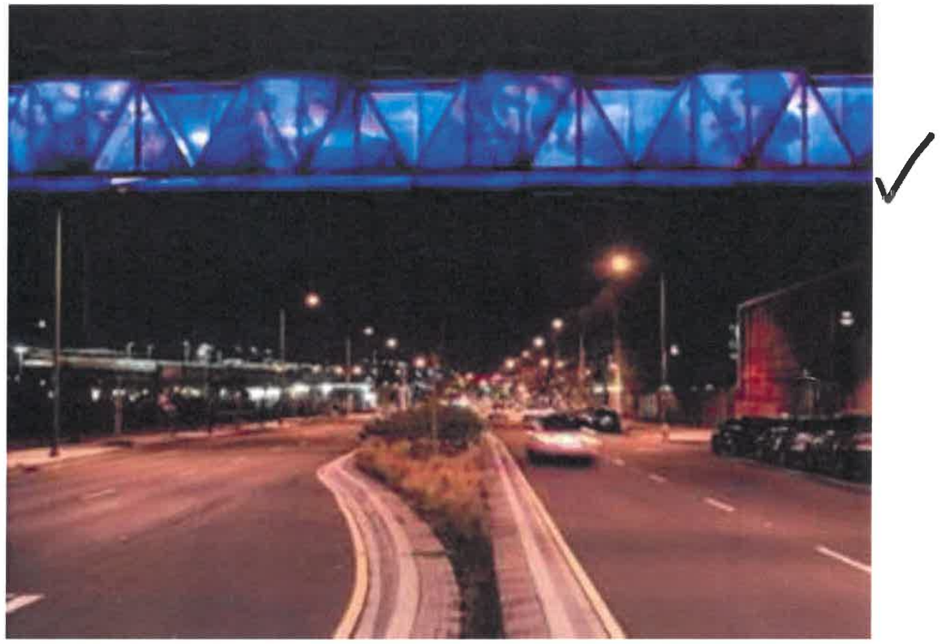




Exercise 1 – Town of Claremont Scenario

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









Exercise 1 – Town of Claremont Scenario

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







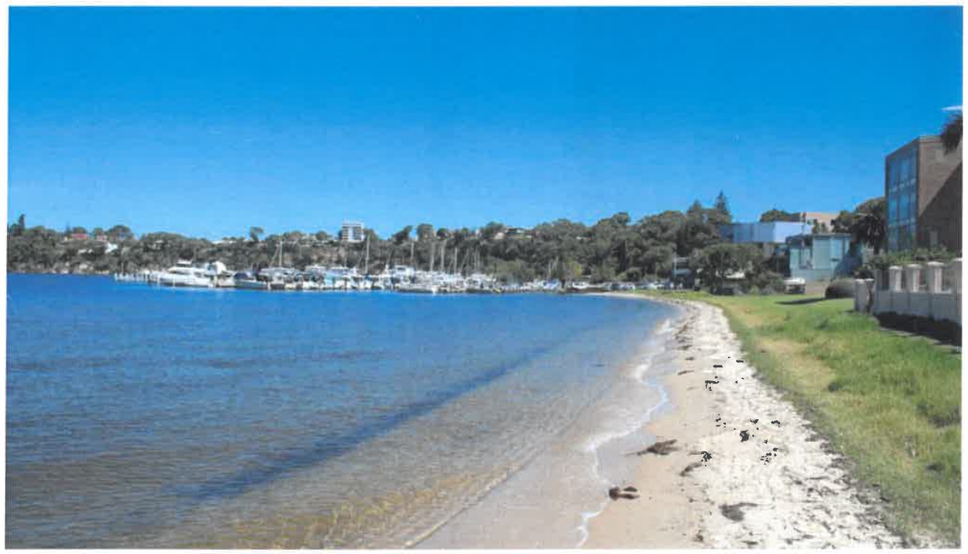
Exercise 1 – Town of Claremont Scenario

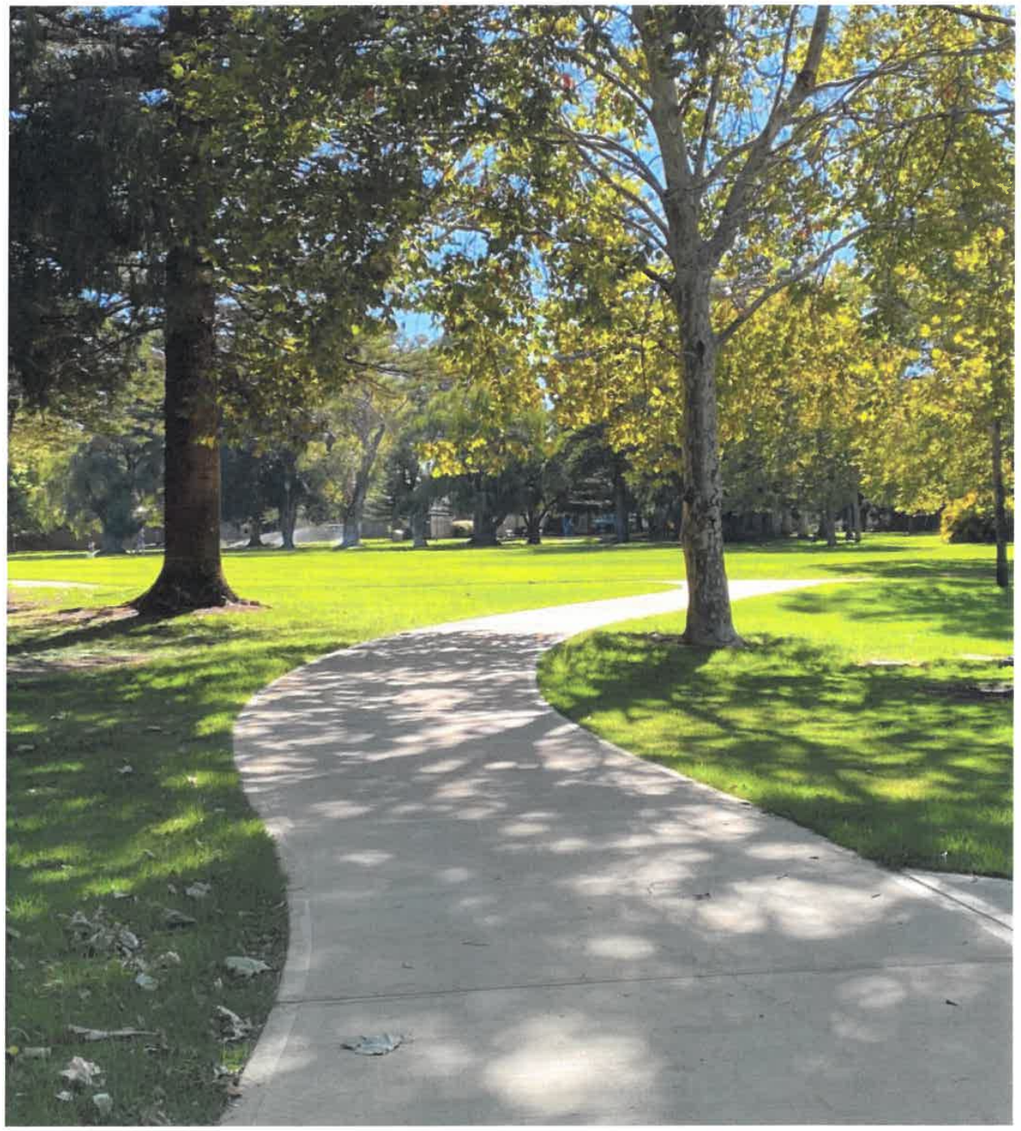
Claremont Design Principles

Responding to Community engagement and vision setting:

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



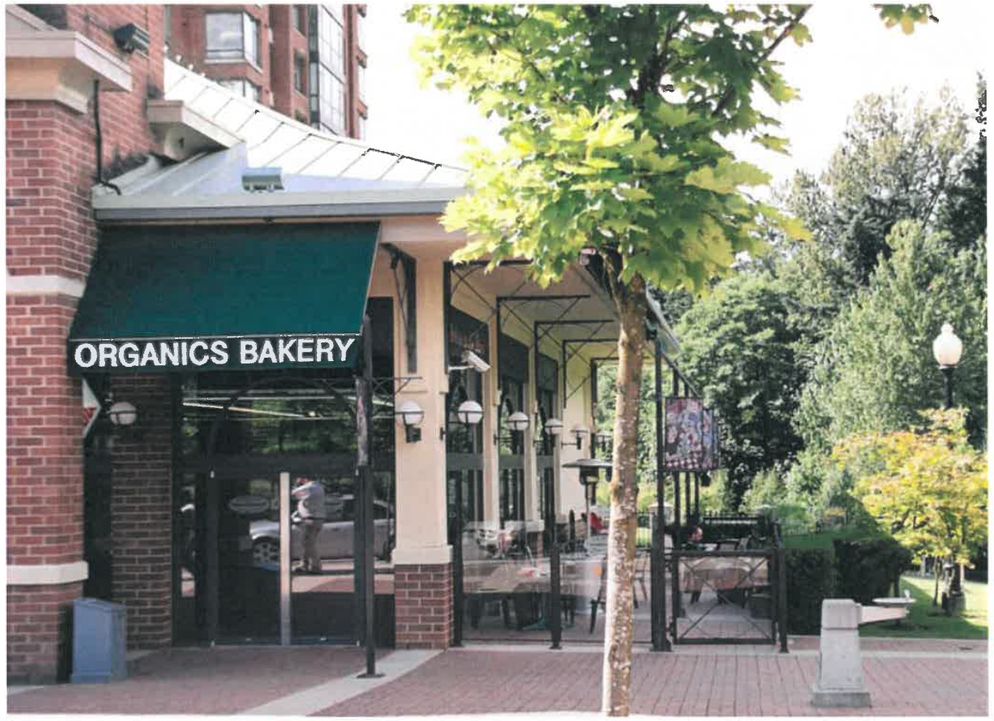




Exercise 1 – Town of Claremont Scenario

- Maintain and **enhance village character** for Claremont Town / Bring Back the Village Feel







T3

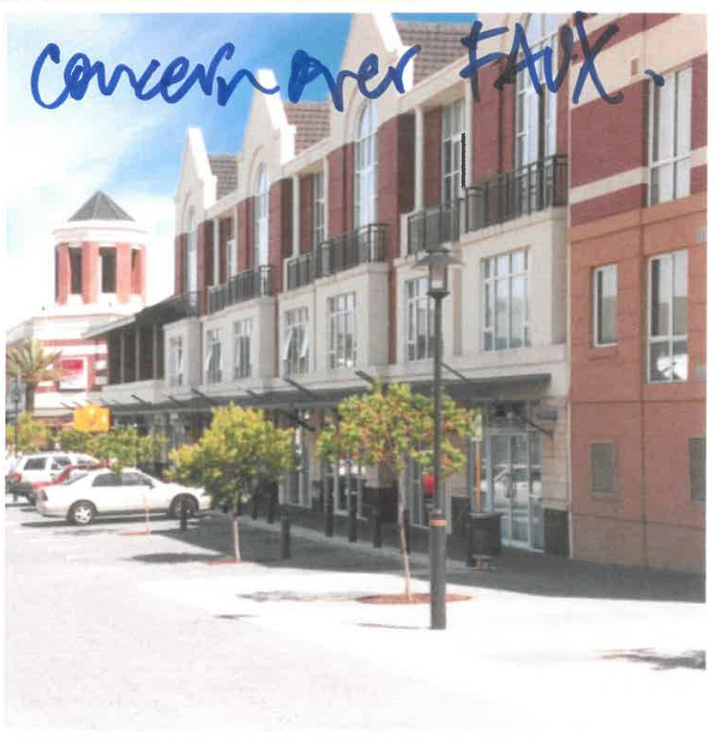
Exercise 1 – Town of Claremont Scenario

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



✓

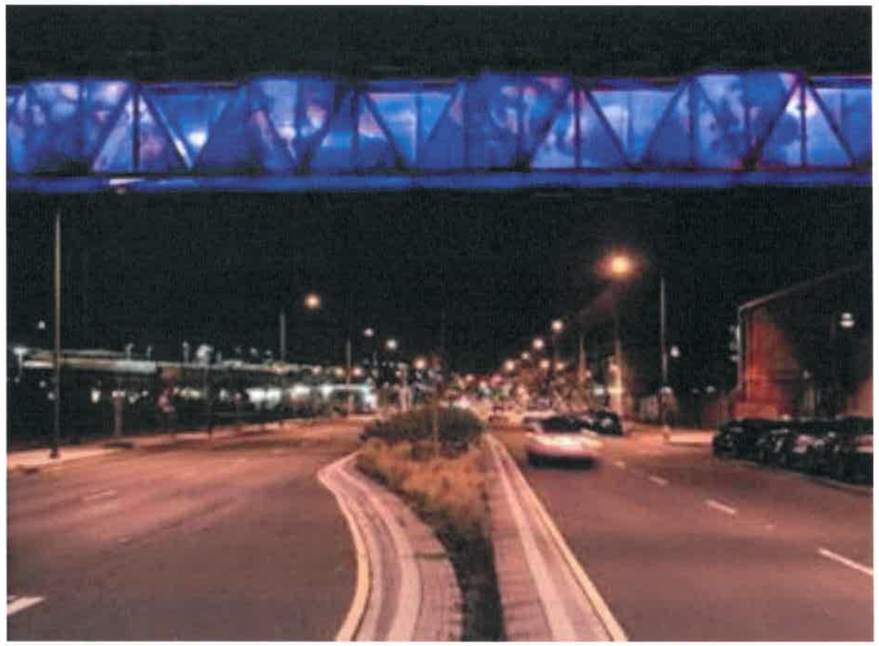




Exercise 1 – Town of Claremont Scenario

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









Exercise 1 – Town of Claremont Scenario

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Exercise 1 – Town of Claremont Scenario

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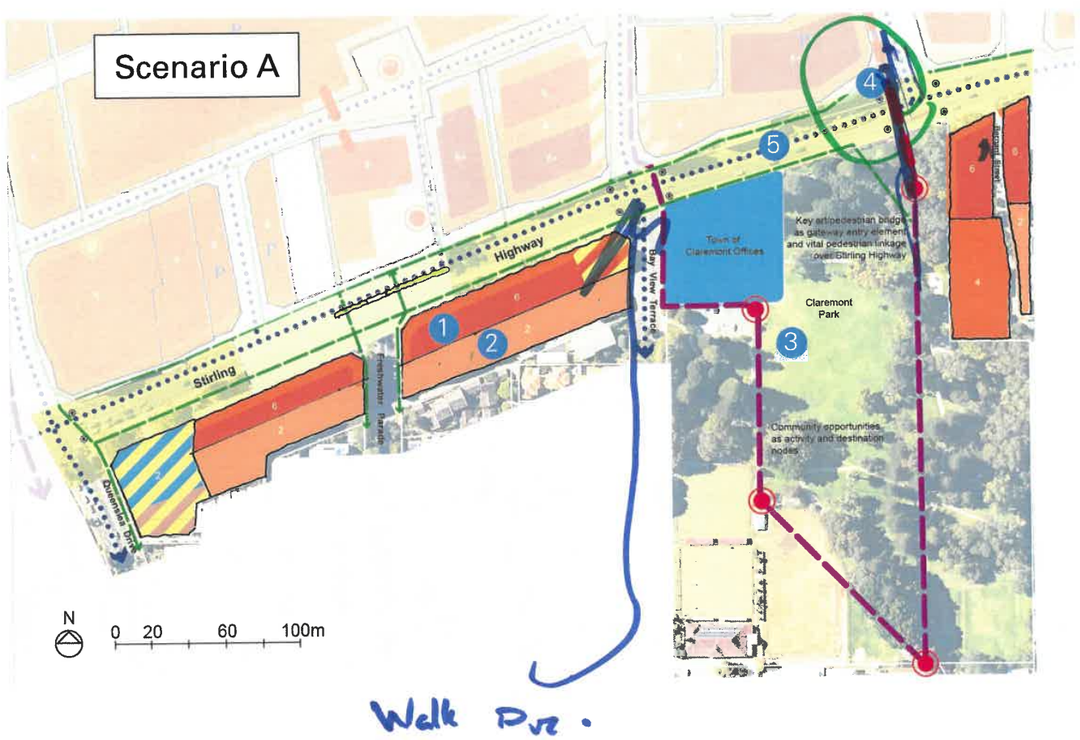


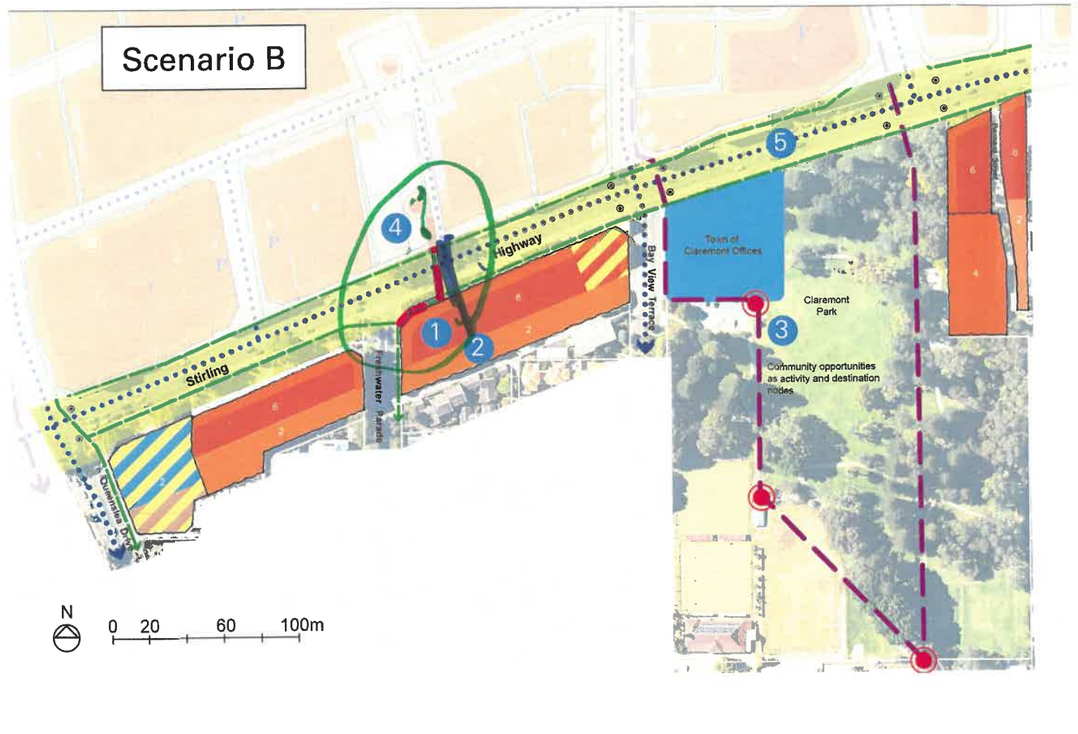


DESIGN WORKSHOP EXERCISE 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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





Walk Dvt.

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

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DESIGN WORKSHOP EXERCISE 2

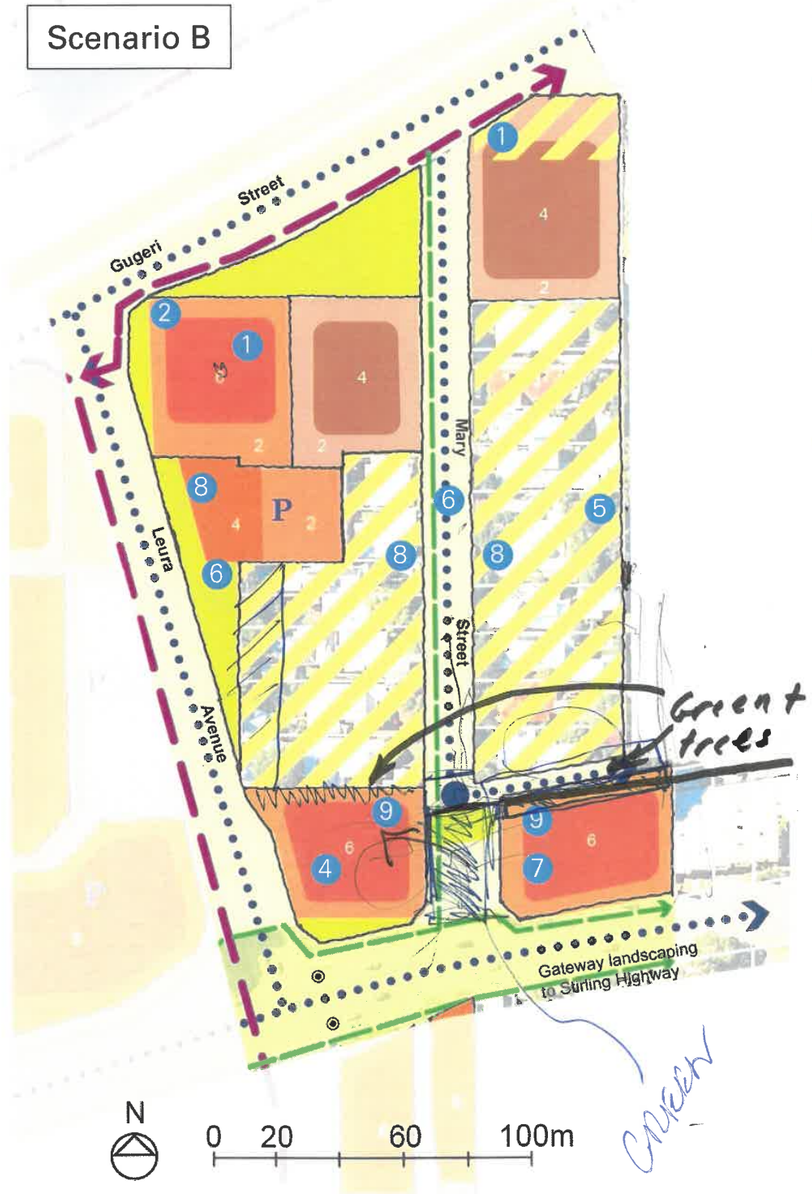
AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

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

Scenario A



Scenario B



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

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DESIGN WORKSHOP EXERCISE 2

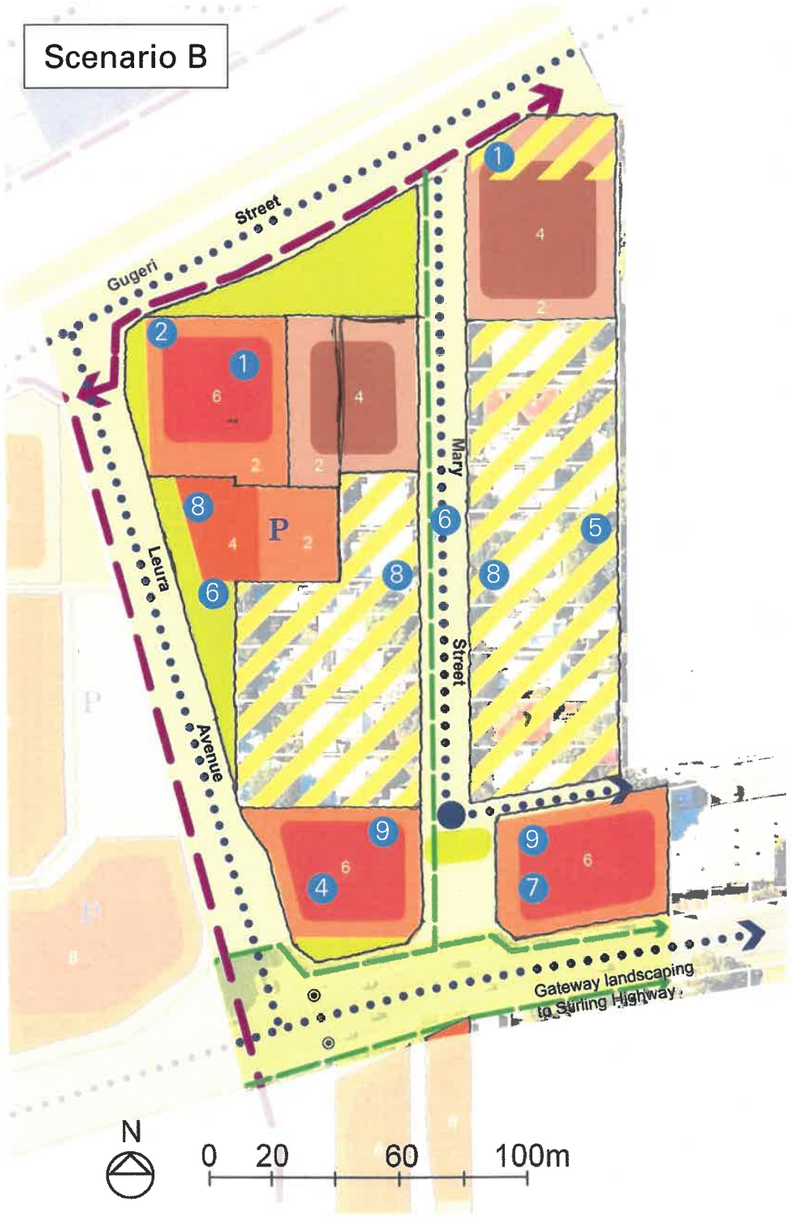
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DESIGN WORKSHOP EXERCISE 2

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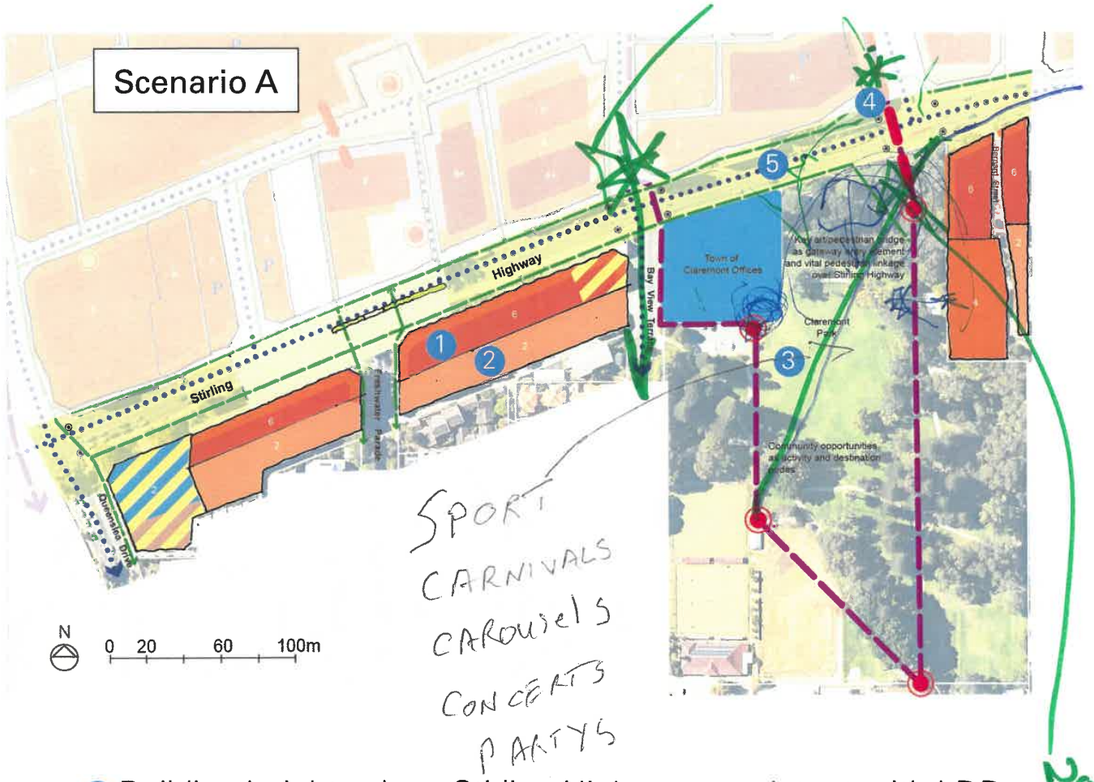
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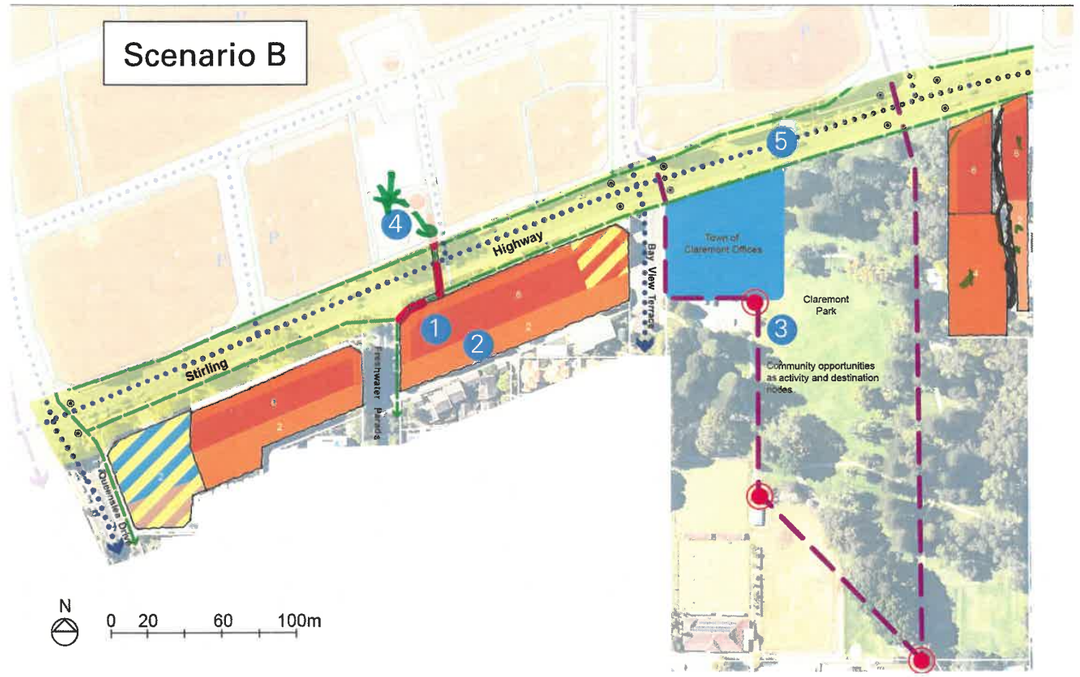
TOWN OF CLAREMONT Est 1898

DESIGN WORKSHOP EXERCISE 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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





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

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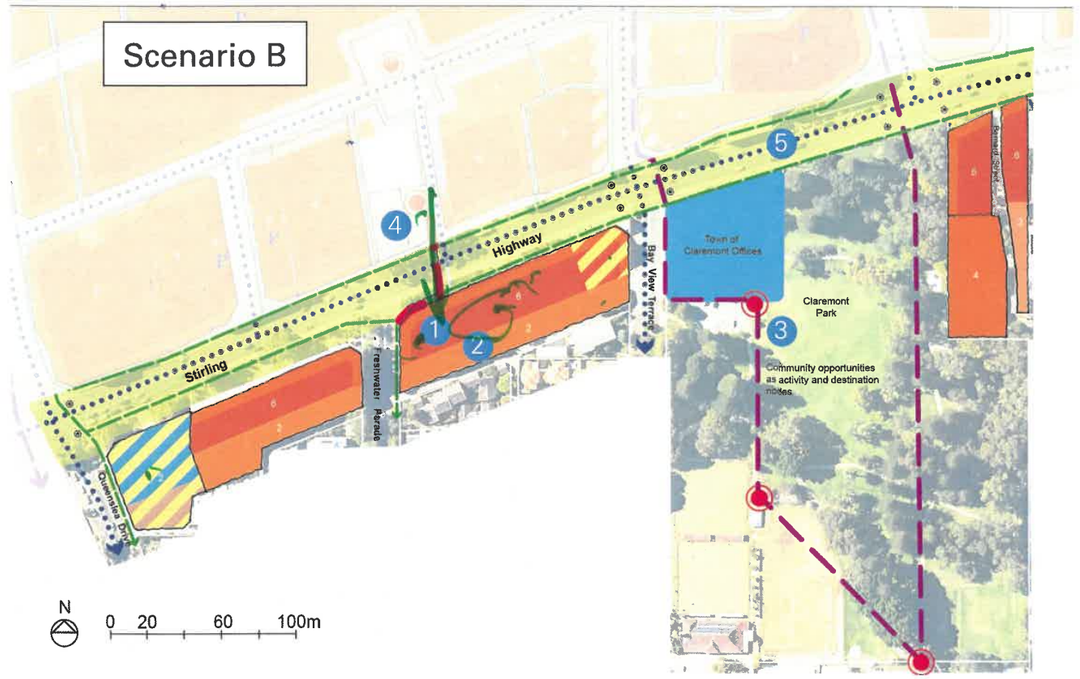
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DESIGN WORKSHOP EXERCISE 2

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

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



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



Where is the ramp?
- put in a ramp and everyone can use it
- Stairs - E.g. can't access!

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

No low tables.



Former heritage home facade retained with new office extension behind



Former heritage home converted to small office



Former heritage home converted to small office

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DESIGN WORKSHOP EXERCISE 2

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Former heritage home converted to small office

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DESIGN WORKSHOP EXERCISE 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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



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



6 storey residential development with corner architectural treatment



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



Urban corridor with landscaped central median refuge for pedestrians



Café /restaurant with passive surveillance of community park



Community hub/cafe in park setting

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DESIGN WORKSHOP EXERCISE 2

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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



8 storey corner development as landmark entry statement on urban corridor



3 storey town houses in landscaped setting fronting public realm



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



2 storey town houses in landscape setting fronting public realm

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DESIGN WORKSHOP EXERCISE 2

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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

Good for corner element →



8 storey corner development as landmark entry statement on urban corridor



3 storey town houses in landscaped setting fronting public realm



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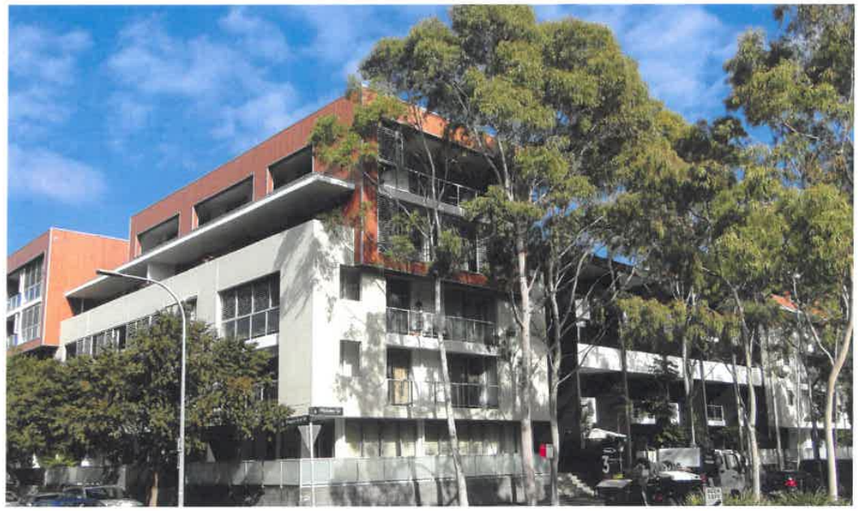
DESIGN WORKSHOP EXERCISE 2

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

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



2/3 storey apartments in traditional town house style



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



6 storey mixed use development with corner activation



3 storey contemporary town houses with parking to rear

Taylor Burrell Barnett

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DESIGN WORKSHOP EXERCISE 2

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DESIGN WORKSHOP EXERCISE 2

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

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



Small urban spaces for community gatherings/entertainment



Landscaped mixed use laneways



Active mixed-use laneway with multiple options for movement network



Heritage shopfronts integrated with new 6 storey commercial development

DESIGN WORKSHOP EXERCISE 2

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DESIGN WORKSHOP EXERCISE 2

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5 storey residential development in landscaped setting



Repurposed heritage café with new 3 storey residential development



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



Landscape laneway with repurposed heritage buildings

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DESIGN WORKSHOP EXERCISE 2

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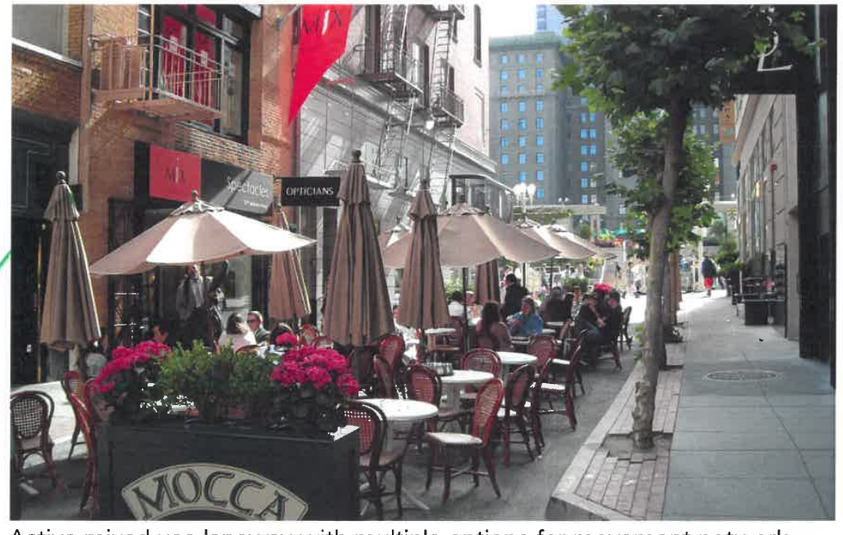


Small urban spaces for community gatherings/entertainment



Landscaped mixed use laneways

greenery.



Active mixed-use laneway with multiple options for movement network



Heritage shopfronts integrated with new 6 storey commercial development

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

Bay View St + Church

→ bicycle/pedestrian only 2 way

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DESIGN WORKSHOP EXERCISE 2

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

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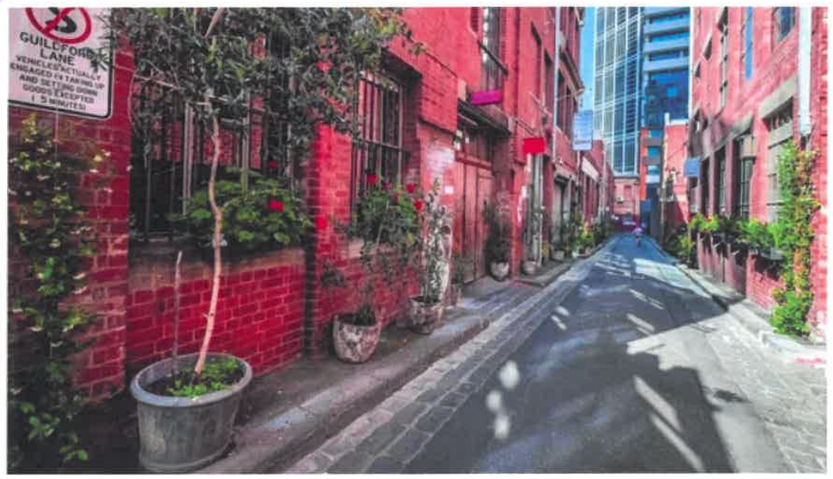
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DESIGN WORKSHOP EXERCISE 2

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



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



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

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DESIGN WORKSHOP EXERCISE 2

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

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

✓ PARKERC

X top storey not sympathetic to ground floor building



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

✓ PARKERC

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DESIGN WORKSHOP EXERCISE 2

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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



5 storey mixed use development integrating ground plane level changes



6 storey mixed use development with upper-level setbacks



New urban spaces in commercial development



New multi-purpose, urban spaces with significant trees



Shared movement space with ample pedestrian/public realm



3 storey mixed use providing passive surveillance

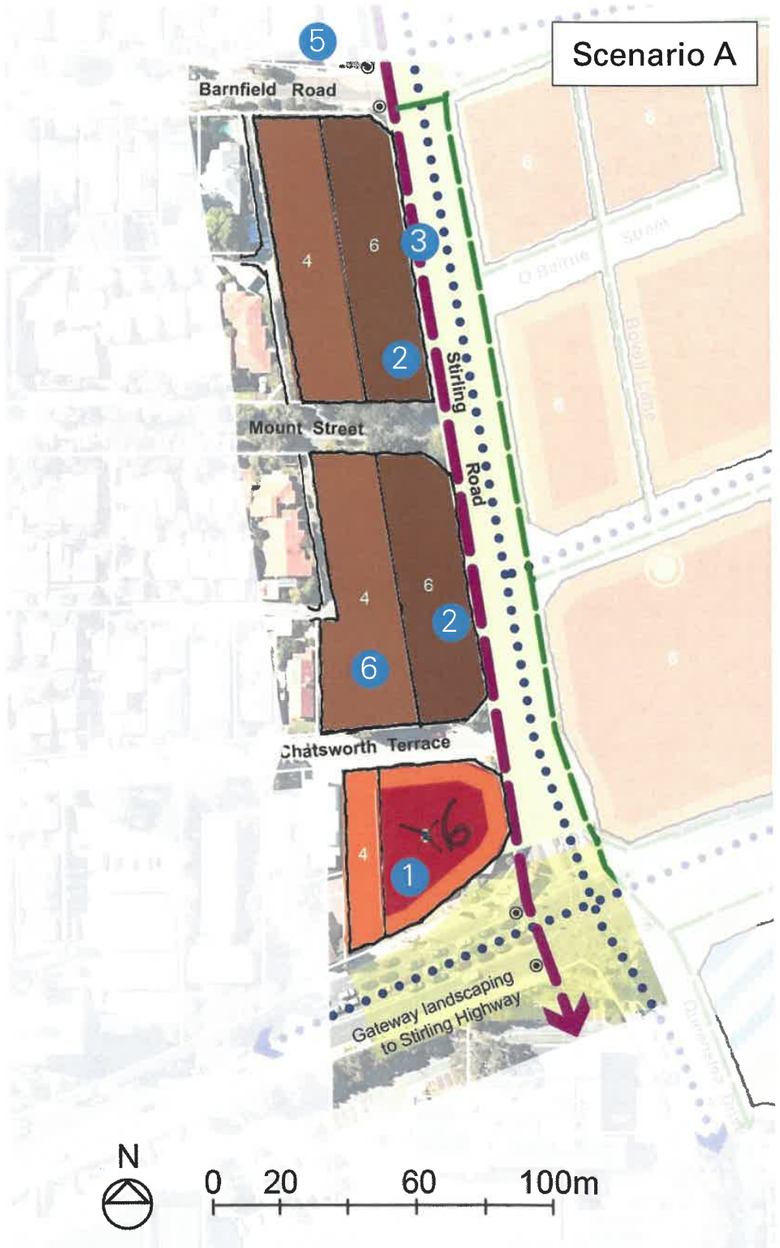
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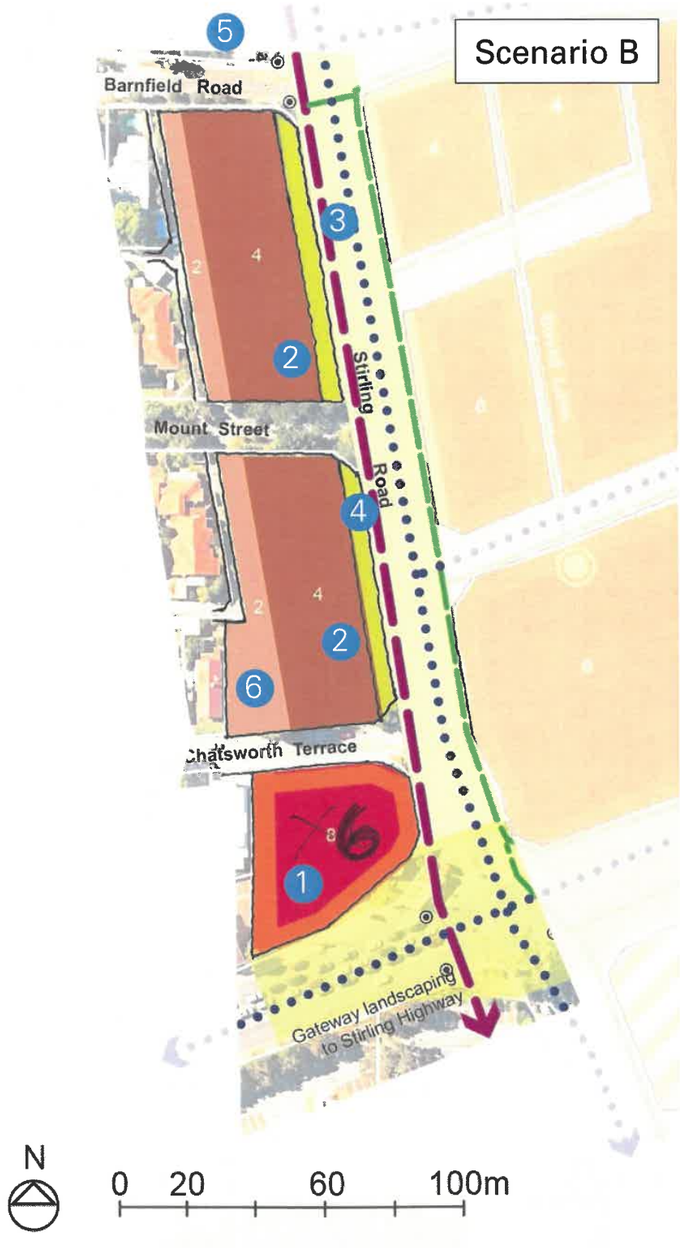
TOWN OF CLAREMONT Est 1898

DESIGN WORKSHOP EXERCISE 2

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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





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

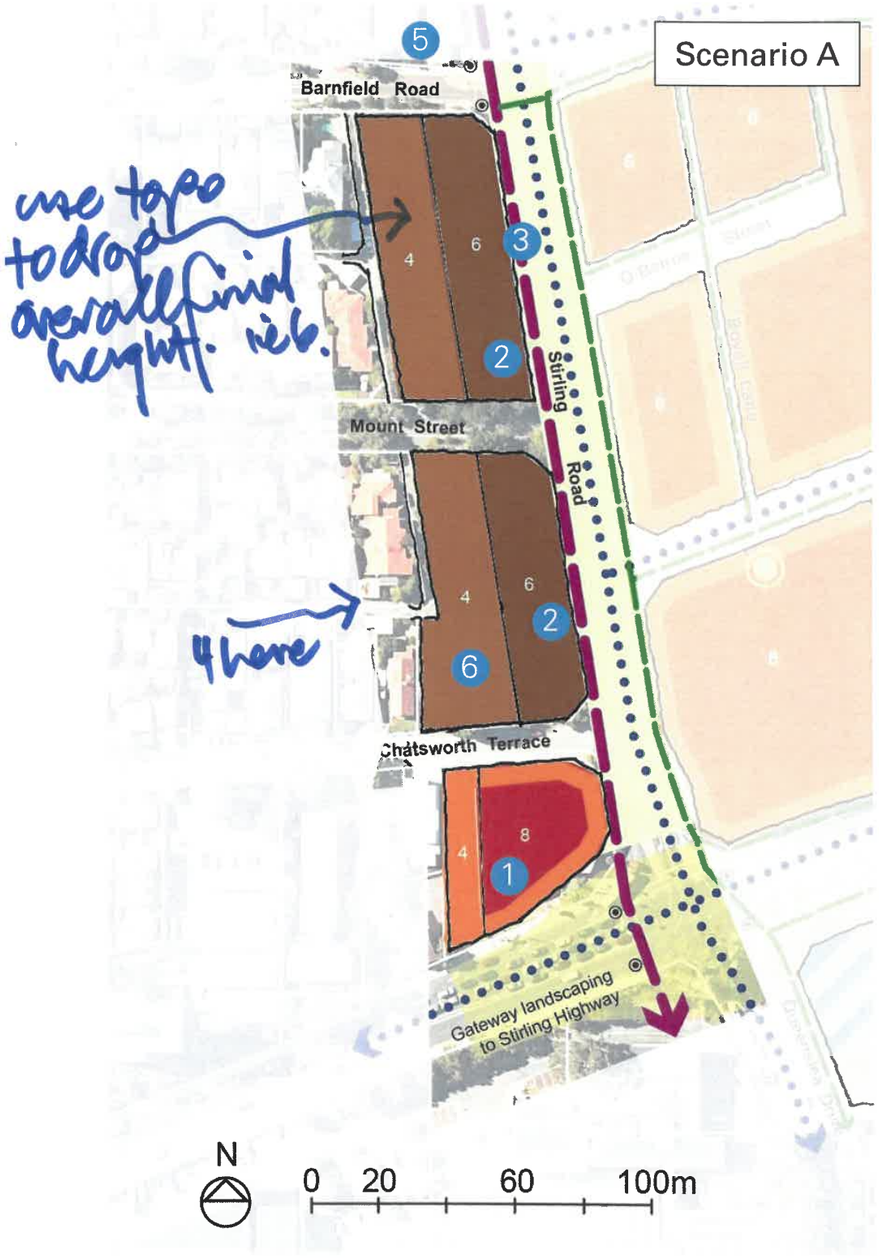
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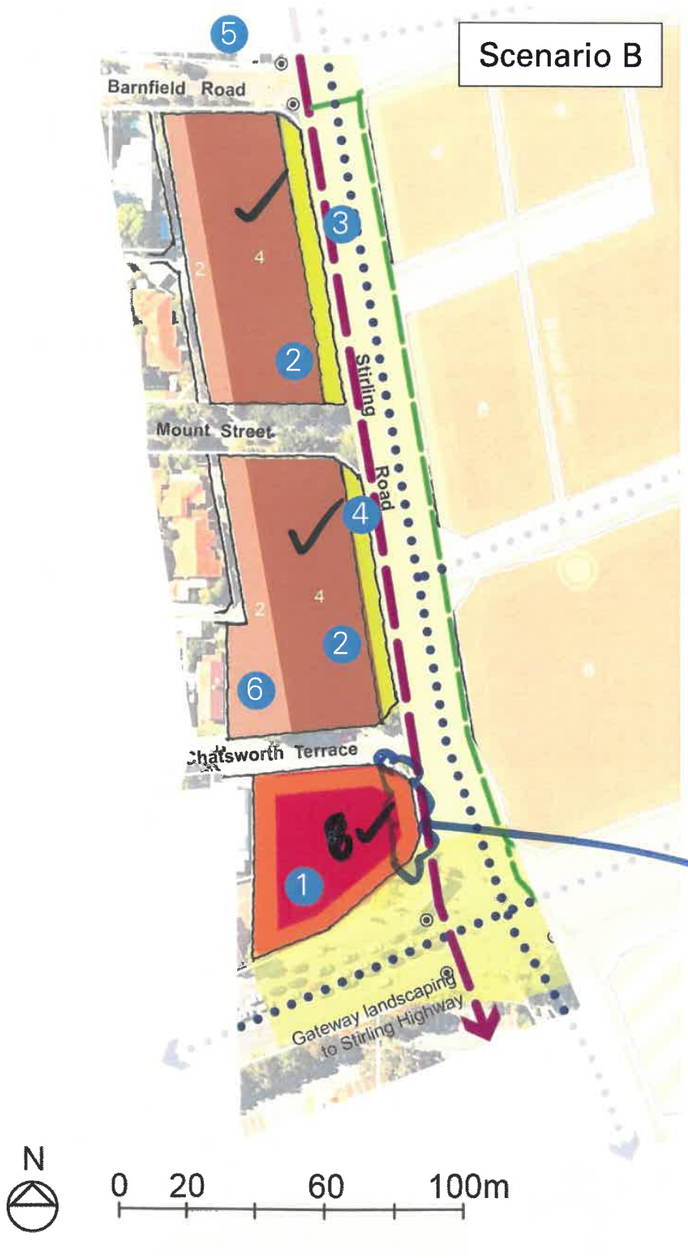
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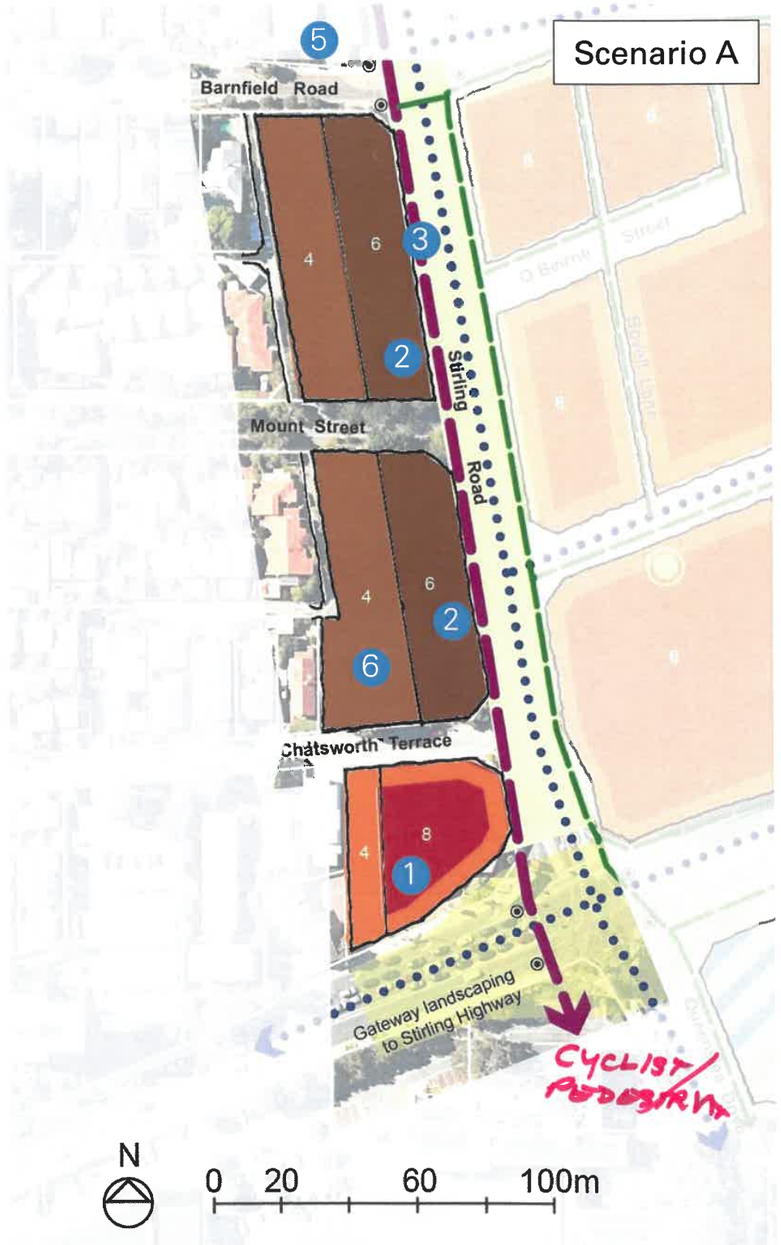
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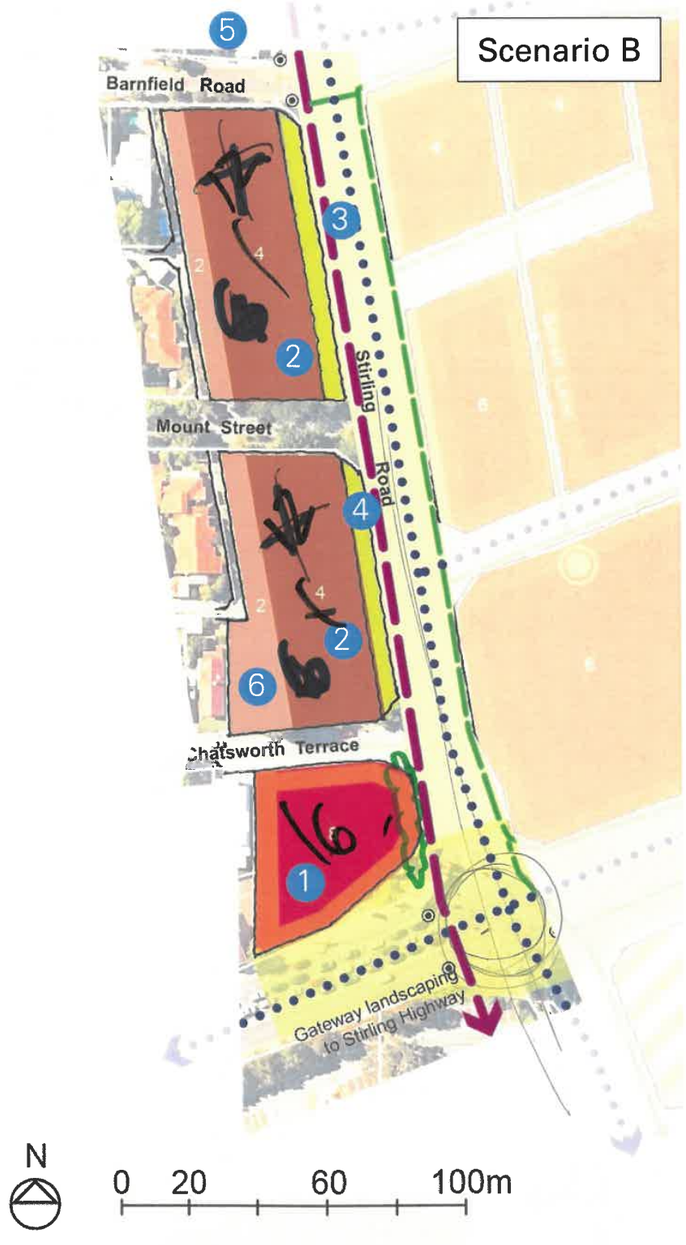
TOWN OF CLAREMONT Est 1898

DESIGN WORKSHOP EXERCISE 2

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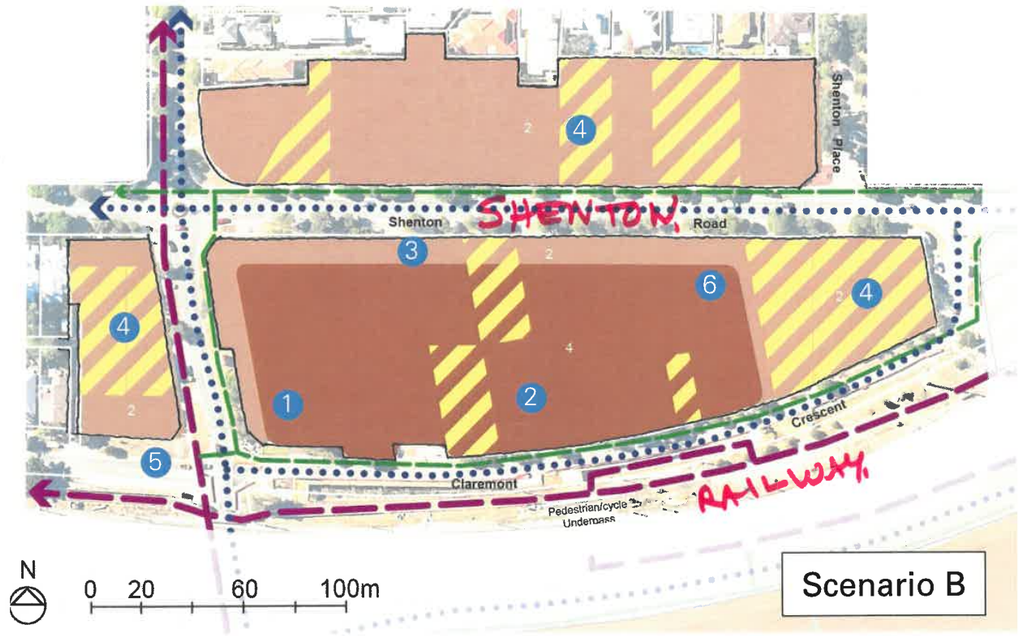
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DESIGN WORKSHOP EXERCISE 2

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

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





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

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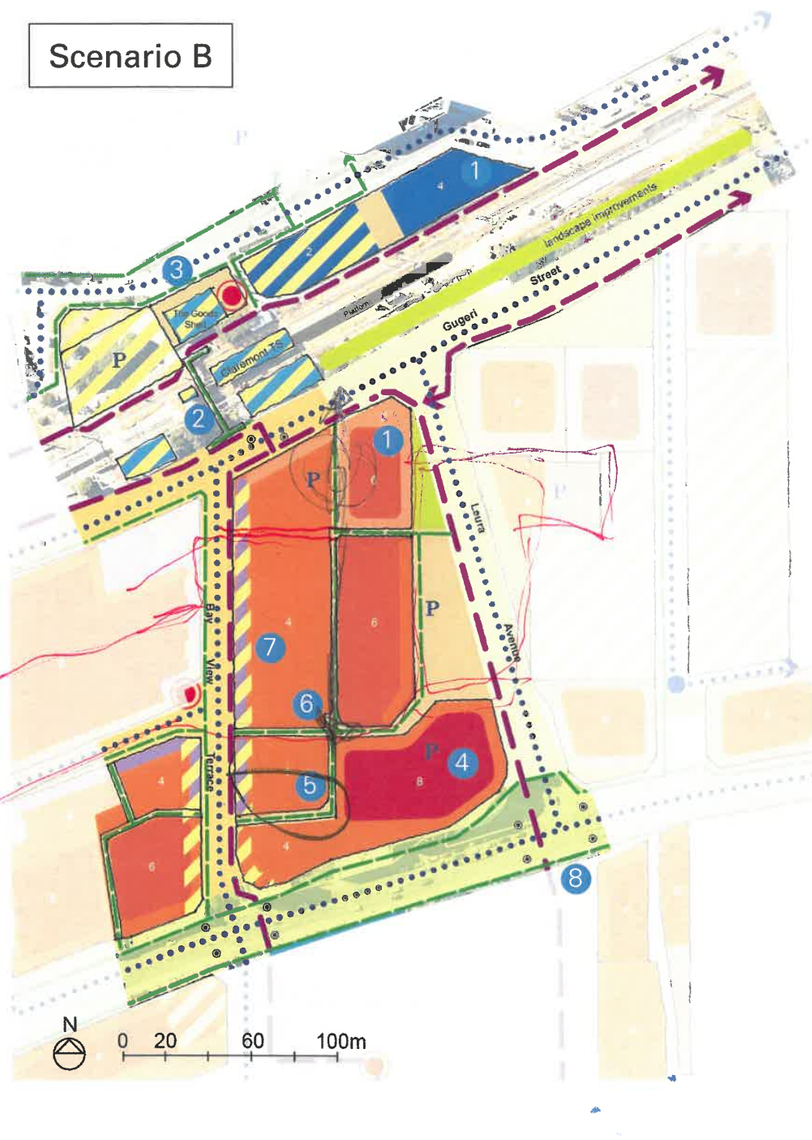
DESIGN WORKSHOP EXERCISE 2

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

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

Context to Heritage, entry statement, FTB?





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

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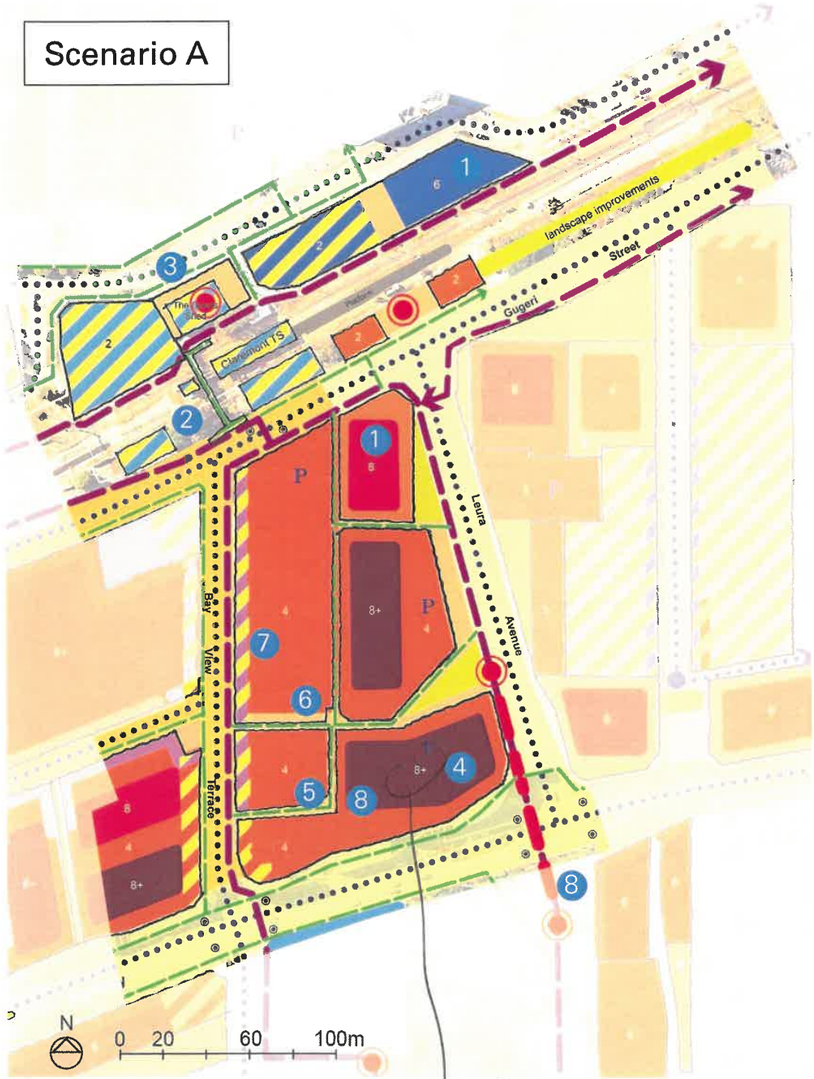
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DESIGN WORKSHOP EXERCISE 2

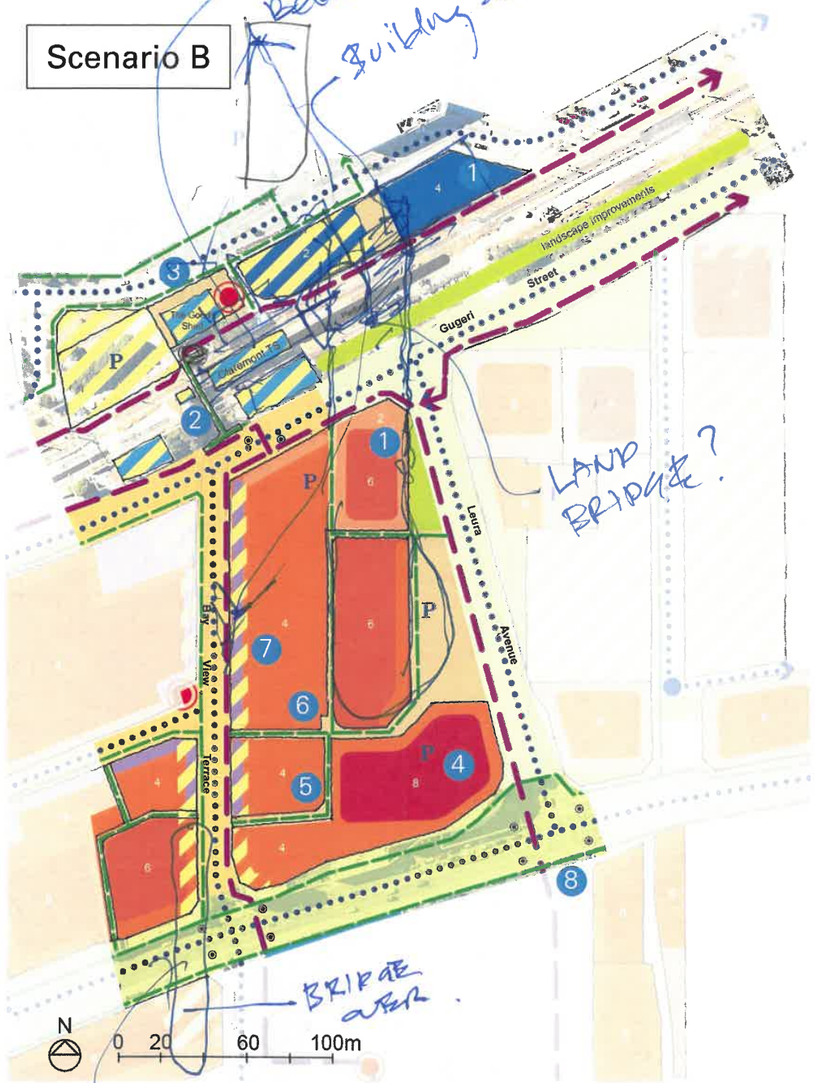
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Scenario A



Scenario B



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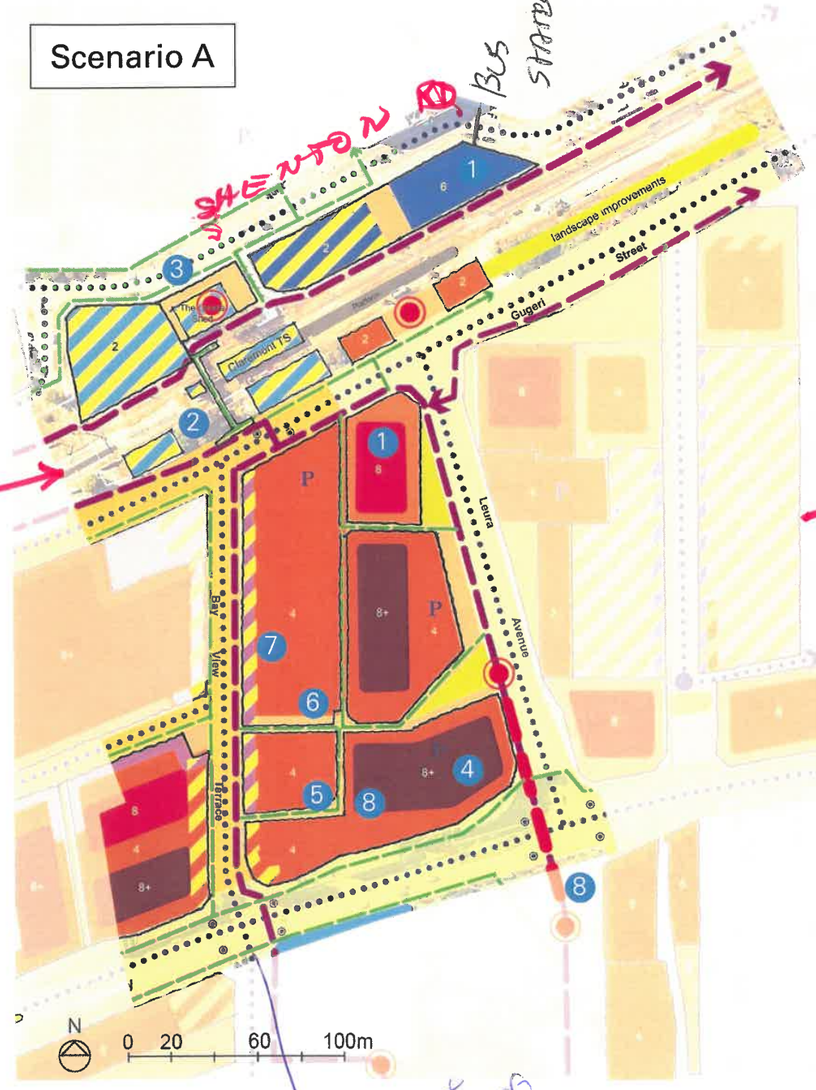
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DESIGN WORKSHOP EXERCISE 2

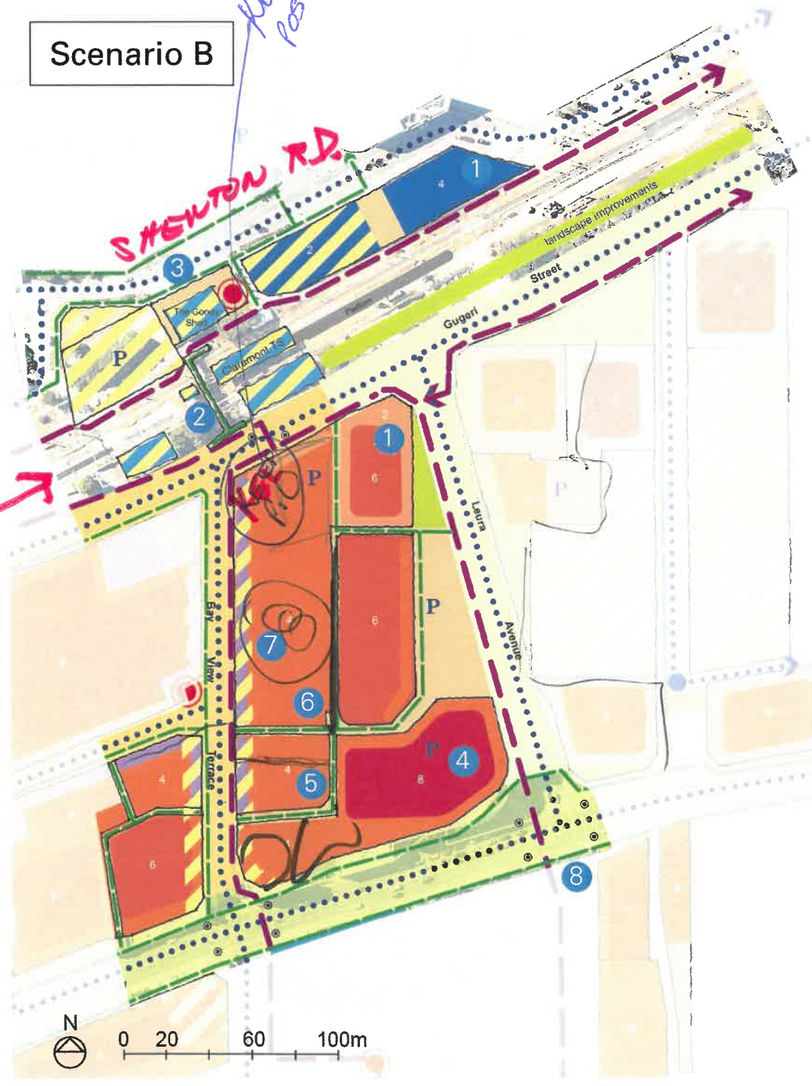
AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

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

Scenario A



Scenario B



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

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TOWN OF CLAREMONT Est 1898

DESIGN WORKSHOP EXERCISE 2

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

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





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

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DESIGN WORKSHOP EXERCISE 2

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8 Opportunity for development intensity east of 'Typika' site
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11 Opportunity for green edges/street trees along Stirling Road & Gugeri St to enhance shade shelter/ambience
12 Activate northern interface of Claremont Quarter to Bus Station and Gugeri St
13 Opportunities for street furniture and incidental places to linger

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DESIGN WORKSHOP EXERCISE 2

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

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

Scenario A



Scenario B



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

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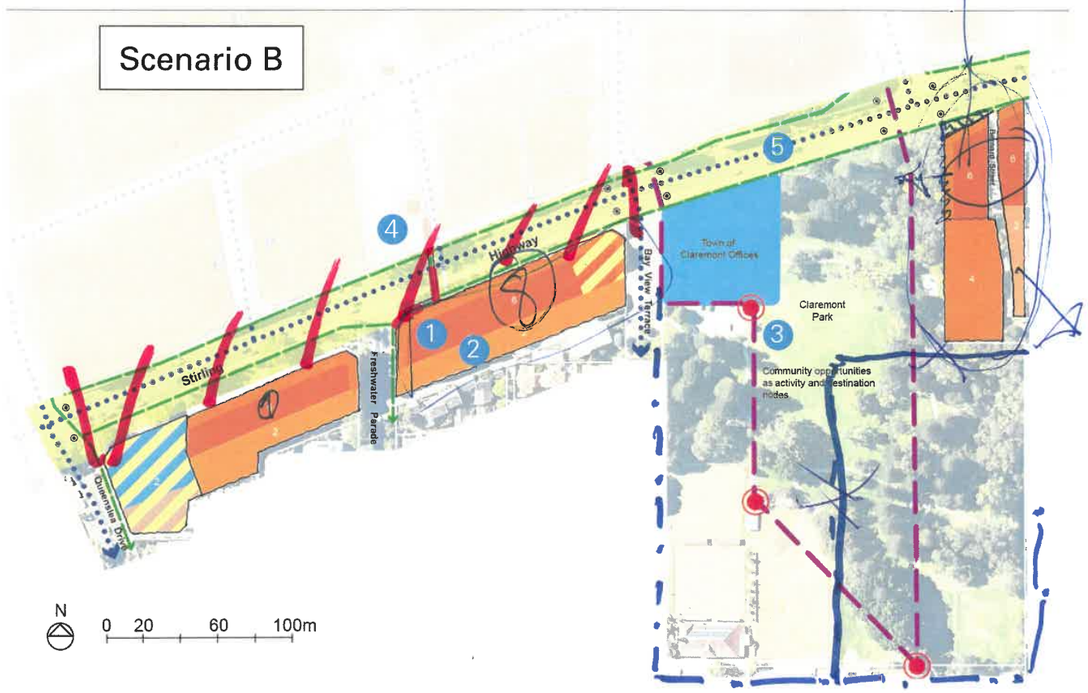
DESIGN WORKSHOP EXERCISE 2

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

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

Affordable





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

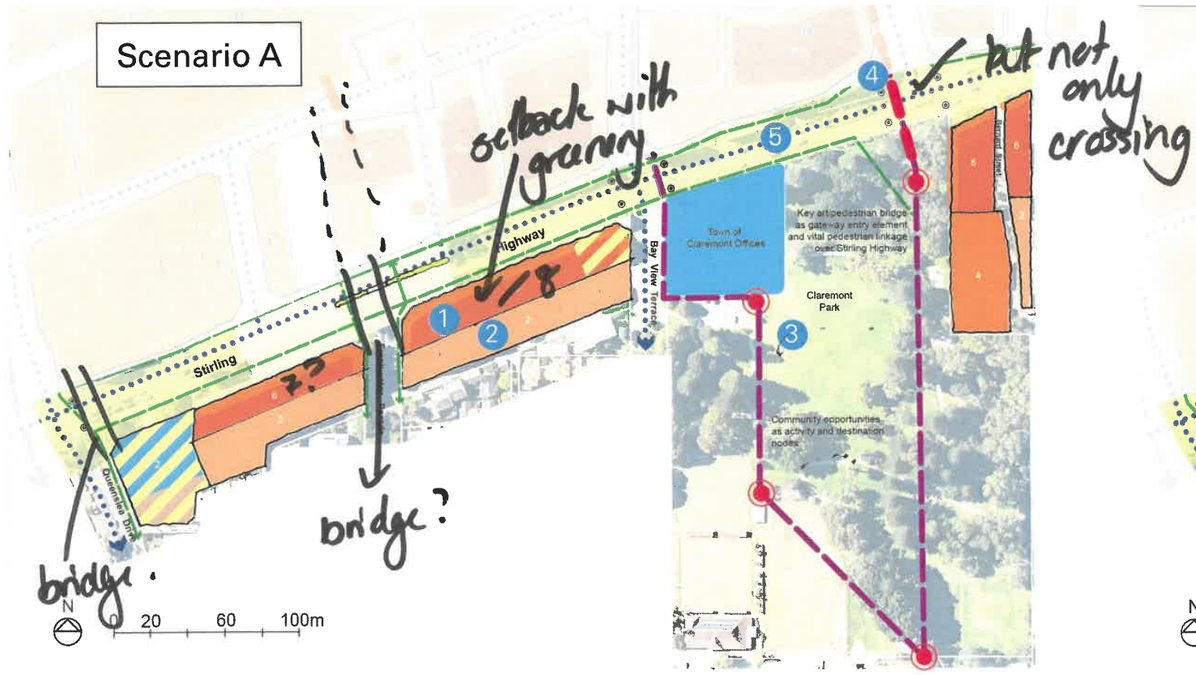
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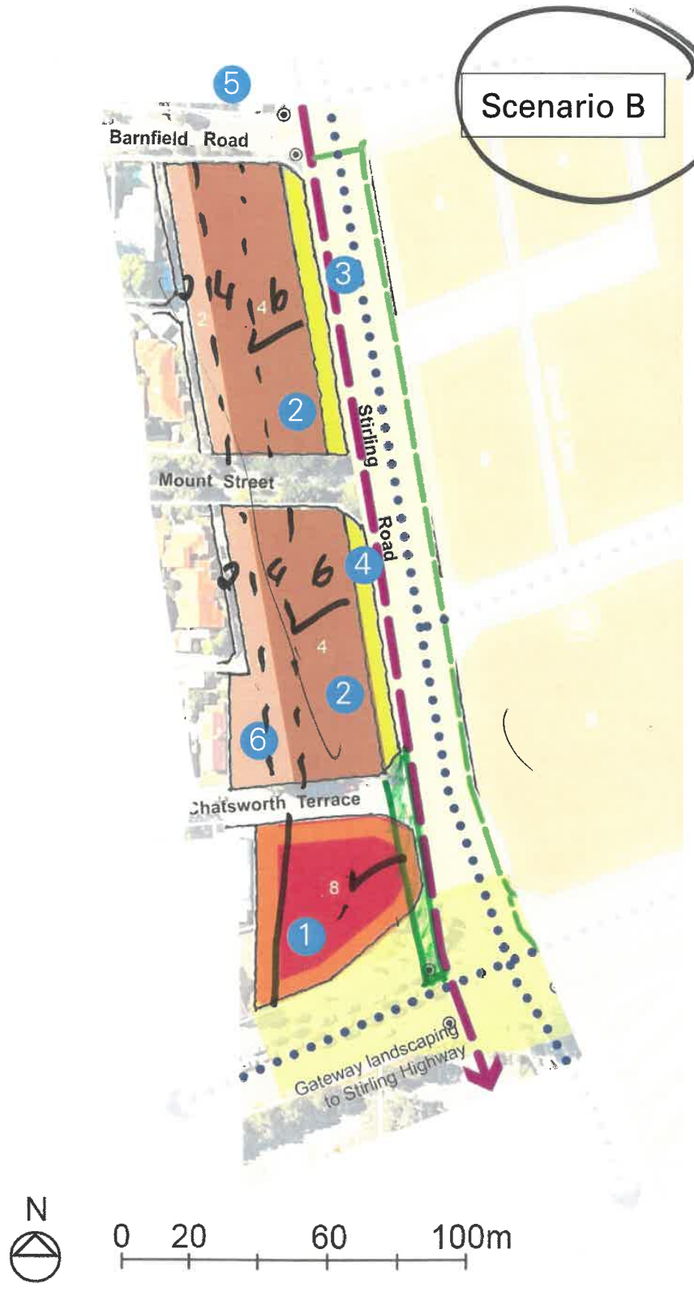
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DESIGN WORKSHOP EXERCISE 2

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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





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

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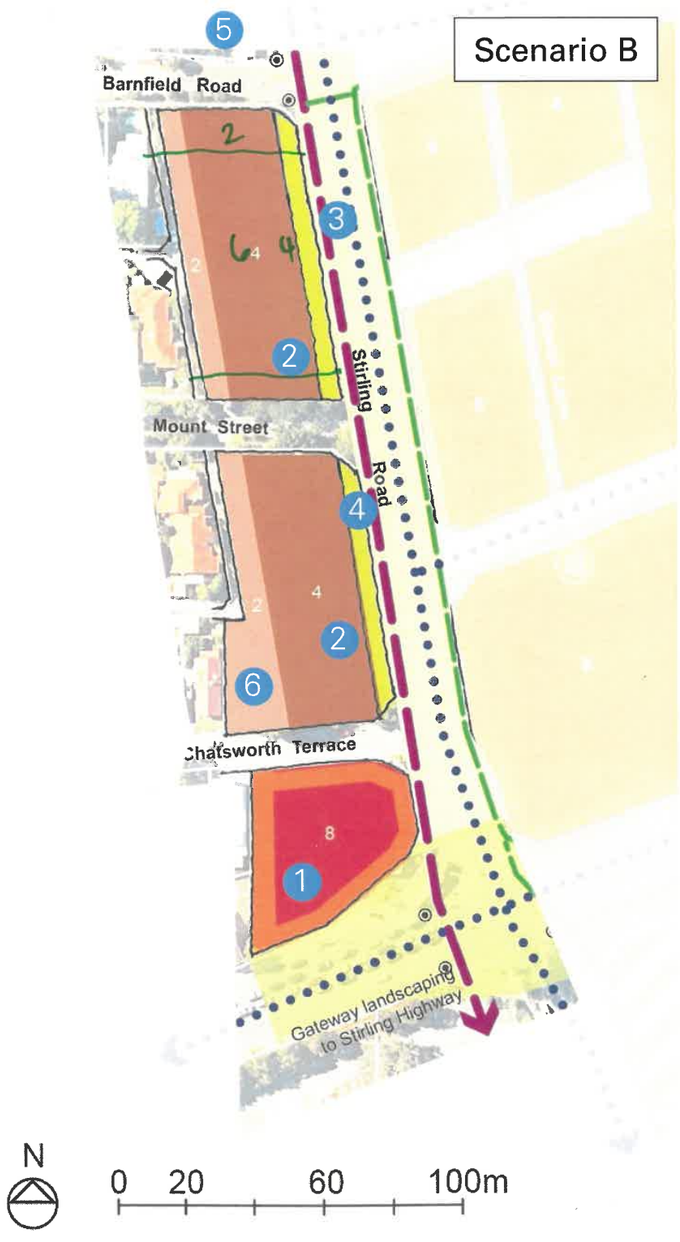
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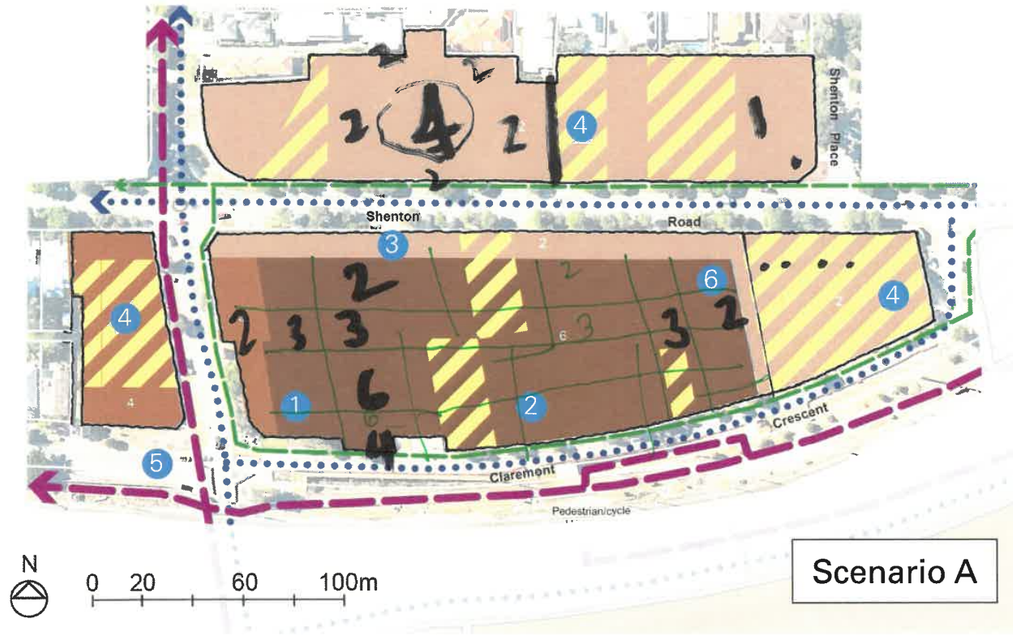
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DESIGN WORKSHOP EXERCISE 2

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

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





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

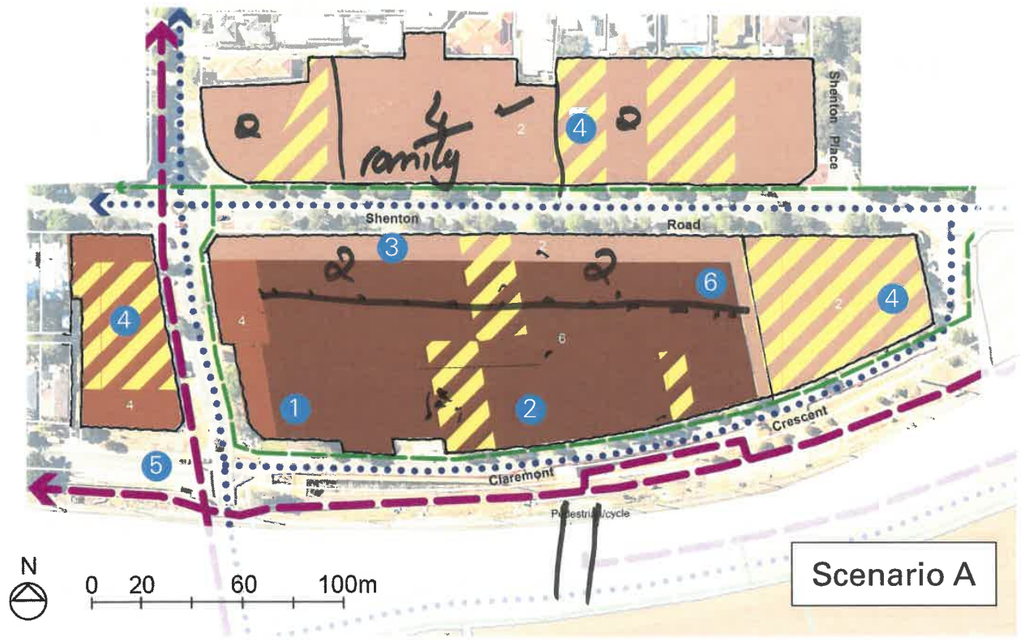
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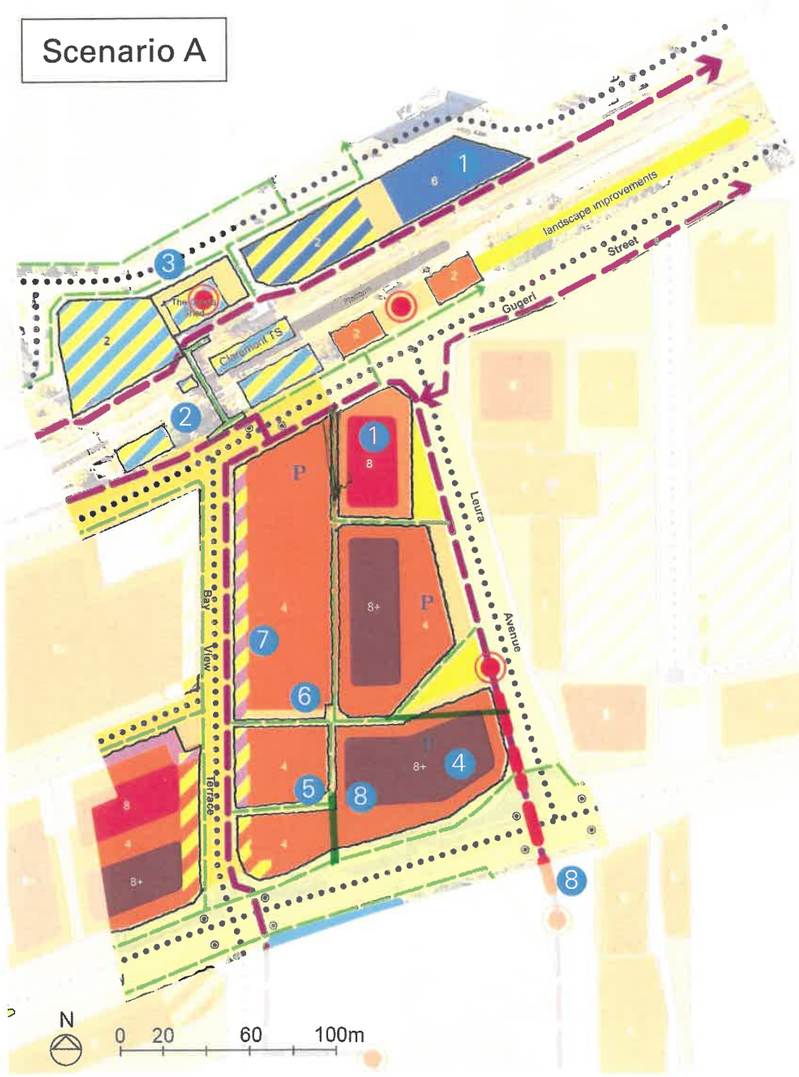
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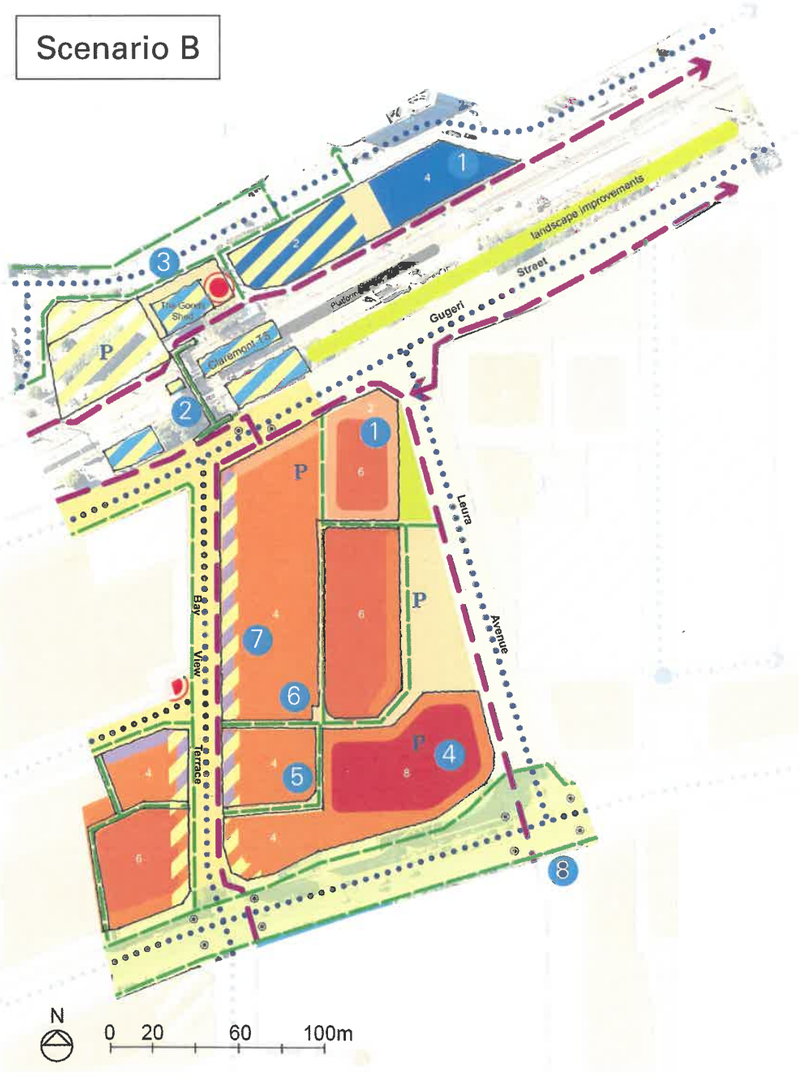
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Scenario A



Scenario B



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3. Goods Shed cultural facility expansion
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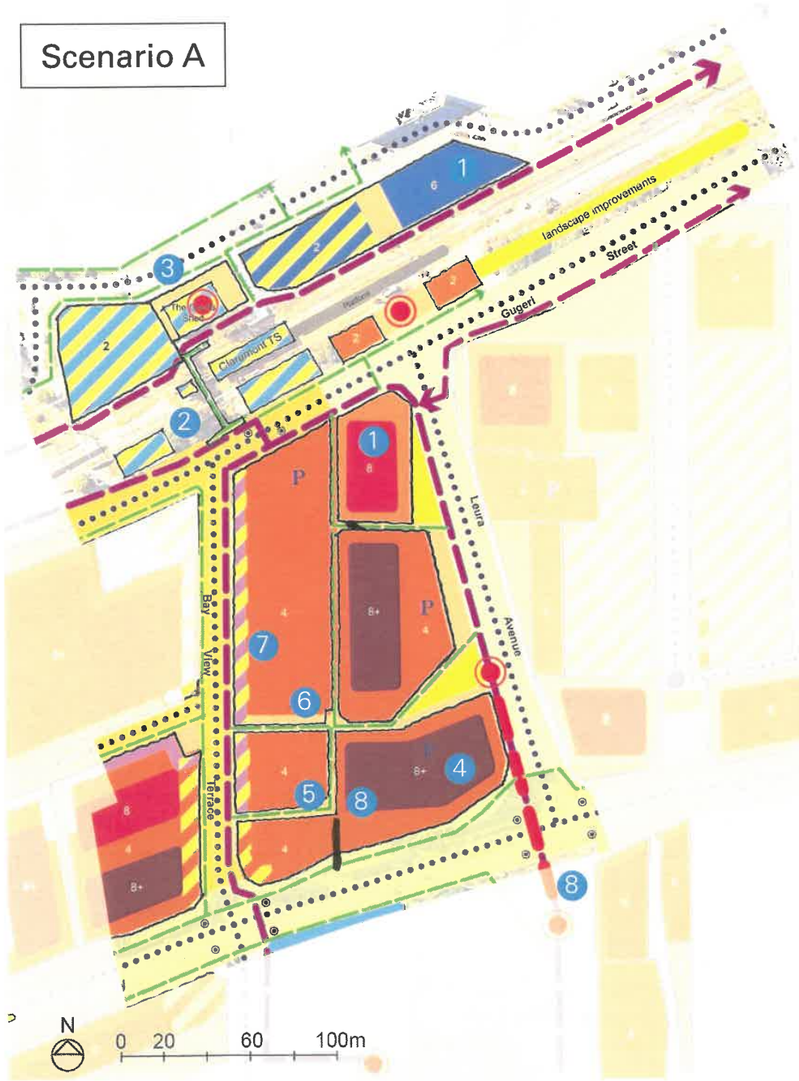
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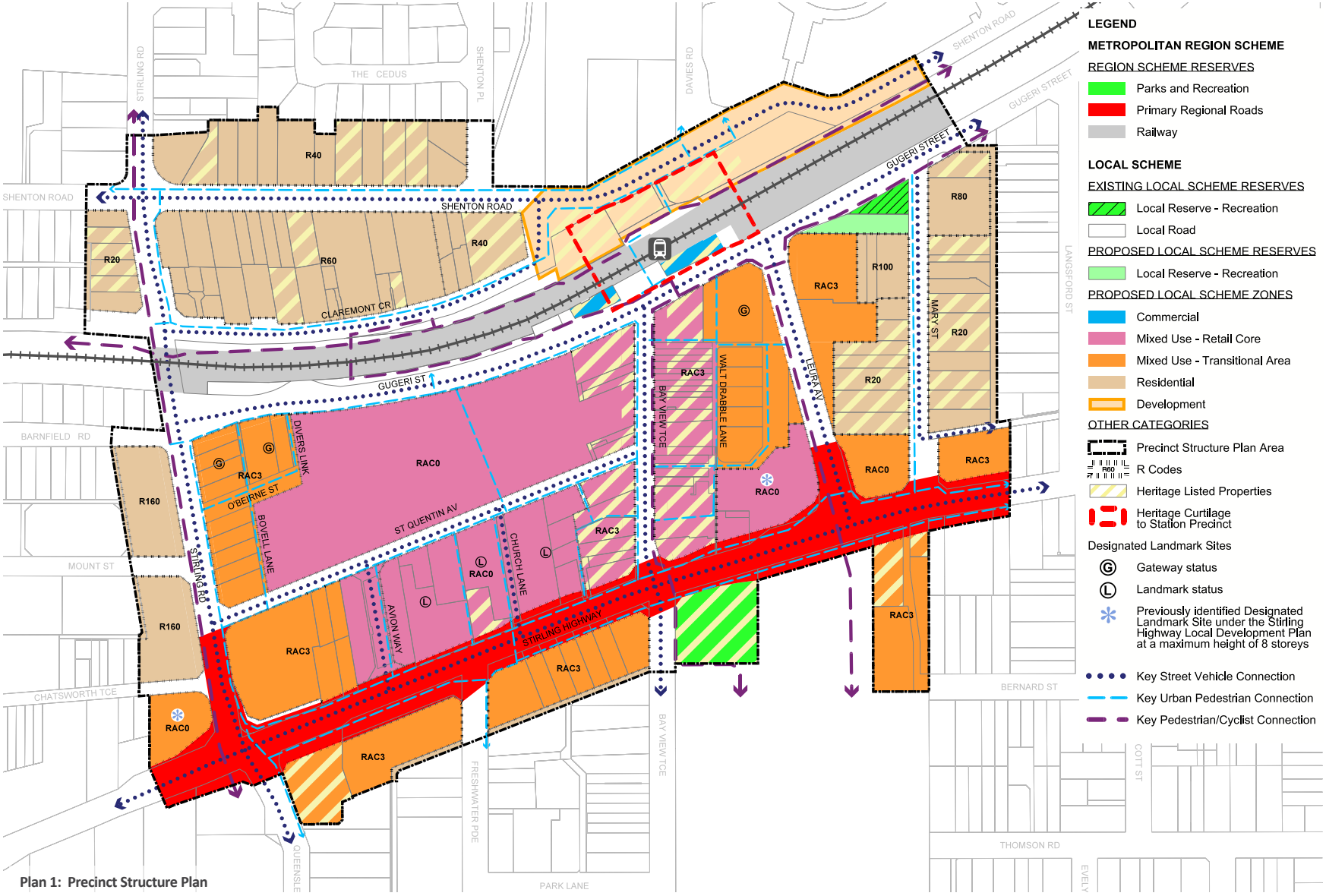




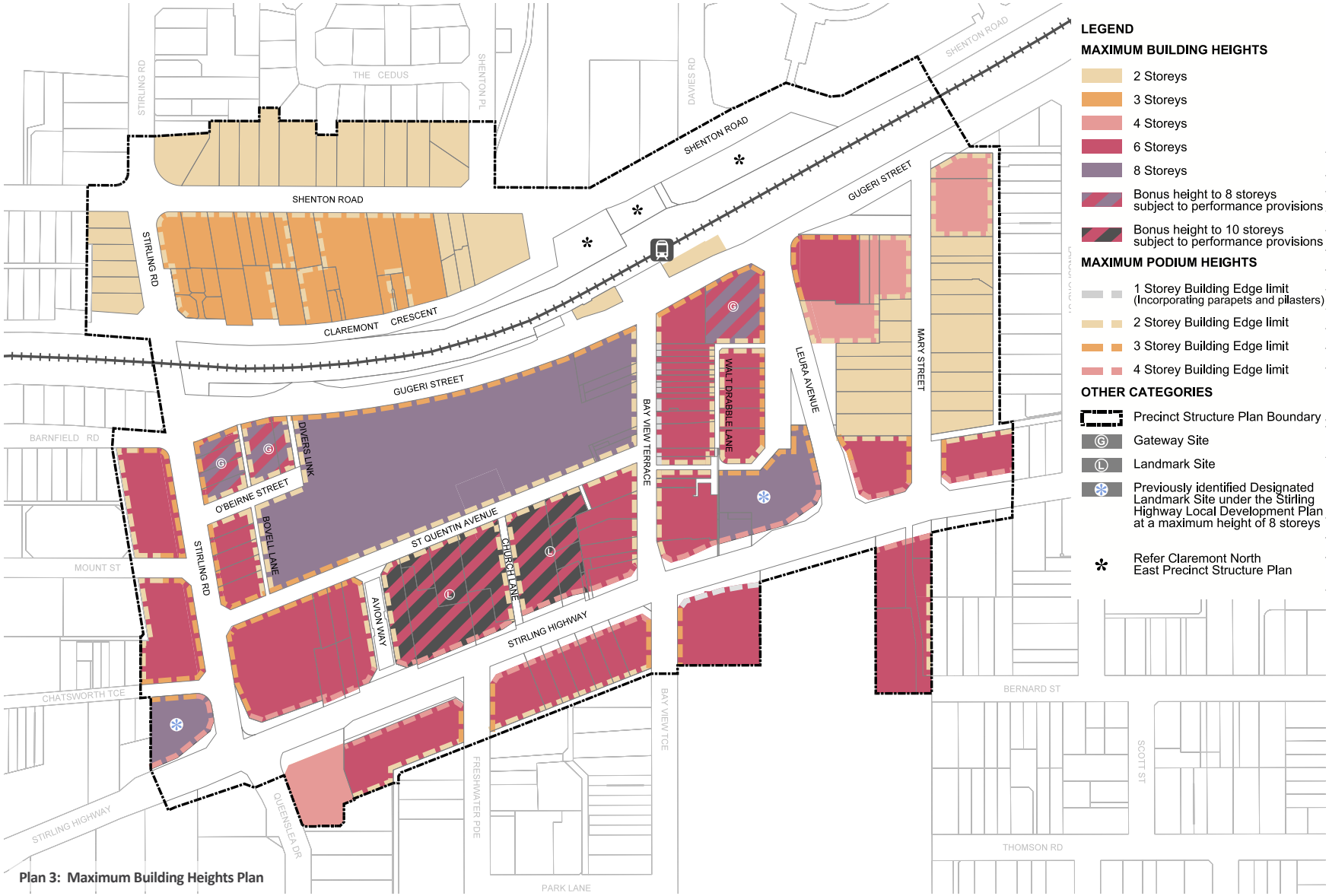
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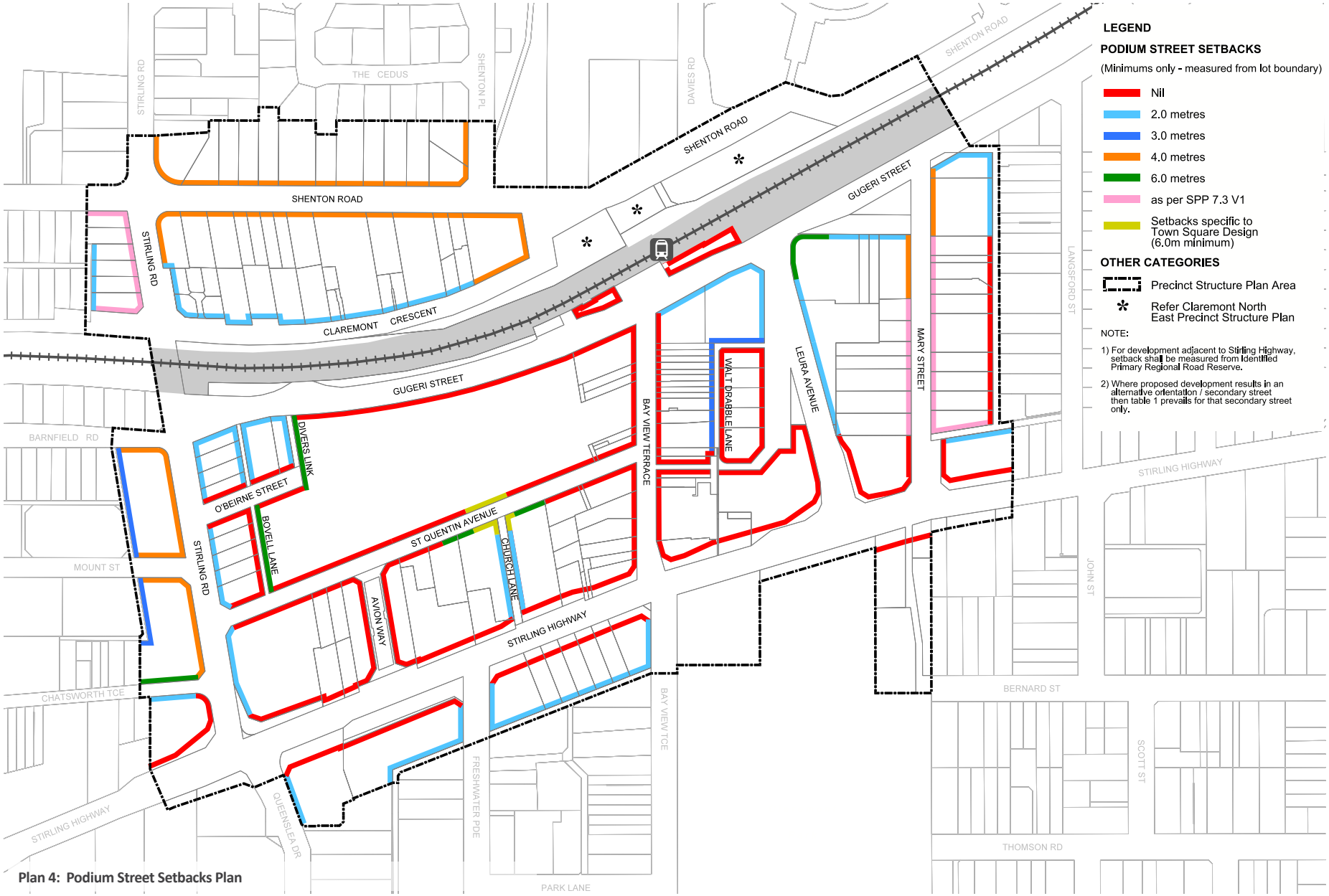
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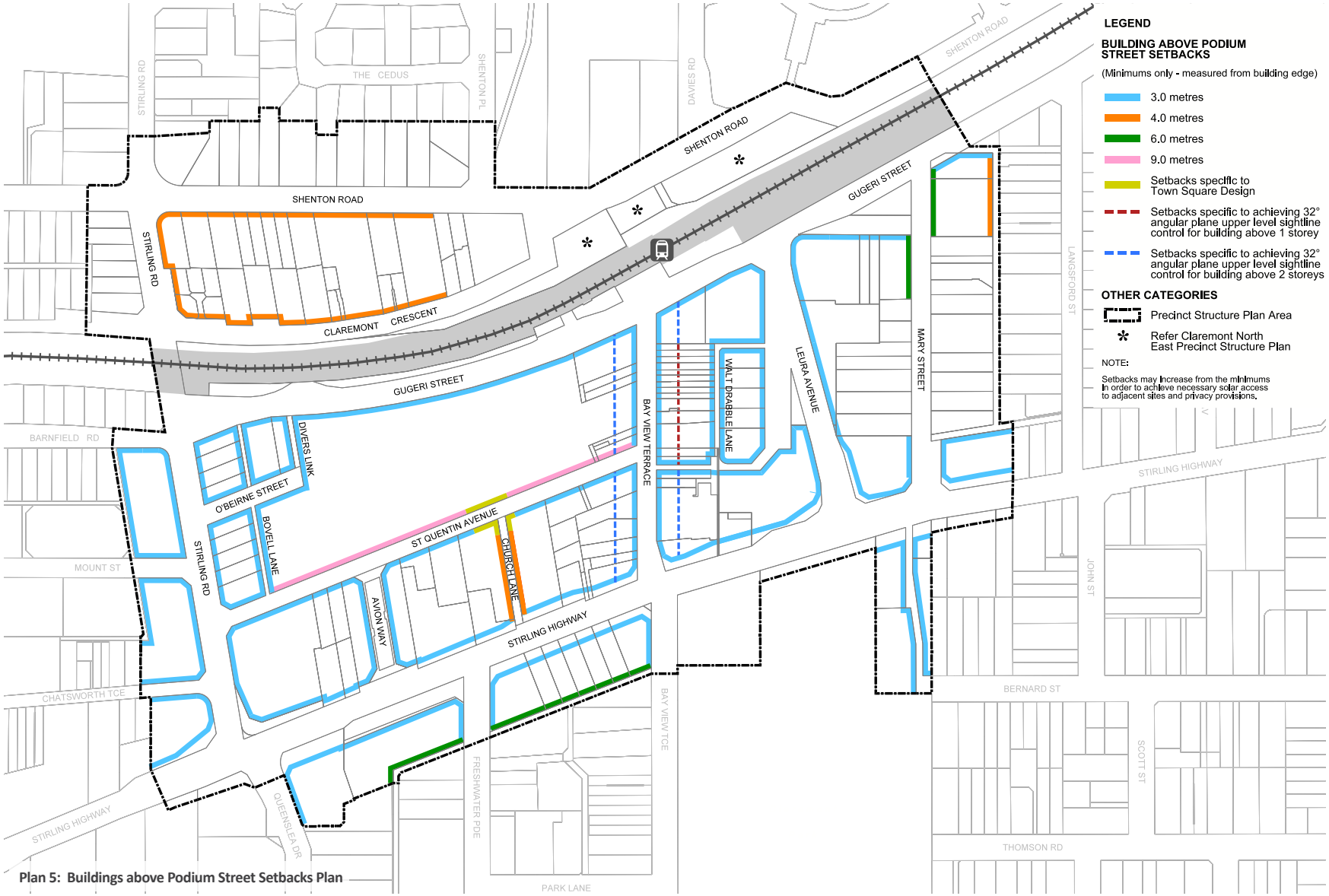
Plan 1: Precinct Structure Plan



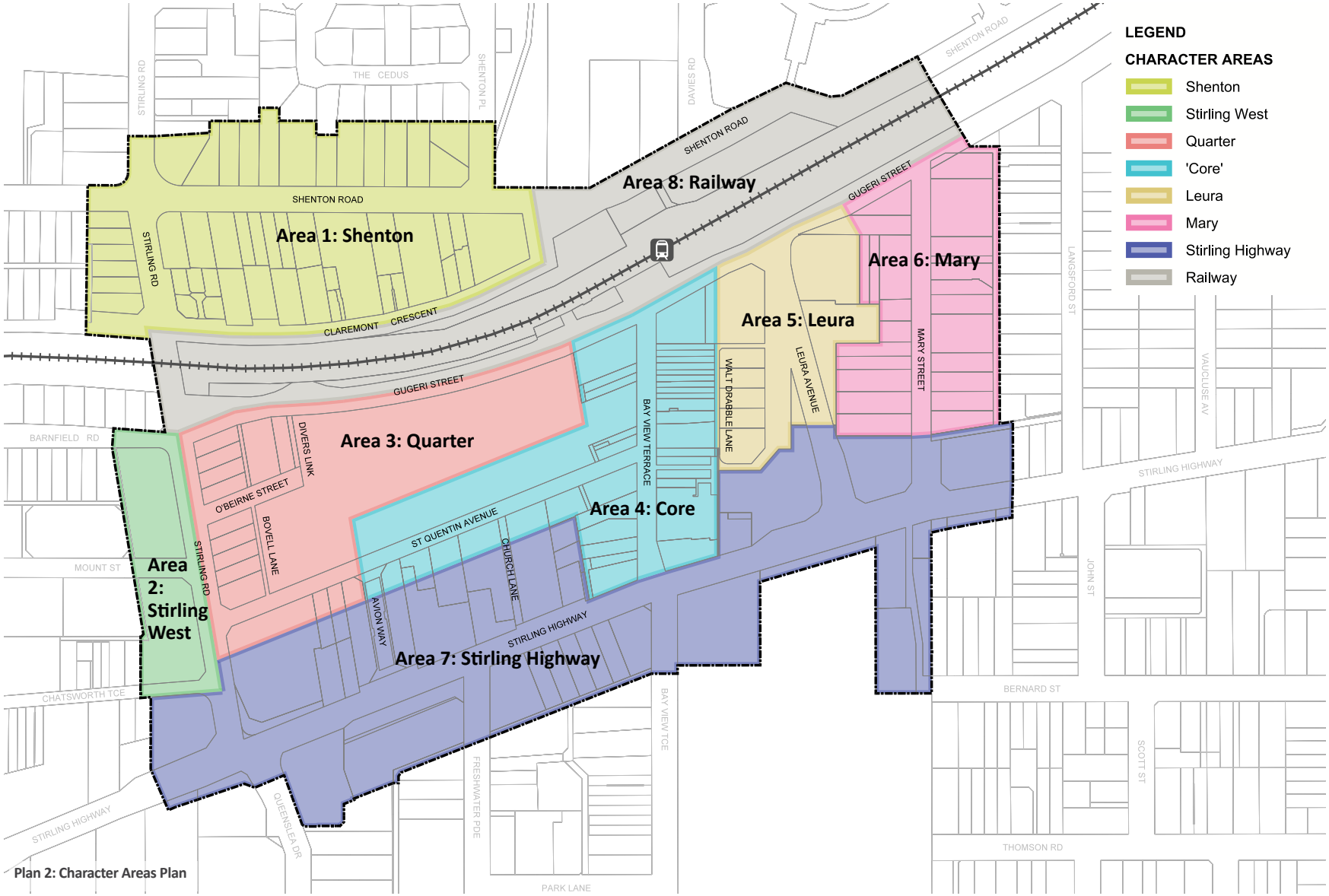
Plan 3: Maximum Building Heights Plan



Plan 4: Podium Street Setbacks Plan



Plan 5: Buildings above Podium Street Setbacks Plan



Plan 2: Character Areas Plan

pracsys.

TOWN OF CLAREMONT

Local Commercial and Activity Centres Strategy

FINAL DRAFT

March 2022

Document Control				
Document Version	**Description**	**Prepared By**	**Approved By**	**Date Approved**
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V 2.0	Updated Draft after Town of Claremont Review	Brayden Keizer Steven Godecke Dawson Demassiet-Huning	Lucy Heales	30/10/2020
V 3.0	Final Draft	Brayden Keizer Steven Godecke Dawson Demassiet-Huning	Lucy Heales	11/12/2020
V 4.0	Updated Draft to align with Needs Assessment and Precinct Structure Plan	Esther Buckeridge	Dawson Demassiet-Huning	10/03/2022

Disclaimer

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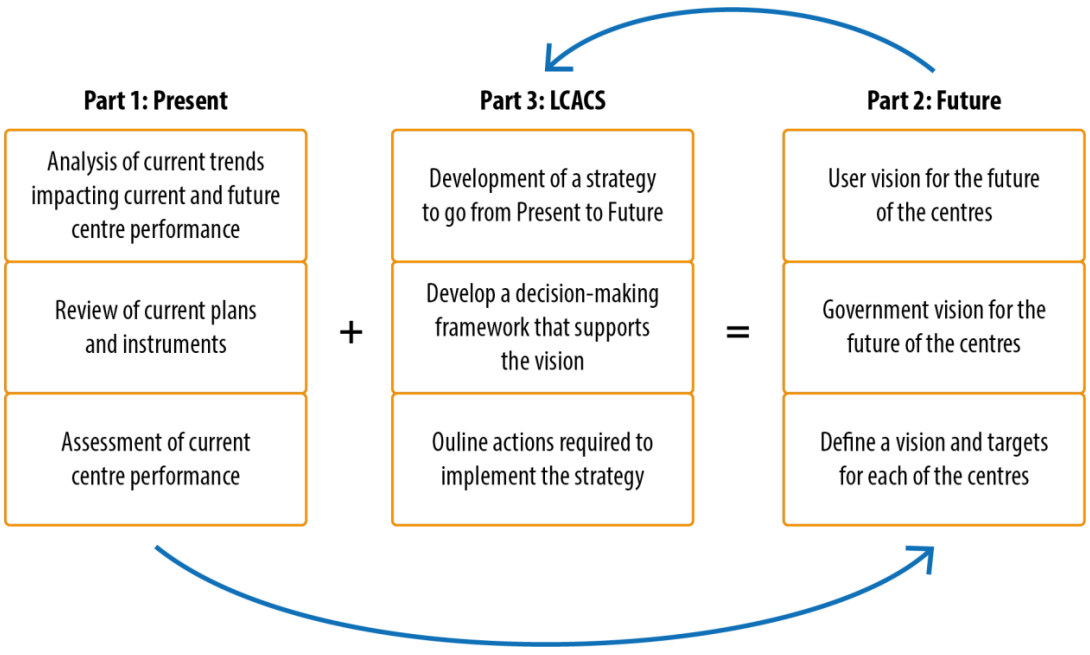
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1 INTRODUCTION

Activity centres are places where social, economic, and environmental transactions are concentrated. They play a crucial role in providing for the service and employment needs of the surrounding population and are often based around town centres, shopping centres and business parks. They vary in size and may include different combinations of retail, commercial, residential, entertainment, tourism and other uses. A Local Commercial Activity Centre Strategy (LCACS) provides a vision, goals and an action plan for future development of activity centres. LCACS respond to the recognition of the key role centres play in the prosperity of cities, and the desire to maximise their future performance.

A major policy shift occurred in 2009, with the introduction of a planning framework that extended the purpose of centres to include non-retail activity. Directions 2031: Spatial Framework for Perth and Peel, State Planning Policy 4.2: Activity Centres for Perth and Peel (referred to as SPP 4.2) and Perth & Peel @ 3.5m stretched the focus of commercial strategies from a retail-centred approach, to include a broader spectrum of activities and interactions taking place in activity centres. While retail activity remains an important consideration, centres are now recognised as providing significant other functions as places of work, entertainment, socialisation and other interactions. This approach prioritises the needs of end users, and better reflects the varied ways in which residents, workers, visitors and enterprises engage with the physical environment.

This LCACS has been developed to provide an overarching strategy to guide planning and development for activity centres in the Town of Claremont. The LCACS has been delivered through the following process:



The LCACS provides analysis of floorspace requirements for the activity centre hierarchy until 2041. The analysis considers demand for and supply of floorspace uses within the catchment of the Town Centre, including neighbouring LGA's.[1]

Through the process several actions have been identified to guide planning and development for each of the centres. These actions have been assessed against the levers available to the Town to stimulate development, which are:

- Control: Strategies the Town can implement to control the outcome:
- Influence: Strategies the Town can implement to influence the desired outcome:
- Monitor: Useful data to assist in achieving the desired outcome:

A set of common actions across the activity centres has been developed to guide the Town in implementing the LCACS. Each Centre has also been assessed individually with detailed actions to guide planning and development.

Town's Role	Suggested Actions	Outcome
Control	Measures such as free alfresco dining permits for some areas in the Town Centre and along Stirling Highway	Encourages desired uses to locate in an area; creates more activated spaces
	Reduce red-tape: not requiring development approval for specific land use changes	Encourages desired uses to locate in an area, helps accelerate uptake of vacant space, de-risks for industry
	Initiate public realm projects to support desired activation:	Provide capacity for space to be active (i.e. sidewalks that are suited to outdoor dining, places for social interaction, places for cultural activities / small events)
Influence	Landowner and business engagement	The Town should continue to grow its networking capacity with Town landowners, businesses and potential developers. The Town should seek to create links between key stakeholders
	Marketing material	Develop marketing material to support initiatives as opportunities arise
Monitor	Collect data regarding visitor movements and visitor perceptions in the Town Centre and the future Eastern Highway Precinct.	The Town should measure the movement of users and their perceptions. This can be achieved through the use of WiFi tracking and surveys. This information provides critical feedback to assess the success of other actions which can be used to ensure that desired outcomes are achieved.

[1] The catchment for the analysis is defined in the Town Centre Needs Assessment report and in Figure 25.

Town's Role	Suggested Actions	Outcome
	Consider a data communication plan	Develop a plan for providing user data to businesses, landowners and prospective developers/investors. This is particularly important for operators along main streets in the Town Centre as they are competing with businesses inside Claremont Quarter who likely have access to high levels of information through the centre management.

2 TOWN OF CLAREMONT BACKGROUND

This LCACS has been developed based on substantial analysis and background research. The key findings from research have been summarised in the following sections.

2.1 Spatial Context

The Town of Claremont is located approximately 10 kilometres south-west of the Perth Central Business District (CBD), directly connected through the Fremantle train line and Stirling Highway. The Municipality is bounded by the Swan River to the south, the City of Nedlands to the north and east, the Town of Cottesloe to the west and Peppermint Grove to the south-west (Figure 1).

Figure 1. Town of Claremont Context



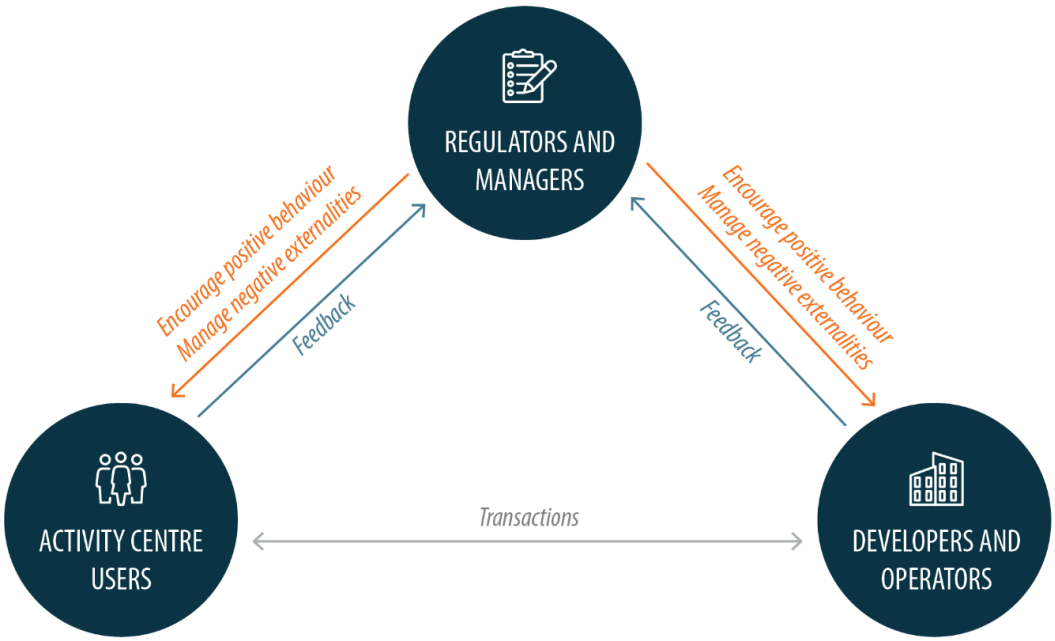
Source: Pracsys 2020

2.2 Stakeholders

Understanding the context of the social and economic factors that affect the Town of Claremont is key to developing an effective LCACS. The economic systems that make up the Town of Claremont are encapsulated by three overarching groups of stakeholders (Figure 2). These three groups are:

- Activity Centre Users, typically represented by the general public
- Developers and Operators, typically represented by businesses and their employees
- Regulators and Managers, typically represented by local & state government bodies

Figure 2. Commercial Centre Stakeholders



Source: Pracsys 2020

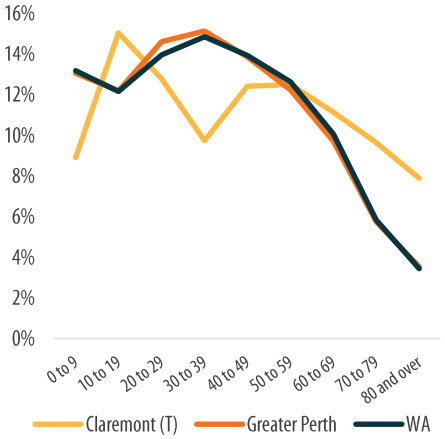
The way these stakeholder groups interact with each other defines the success of a commercial centre. Activity centre users purchase goods and services from developers and operators through transactions. Developers and operators require efficiently working activity centres that attract activity centre users and thus require good activity centre design and management. In turn, activity centre users require regulations and managers that manage negative externalities and promote positive behaviour to encourage them to continue to use activity centres and promote positive transactions (economic, social, and environmental). Thus, activity centre design must encourage use, developers and operators must target their products to the activity centre users and regulators and managers must control negative externalities throughout the entire network of activity centres ensure positive benefits from the interaction between users and operators. The LCACS seeks to optimise these transactions and interactions to the benefit of all stakeholders, assisting the Town of Claremont in achieving its desired vision.

2.3 Demographic and Housing

This section analyses the various characteristics of the predominant users of the Town of Claremont's activity centres; that is, those that live in the Town of Claremont. While catchments of users for activity centres are expected to extend farther than the Town's boundaries (e.g. the Claremont Town Centre provides for users from neighbouring local governments), the Town's residents will be the dominant users. All analysis within this section is based on data derived from the Australian Bureau of Statistics 2016 Census, unless otherwise denoted.

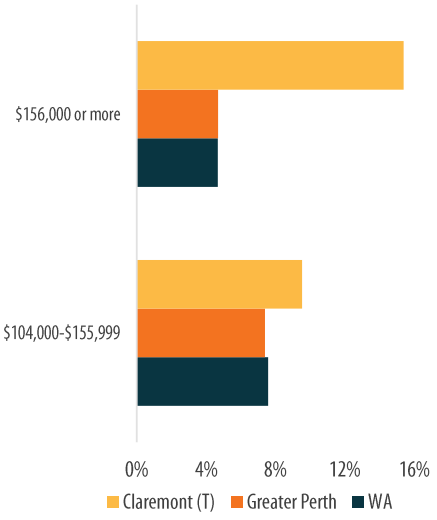
The Town of Claremont has an older age structure than Greater Perth and Western Australia with a significantly higher proportion of its residents in the 60+ age bracket. As such, it is expected that many of the residents in the Town of Claremont are retirees and activity centre design, operation and the goods and services offered should reflect the needs of this age group. There is also a high proportion of 10-19 year olds in the Town, reflective of the numerous high schools in the area. Key considerations can include access (i.e. ensuring people with limited mobility can cross the train tracks to access the Town Centre) and diversity of offering (i.e. ensuring there is amenity for both parents and children).

Figure 4. Town of Claremont Age Profile



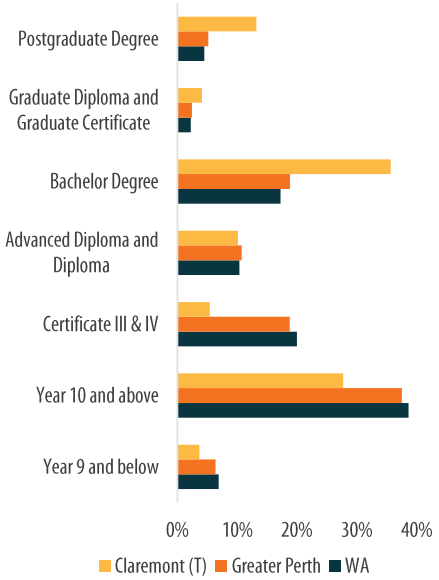
The proportion of residents in the higher income brackets in the Town of Claremont far exceeds the Greater Perth and Western Australian averages. Income levels of residential catchments are the greatest influence on the level of expenditure (among other demographic influences) in activity centres. High levels of income are linked to quality of life, provided there is a suitable provision of services on which income can be spent. The relatively high proportion of residents in the upper income bracket needs to be considered when thinking about activity centre design and capacity in the Town of Claremont. This can include providing spaces that can be used for cultural activities (i.e. flexible outdoors spaces that can be used for performances to activate a centre) and the type of entertainment offering that is permitted (i.e. wine bars instead of pubs).

Figure 3. Town of Claremont Income Profile



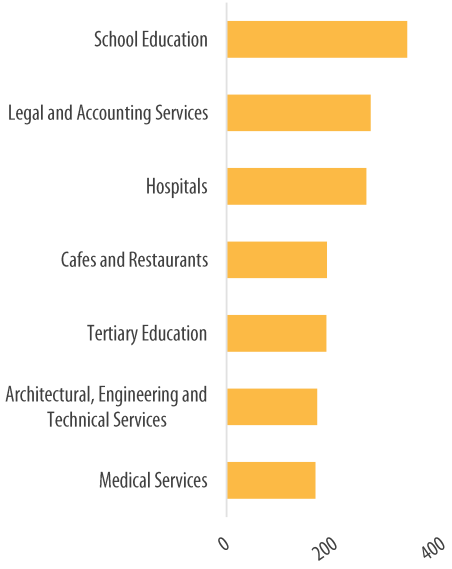
Those living in the Town of Claremont tend be highly educated with a significantly higher proportion of residents having a highest education level of Bachelor, Graduate Diploma/Certificate or Postgraduate degree compared to Greater Perth and Western Australia. The Town of Claremont is attractive for those who are highly educated, due to the Town's proximity to the Perth CBD, which provides specialised and high-output employment opportunities. Activity centres should aim to cater for the cultural and recreational requirements of these users (i.e. arts and cultural spaces).

Figure 5. Town of Claremont Education Profile



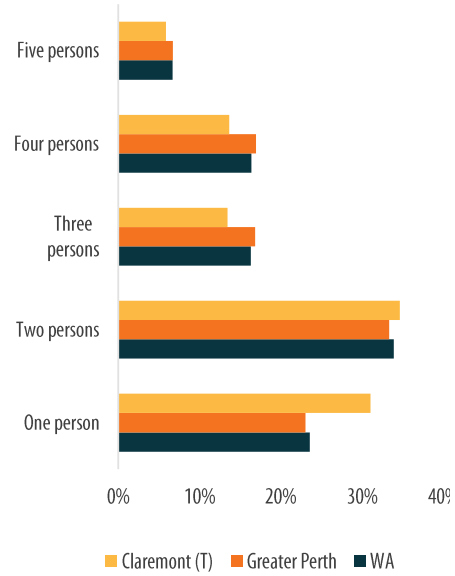
Industry of employment of residents tends to be related to education level and the offering of employment within the area. This is reflected in the Town of Claremont with a large proportion of residents employed in fields relating to education, legal, health, retail and hospitality. Knowing the make-up of the industry and education level of residents is important for the Town of Claremont. If the Town actively aims to increase its Employment Self Containment (ESC) it will be required to attract businesses from these industries to locate at its activity centres.

Figure 6. Industry of Employment in Town of Claremont



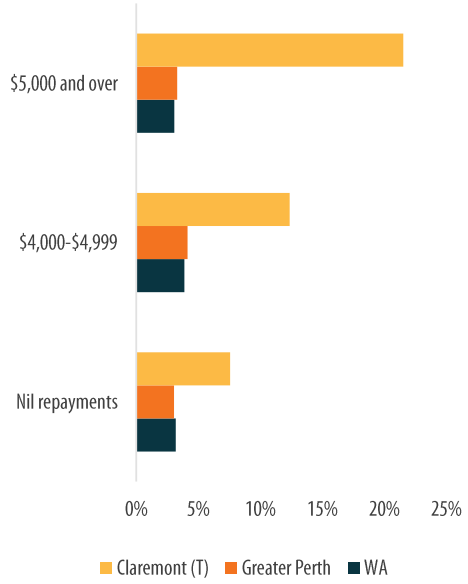
The Town of Claremont has a relatively high proportion of single person households and a similarly high proportion of two person households in comparison to Greater Perth and Western Australia. This, in combination with a relatively low proportion of three person or more households, reflects the Town's older demographic. As such, future housing developments should be mindful to ensure the housing composition is reflective of those who tend to live in the Town, with particular importance given to ensuring residents can age in place.

Figure 7. Household Composition



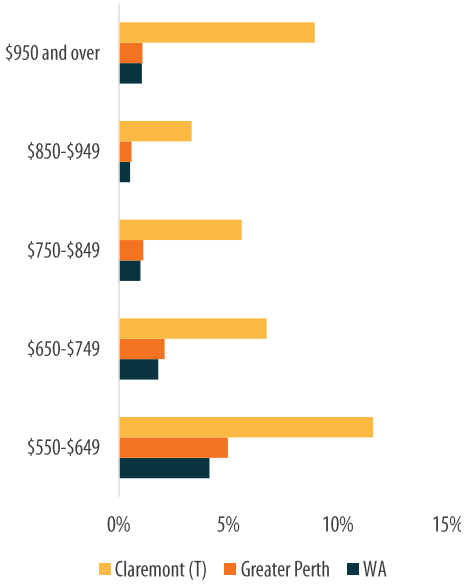
The older demographic and relatively high-income level of those living in the Town of Claremont is reflected in resident mortgage repayments. Residents in the Town have significantly higher mortgage repayments or no mortgage repayments at all (indicating they own their place of accommodation) compared to Greater Perth and Western Australia. Construction of new residential dwellings should be done strategically to attract targeted demographics. For instance, the current mix of housing is likely pricing out younger persons and middle-income families.

Figure 8. Monthly Mortgage Repayments



Similarly to mortgage repayments, residents in the Town of Claremont have significantly higher rental payments compared to Greater Perth and Western Australia. The lack of affordable housing may act as a disincentive for younger persons or those working in population driven services to move to the area. The Town should strategically locate housing around activity centres to reflect the desired demographic for the area, i.e. providing affordable rental options around the Town Centre to attract workers in population drive services to move into the Town. Increasing the number of residents in the Town Centre (particularly younger residents) would support both night-time activation and safety in the Town Centre.

Figure 9. Weekly Rental Repayments



2.4 Worker Context

This section analyses employment within the Town of Claremont's activity centres; that is, those that work but do not necessarily live in the Town of Claremont. Employment within the Town of Claremont is reflective of the advantages and specialisation of industries within the Town and the goods and services demanded by local residents. All analysis within this section is based on data derived from the Australian Bureau of Statistics 2016 Census, unless otherwise denoted.

The top employing industries within the Town of Claremont reflect the Towns major infrastructure and services with school education, aged care, retail and retail derivatives, and medical services comprising the top employment categories. This specialised range of employment opportunities may not match the local skills base, providing employment accessibility challenges when trying to match local jobs with local labour. As mentioned in Section 2.3, factors such as housing affordability and provision of services significantly influences the demographic of the local population.

Figure 10. Top Employing Industries in the Town of Claremont



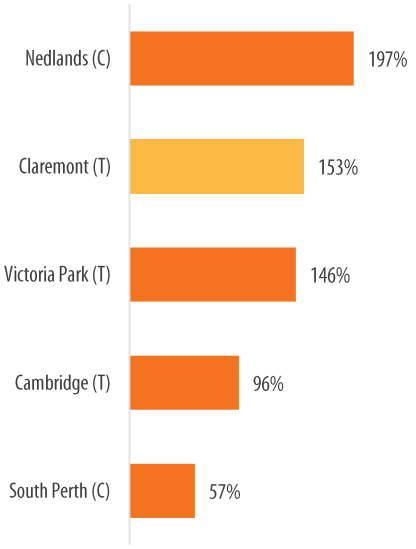
Employment opportunities and access to employment can be examined using Employment Self-Containment (ESC) and Employment Self-Sufficiency (ESS). ESC refers to the proportion of residents who are employed in local jobs (live and work in the same local government area) relative to the total labour force of the area. ESS refers to the number of jobs available in a geographic area, as a proportion of the size of the labour force resident in that same area. For more information, refer to Figure 11, Figure 12 and Figure 13 with associated discussion. .

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 self-sufficiency is generally a sign that the economy has a healthy rate of employment growth, there are opportunities to attract and support a bigger local population. Self-containment 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 (i.e. training requirements; risk of losing local skilled population to other regions). ESC is also often a reflection of the economy's complexity. As people base their location

decisions on more than simply access to work, lower ESC can often reflect the desirability of a place to live and a relatively simple economy as people have to travel out of the area to find work.

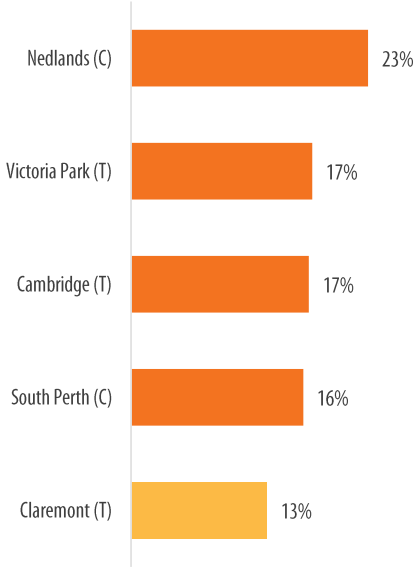
The Town of Claremont has a relatively high ESS when compared to similar areas. The Town's high ESS reflects its importance as an employment hub in the Central sub region. Technically this high ESS indicates the Town could provide jobs for all of its residents, however, the local job offerings do not necessarily reflect the skillset of residents within the Town.

Figure 11. Employment Self Sufficiency in the Town of Claremont



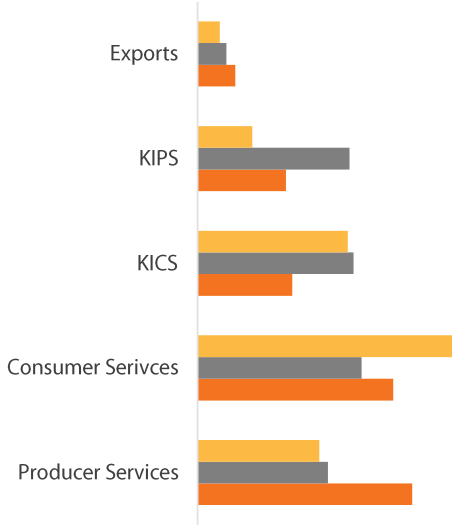
Despite a high level of ESS in the Town of Claremont, the ESC is relatively low when compared to similar areas. A high ESS in combination with a low ESC indicates a clear mismatch between the skills of local residents and employment opportunities in the Town. The Town's ESC can be improved by attracting persons who work but do not live in the Town to relocate to the area or by providing employment opportunities that are reflective of the current resident's skillset.

Figure 12. Employment Self Containment in the Town of Claremont



Employment opportunities in the Town of Claremont are generally in population driven industries and only a small proportion of employment in the Town is strategic. The current provision of strategic employment opportunities in the Town does not reflect the skillset of the local population. Residents in the Town are generally highly educated and are likely to take employment in higher-output, strategic employment. This is reflected by the Town's low ESC despite the high level of ESS. This mismatch of skills is reflected by many residents travelling to the CBD for employment (Figure 14) and is also reflected by the Town importing its labour from a wide variety of local government areas

Figure 13. Employment Quality in the Town of Claremont



WHAT IS EMPLOYMENT QUALITY?

Employment can broadly be understood in terms of knowledge requirements and industry uses. Employment quality is measured by assessing occupation and industry of employment data. Five employment categories are defined to assist in understanding the dominant role of nodes and identify target industries:

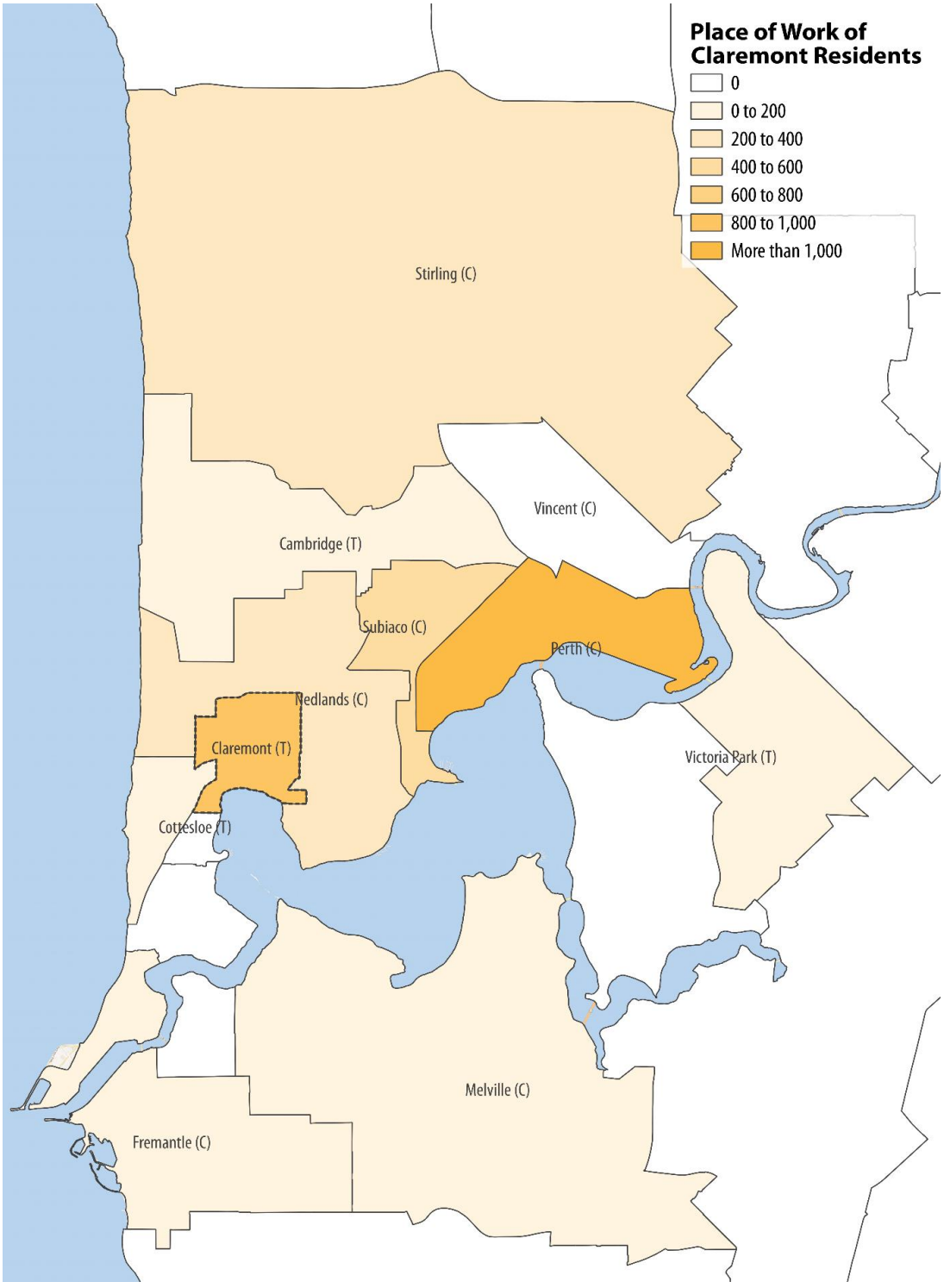
- **Consumer Services**: Basic business-to-consumer activity (for example, retail trade)
- **Producer Services**: Basic business-to-business activity (for example, printing services)
- **Knowledge Intensive Consumer Services (KICS)**: Business-to-consumer activity with high knowledge requirements (for example, medical services)
- **Knowledge Intensive Producer Services (KIPS)**: Business-to-business activity with high knowledge requirements (for example, architectural services)
- **Export**: Direct export related activity (for example, agriculture or mining)

KIPS and Export employment are collectively referred to as strategic employment. Strategic employment does not rely on a local population catchment and is sustained by income sources outside of the local economy. Strategic employment is desirable as it is less prone to automation and is associated with higher levels of education, qualification and income.

Population-driven employment is collectively Consumer Services, Producer Services and KICS. They reflect the level of local services available within the area. This employment usually grows organically with the population growth. However, it is dependent on the local population expenditure, and is associated with lower levels of income and more prone to automation.

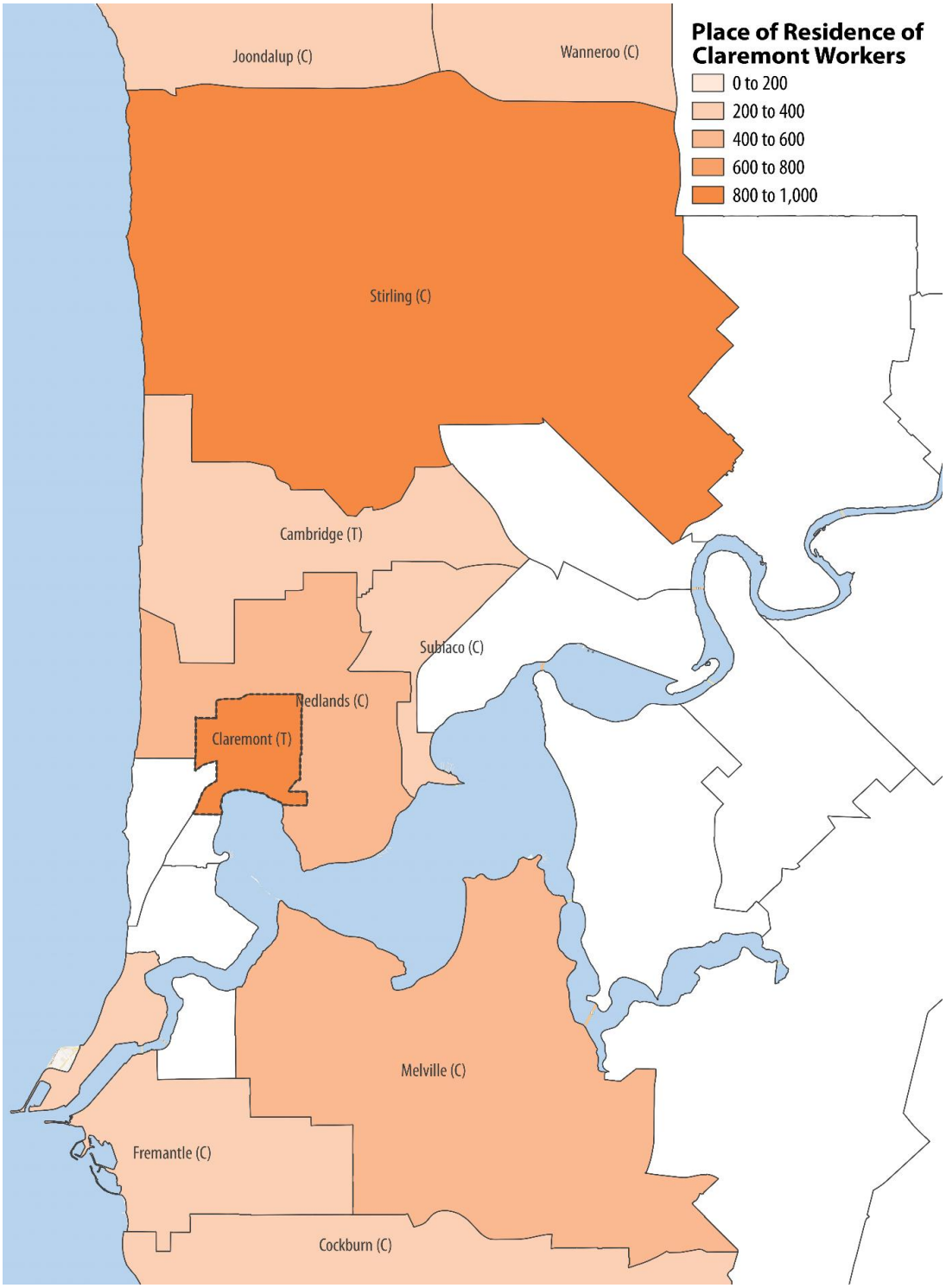
Employment quality assessment gives an indication of the unique local economy profile and strength. It is beneficial to assess employment quality in comparison to other areas, for example, the Greater Perth average.

Figure 14. Claremont Residents Place of Work



Source: Pracsys 2020, ABS Census 2016

Figure 15. Claremont Workers Place of Residence



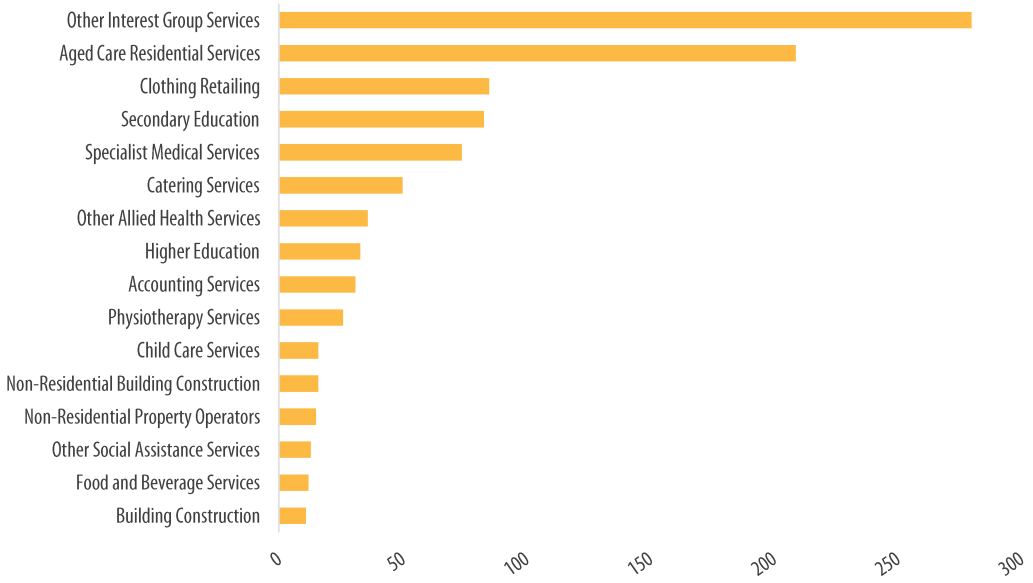
Source: Pracsys 2020, ABS Census 2016

2.5 Employment Concentration Factors and Shift Share

This section provides more advanced analysis of employment within the Town of Claremont. Specifically, calculation of Employment Concentration Factors (ECF) and Shift Share analysis to identify any possible comparative advantages in the Town. By calculating the ECF of industries, it is possible to identify the existing concentrations of specific industries within the study area. This is an indicator of existing or emerging agglomerations and can be used to identify areas where economic development initiatives may strengthen agglomerations and ultimately facilitate the development of specialised employment opportunities. All analysis within this section is based on data derived from the Australian Bureau of Statistics 2016 Census, unless otherwise denoted.

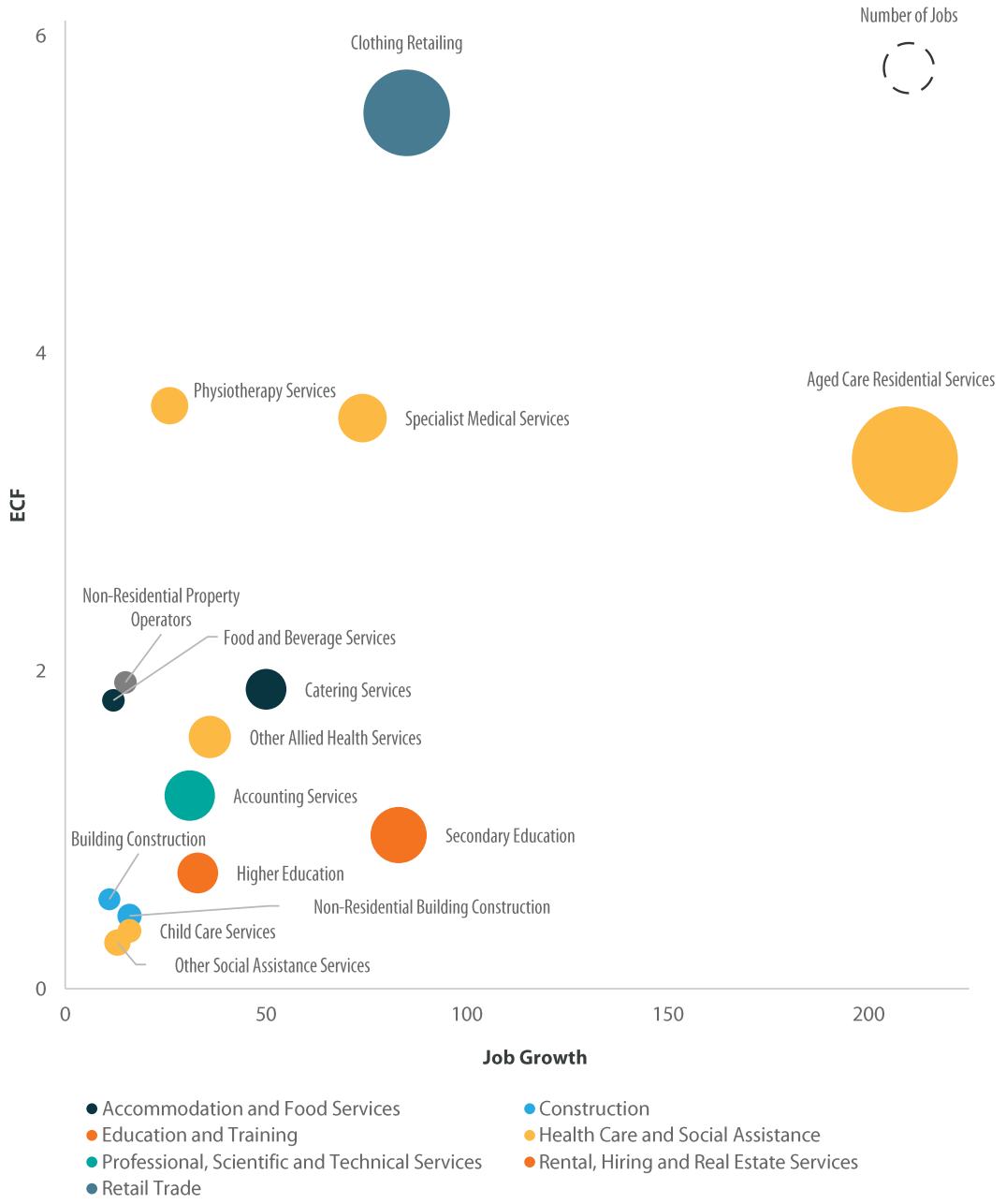
The Town can look for economic development opportunities where industries growing strongly throughout Western Australia are also experiencing strong growth locally. Encouragingly, several high growth industries for Western Australia, such as health, retail and education, are experiencing even stronger growth in the Town of Claremont (Figure 16). Industries experiencing high growth also have a high ECF in the Town, indicating the Town is capitalising on their comparative advantage in these industries (Figure 17). To create sustainable and specialised employment opportunities for local residents, the Town should also encourage the agglomeration of industries that have a lower ECF but are experiencing high growth when planning activity centres. This will encourage greater economic diversity and additional employment opportunities for residents.

Figure 16. Growth in Town of Claremont jobs between 2006 and 2016



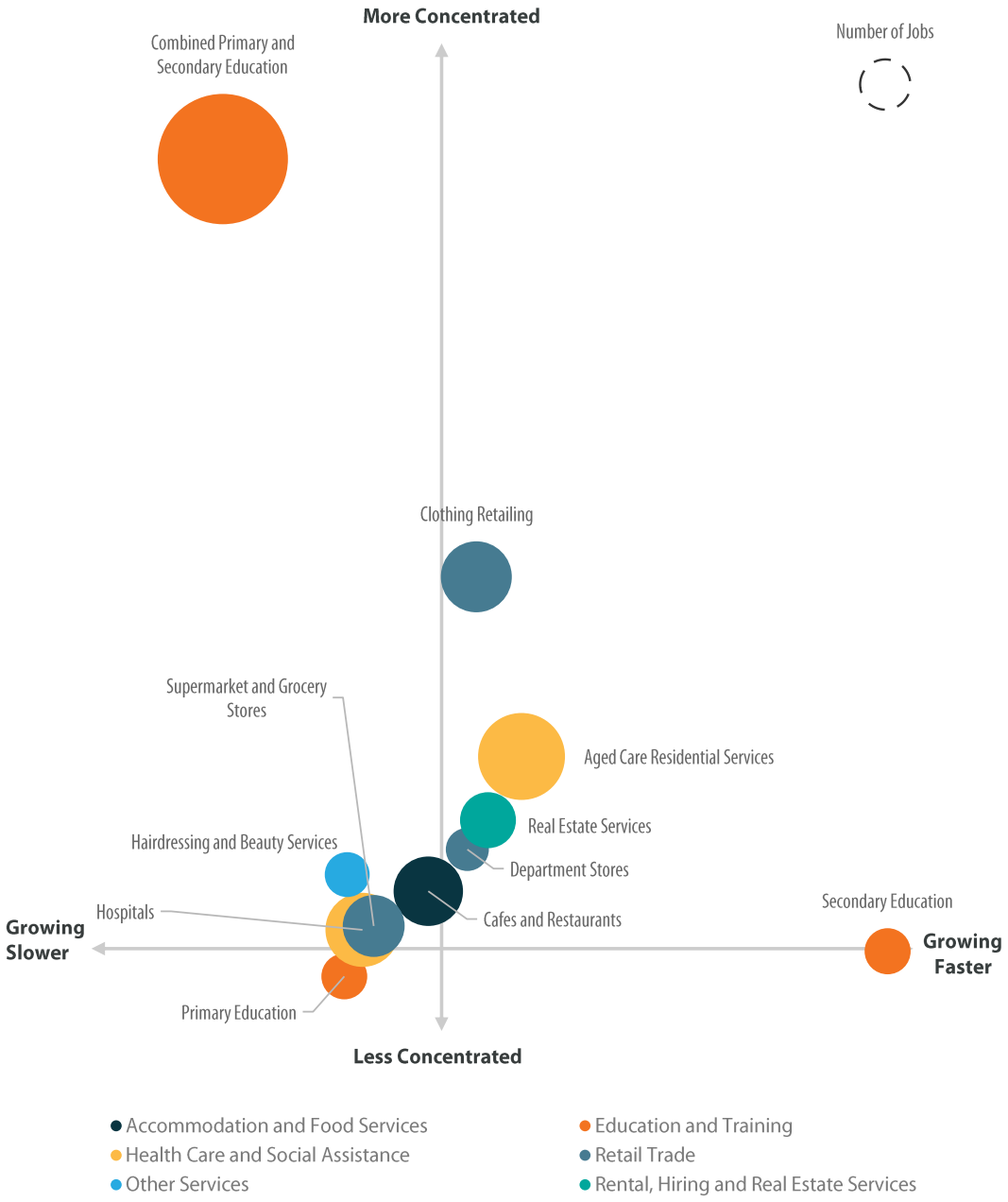
Note: Includes only those industries which have outperformed the State in high-growth industries. Excludes Other Services n.e.c.

Figure 17. ECF and Jobs Added for High Growth Industries



Note: Includes only those industries which have outperformed the State in high-growth industries. Job Growth reflects the number of additional jobs created between 2006 and 2016. Excludes Other Services n.e.c.

Figure 18. Concentration and Growth of Large Industries



Note: Includes only those industries with more than 100 workers. 'More Concentrated' reflects that the industry is more concentrated in the Town of Claremont than in Western Australia. 'Growing Faster reflects that the industry is growing faster in the Town of Claremont than in Western Australia. Excludes Other Services n.e.c.

Shift Share analysis identifies the relative concentration and growth of industries compared to the broader region. In the Town of Claremont only the industries of Aged Care Residential Services, Real Estate Services, Clothing Retail and Department Stores are employing a significant number of workers, are concentrated greater in the Town than throughout Western Australia and are experiencing stronger growth than Western Australia (Figure 18). The Town of Claremont should aim to increase the ECF of industries it is experiencing relatively high growth in. For example, the Secondary Education industry is experiencing growth well above that of Western Australia in the Town of Claremont, however, the ECF of this industry is low and the Town could further capitalise on this growth by facilitating further industry development.

2.6 Summary

The Town of Claremont has a distinctive demography and industry composition that must be accounted for when designing activity centres. Residents in the Town of Claremont are:

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

The Town of Claremont has a low level of ESC as employment offerings in the town do not match the skills of local residents. This is not a problem 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. It is unlikely the Town will be able to attract many of these employment opportunities to its activity centres. The Town should focus primarily on providing a predominately 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 workers in population driven services, such as retail and hospitality. Due to the Town's low level of strategic employment opportunities, Shift Share analysis 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.

3 TOWN OF CLAREMONT ACTIVITY NODES

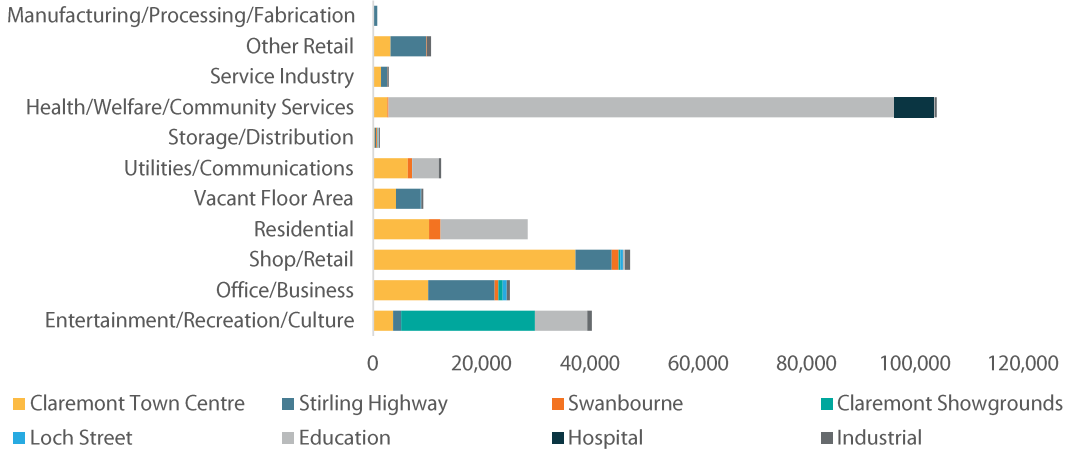
The Town of Claremont is located approximately 10km south west of the Perth Central Business District (CBD), directly connected through Stirling Highway and the Perth-Fremantle rail line. The Town is bound by the Swan River to the south, Nedlands to the north and east, Cottesloe to the west and Peppermint Grove to the south.

Activity centres are often located on arterial transportation routes, including road (Stirling Highway) and train. Key activity centres within the Town of Claremont are represented on the map in Figure 20:

- **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-driven out-of-centre activities
- A **Hospital** and several private **schools** have a significant impact on the activities taking place and the overall character of the Town

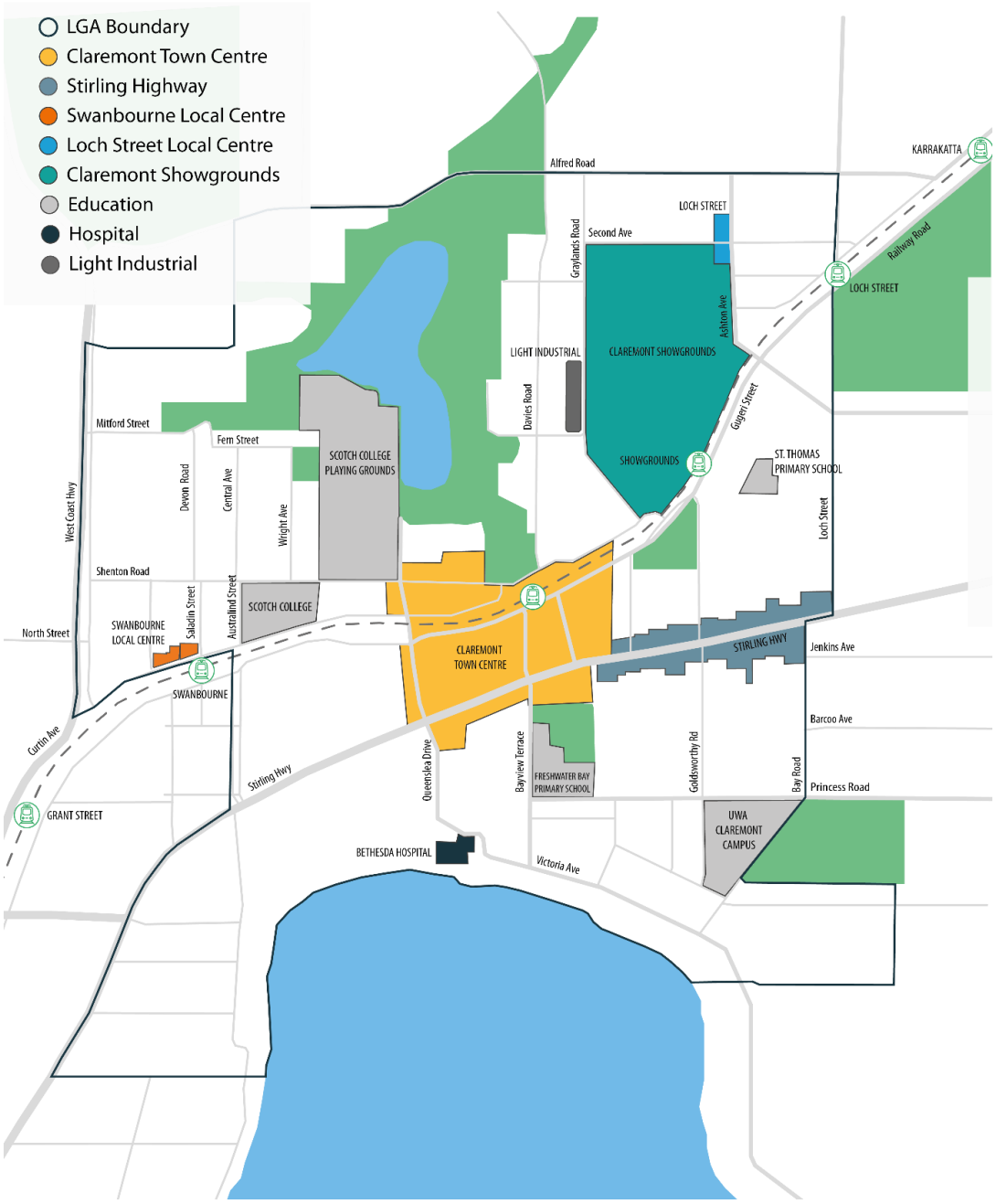
The Town of Claremont has around 283,000m^2 of commercial floorspace distributed among these centres, with education and health floorspace being a predominant category due to the influence of a hospital and private schools. It is closely followed by shop / retail floorspace, which is concentrated in the Town Centre, and entertainment floorspace, which is influenced by the Claremont Showgrounds.

Figure 19. Town of Claremont Current Floorspace



Source: DPLH LUES 15/17

Figure 20. Town of Claremont Activity Centres



Source: Town of Claremont, Pracsys 2020

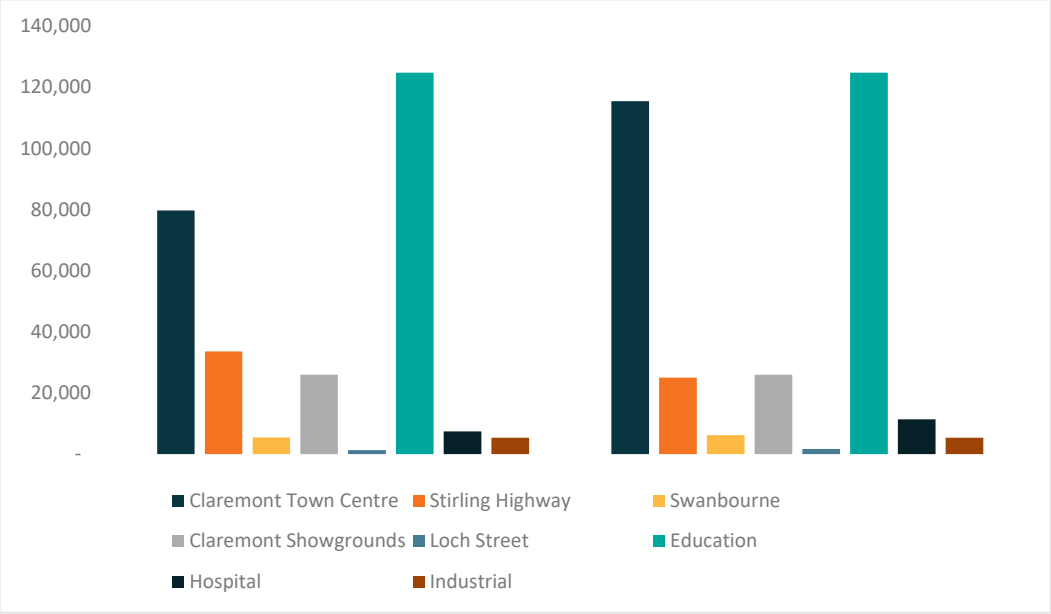
Based on the current activity mix and current activity planning policies, the majority of future commercial floorspace will be concentrated within the Town Centre. The current and future state of each activity centre are described in the following sections.

Floorspace analysis through a Needs Assessment for the Town Centre provides underpins the Town Centre projections this report. The Needs Assessment includes a catchment relevant to the Town Centre's status as a secondary centre. The Needs Assessment analysis included all proposed infill development within the Town of Claremont and assessed floorspace until the year 2041.[2]

The Needs Assessment uses gravity modelling to distribute current and future shop retail demand spatially and compare it with shop retail supply within the defined catchment. This allows the future floorspace estimates for the Town Centre to be developed accounting for other competing centres. The identified growth of shop retail uses in the Town Centre has been developed with consideration of competing centres; although it does not identify an impact, the modelling has allowed for all centres to attract additional expenditure as population grows. Further details about gravity modelling, the catchment area used and non-retail analysis are available in the Needs Assessment report.

Overall, the Town of Claremont has the potential to accommodate between 316,000,016m^2 and 335,000m^2 of commercial floorspace within its activity centres (approximately 31,000m^2 to 50,000m^2 in additional commercial floorspace) by 2041. This excludes non-commercial residential floorspace and any potential increases in education floorspace, as education floorspace will be driven by third parties outside of activity centres.

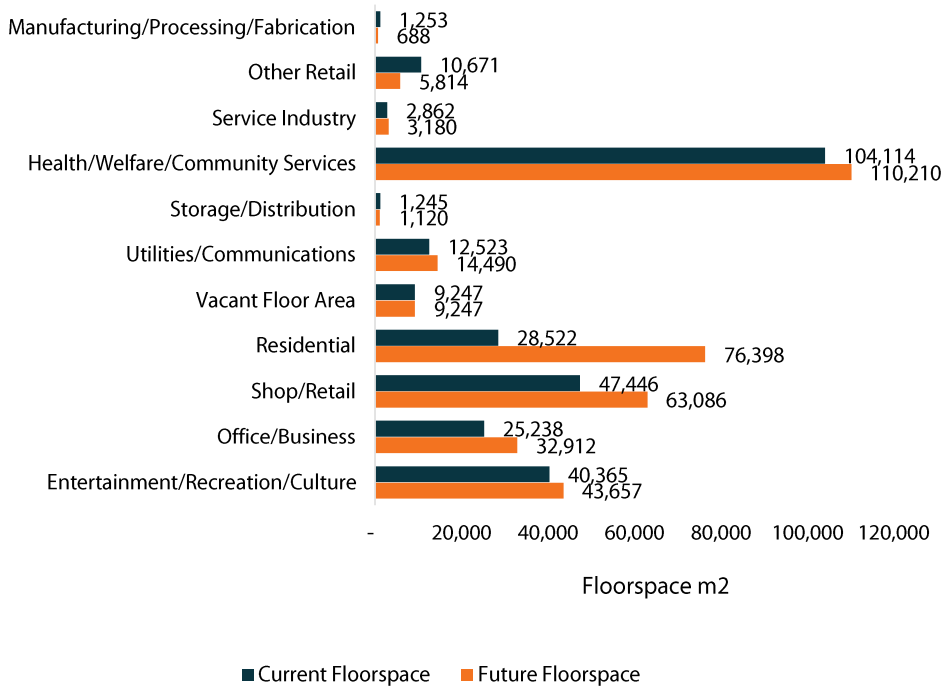
Figure 21. Current and Future Floorspace by Activity Centre



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2022

[2] The Urban Capacity Analysis was used to inform additional dwelling estimates. It should be noted that the Higher Growth estimate from the Urban Capacity analysis was used to inform the high population growth that underpins the progressive scenario in this report. The maximum growth estimate in the Urban Capacity Analysis does not include an estimate for the Town Centre and is seen to be occurring outside the 2041 timeframe.

Figure 22. Current and Future Floorspace by Category



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2022

Figure 23. Additional Commercial Floorspace by Scenario

Description	Additional Commercial Floorspace		
	Conservative	Moderate	Progressive
Entertainment/Recreation/Culture	3,292	7,273	7,512
Office/Business	7,674	8,206	14,960
Shop/Retail	15,641	16,820	19,199
Residential	141,626	180,101	218,501
Vacant Floor Area	0	0	0
Utilities/Communications	1,967	1,967	1,967
Storage/Distribution	-125	-125	-125
Health/Welfare/Community Services	6,096	8,245	8,393
Service Industry	318	423	2,334
Other Retail	-4,857	-4,730	-3,862
Manufacturing/Processing/Fabrication	-565	-565	-565
Total Additional Commercial Floorspace	**29,441**	**37,513**	**49,813**

Description	Additional Commercial Floorspace		
	Conservative	Moderate	Progressive
Residential (Non-Commercial)	141,626	180,101	218,501
Total Additional Floorspace	**171,067**	**217,614**	**268,314**

Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2022

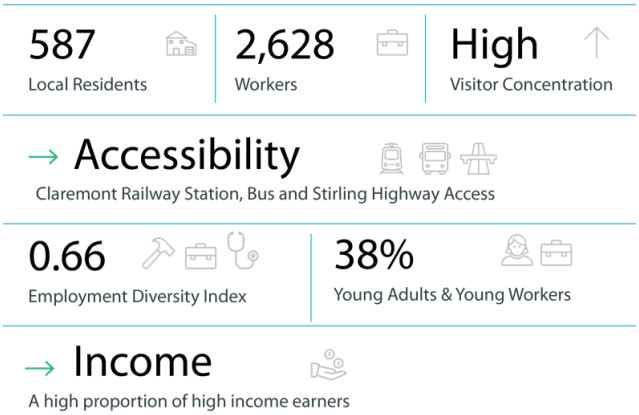
Key differences between scenarios associated with the Town Centre:

- Conservative scenario is business as usual, with floorspace growth in the Town Centre that increases in line with population growth in the catchment and the minimum level of additional dwellings
- Moderate is a middle scenario that includes additional entertainment and Health/Welfare/Community Services (i.e. medical offices) within the Town Centre, associated with addressing current gaps identified in the Town Centre Needs Assessment
- Progressive scenario expands the floorspace quantum to accommodate additional Office/Business as a significant growth opportunity to complete the Town Centre over the longer term. There will also be some increases in larger format retail (i.e. boutique furniture display) and other services to cater for high population growth. These increases are associated with addressing gaps in the current floorspace provision for these uses in addition to meeting the demand from population including the highest level of residential development. This will account for the loss of Other Retail on the ground floor of Stirling Highway as it transitions to a mixed business environment with commercial floorspace (i.e. shop/retail and office)

For more details on additional floorspace by activity centre and PLUC code please see **Appendix 13: Floorspace Scenarios.**

4 CLAREMONT TOWN CENTRE

4.1 Current State



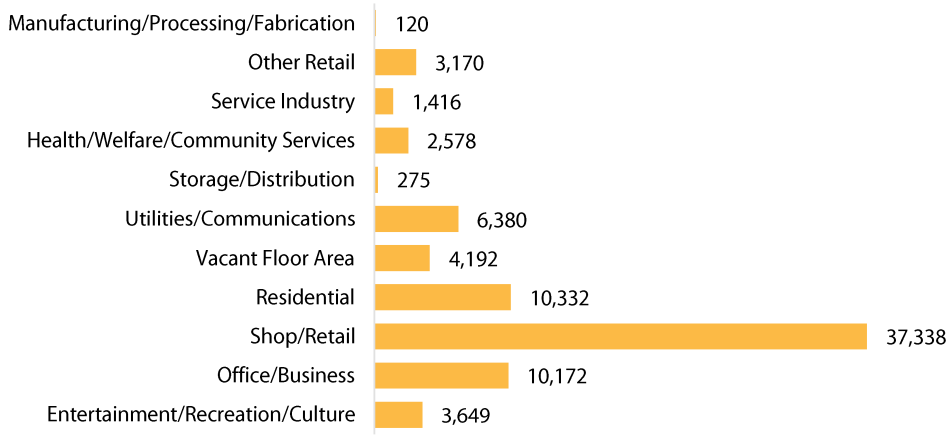


Claremont Town Centre is a secondary activity centre within Perth and Peel Activity Centre Hierarchy. Secondary centres are significant regional activity centres but serve smaller catchments than Strategic Metropolitan centres and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the economy and provide essential services to their catchments. The centre catchment extends approximately 10 km and services the population beyond the Town of Claremont.[3]

Current Floorspace Mix

The Centre has a diverse mix of land uses including a large-scale shopping centre.

Figure 24. Claremont Town Centre Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

[3] For a detailed catchment map, please see Figure 25.

Prominent Commercial Floorspace

SHOP/RETAIL
- Department stores
- Wear stores (women's, girls' and infants')
- Supermarkets and grocers
- Restaurants, cafes & function centres

OFFICE
- Medical practices
- Banking services
- Real estate
- Finance and investment services
- Dental practices
- Other medical practices

HEALTH/WELFARE/COMMUNITY SERVICES
- Preschools
- Child health services
- Child day care

ENTERTAINMENT/RECREATION/ CULTURE
- Drinking places
- Library
- Art gallery
- Gymnasiums and Health Clubs

The diversity of activity at Claremont Town Centre is greater than most other secondary centres in the Perth Metropolitan Area.

It is noted that due to a major rationalisation of stores throughout Australia, David Jones may leave the Town of Claremont. If this additional space becomes available, there are a number of opportunities for smaller tenants to occupy it. The Town can for instance follow the example of the old Myer building redevelopment in Fremantle that accommodated an eclectic mix of retail, artists' workspaces and a bar.[4]

[4] WA Today, 2013, Abandoned Myer building reopens as Fremantle retail booster

Figure 25. Activity Centre Catchment



Source: Pracsys 2020

4.2 Future State

Vision

Claremont Town Centre is the primary retail centre in the region. Improvements to the centre should reduce retail leakages, consolidate the day-time economy through increased office and residential floorspace and foster increased night-time activity by enhancing the activity centre's entertainment and food/beverage offering. Short-stay accommodation opportunities should be investigated to capitalise on the direct link to the Perth Airport created by the Forrestfield-Airport Link.

min 600 Dwellings

1,355+ Residents

Young Workers

Key Target Demographics

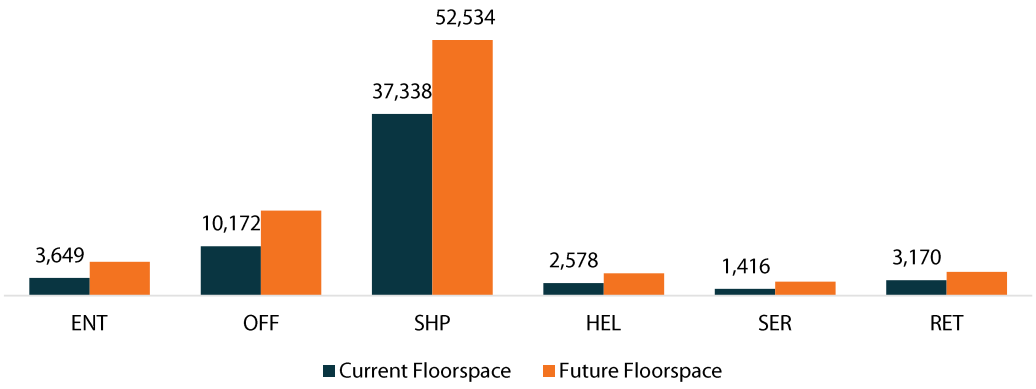
Conservative Scenario

The conservative scenario is a business-as-usual scenario based on population growth in the catchment.

Total change in commercial floorspace by 2041: **36,000m²**

Total additional non-commercial residential floorspace by 2041: **45,000m² – 90,000m²**

Figure 26. Claremont Town Centre Future Commercial Floorspace Profile by PLUC – Conservative[5]



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

[5] Note: The figure does not include all changes in floorspace. Please refer to Appendix 13 to see the full list of floorspace changes

Moderate Scenario

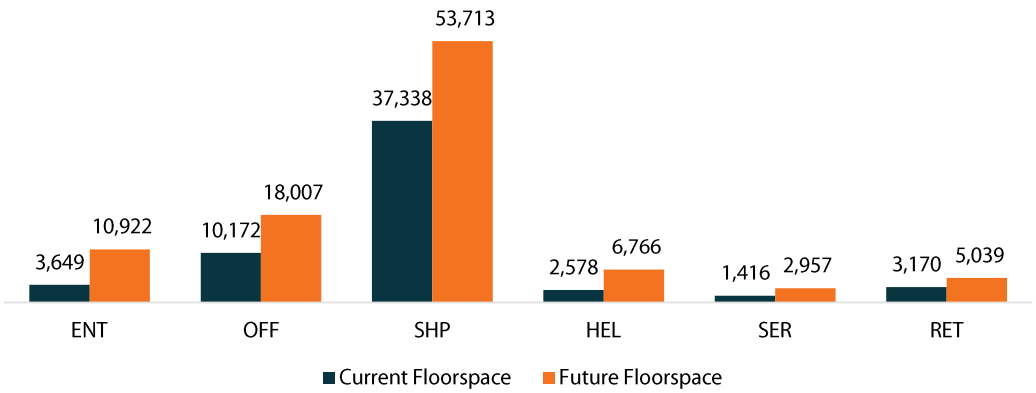
One of the goals for the Claremont Town Centre is to increase amenity and improve the night-time economy with an increase in entertainment floorspace. Under conservative projections, entertainment will occupy around 5% of total floorspace in the activity centre. When compared to similar secondary centres this is below the estimated 8% average. Karrinyup, a suitable comparison, has recently increased entertainment floorspace to 10%. The Moderate Scenario allows for a comparative proportion of the entertainment floorspace.

Another key influence on the Claremont Town Centre's floorspace is the proposed increase in hospital floorspace. The Claremont Town Centre is the most logical place for supporting medical practices and allied health business to locate. It is therefore expected that 2,000m^2 of additional Health related floorspace will be required in the town centre (in addition to health floorspace related to population growth). It should be noted however, that the Bethesda Hospital has in the past and will likely in the future propose an expansion of health related floorspace. This may influence the amount of health floorspace required in the Claremont Town Centre. Private interest in health floorspace should be allowed to guide uptake, particularly as many health uses can also locate in office developments.

Moderate Scenario, total change in commercial floorspace by 2041: **44,000m^2**

Moderate Scenario, total additional non-commercial residential floorspace by 2041: **180,000m^2**

Figure 27. Claremont Town Centre Future Commercial Floorspace Profile by PLUC – Moderate Scenario[6]



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

[6] Note: The figure does not include all changes in floorspace. Please refer to Appendix 13 to see the full list of floorspace changes

Progressive Scenario

Under the Progressive Scenario, the Claremont Town Centre's commercial floorspace will expand to accommodate additional uses to those in the moderate scenario including:

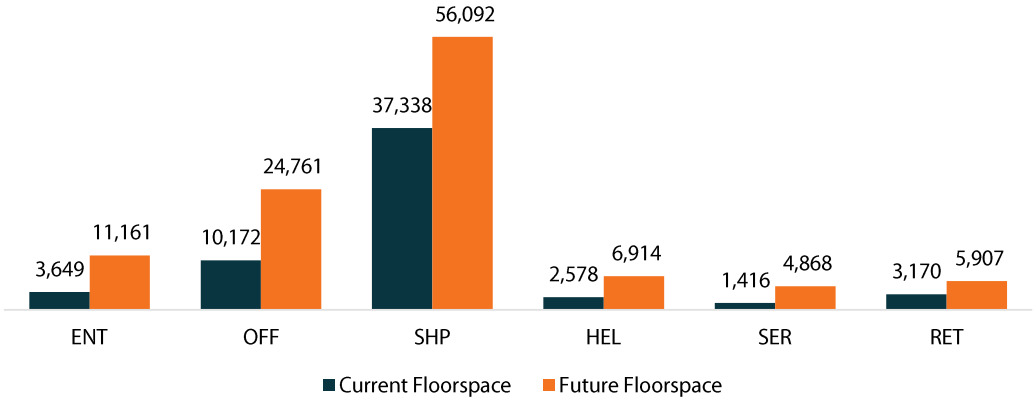
- Office/Business
- Large format retail (i.e. boutique furniture display) and other services
-

This scenario represents long term growth in the Claremont Town Centre should commercial and development opportunities be realised. It represents a Transit Orientated Development where office related businesses such as professional services choose to locate in the Town due to the high levels of accessibility and amenity provided. This scenario accommodates some of the loss of Other Retail on the ground floor of Stirling Highway as it transitions to a mixed business environment with commercial floorspace.

Progressive Scenario, total change in commercial floorspace by 2041: **56,000m²**

Progressive Scenario, total additional non-commercial residential floorspace by 2041: **219,000m²**

Figure 28. Claremont Town Centre Future Commercial Floorspace Profile by PLUC – Progressive Scenario[7]



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

[7] Note: The figure does not include all changes in floorspace. Please refer to Appendix 13 to see the full list of floorspace changes

4.3 Activation Strategy[8]

Activation Principle	Issues	Actions
Purpose	Develop the Town Centre as a premium retail, entertainment, and food/beverage destination	Strategically locate anchors in the Town Centre to ensure high volumes of foot traffic for retail and entertainment offerings. This will induce spending from local high-income residents and support the provision of high-end retail and entertainment offerings within the Town Centre.
Destination **Exposure**	Entertainment uses in Town Centre	There is a lack of entertainment floorspace in the Town Centre. An increase in entertainment floorspace complemented with an increase in food and beverage offerings is recommended to encourage multi-purpose visits to the Town Centre. The Town Centre could host a range of events within this entertainment floorspace to encourage the visitation of families and to provide exposure for surrounding businesses.
Access **Origins** **Exposure**	Encourage users to enter Claremont Quarter through Bay view Terrace	Bay View Tce needs to be the primary entrance for the Town Centre from the train station. The proposed Metronet underpass is likely to divert pedestrian traffic away from Bay View Tce and directly into Claremont Quarter. The Town should aim to strategically funnel users from the Claremont Train Station and Oval Redevelopment to enter the Town Centre through the Bay view Terrace entrance. This may require improving access provided by the current overpass to cater for persons with limited mobility. Signage should also be used to identify Bay View Tce and St Quentin Ave as the primary entrances to Claremont Quarter for visitors arriving by public transport, on bicycle and on foot, to encourage greater main street activation.
Destination **Exposure**	Activating centre at night	There is the potential to activate the night-time economy at the Town Centre. This can be done in multiple ways: • Increase food/beverage offerings that are open at night • Allow free alfresco dining permits, especially along Bay View Terrace and potentially St Quentin Ave • Increase entertainment offerings • Encourage longer opening hours for the retail core • Reduce red-tape: not requiring development approval for specific land use changes (i.e. retail store to food and beverage) The addition of entertainment and food/beverage in the Town Centre can be used to encourage multi-purpose visits to the Claremont Quarter, supporting both day and night-time activation.

[8] All activity centres have been assessed against the principles of economic activation. These principles are explained in detail in Section 12, Appendix 2: Principles of Activation.

Activation Principle	Issues	Actions
Destination  **Exposure**	Activating Bayview Terrace	The addition of an anchor at the corner of Bay View Terrace and Stirling Highway has the potential to generate greater foot traffic along Bay View Terrace. An anchor at this end of Bay View Terrace will encourage users of the train station and Claremont Quarter to walk past active frontages along the Terrace providing exposure for businesses. A suitable anchor could be a retail operator (i.e. a mini-major such as H&M) Hotel and short-term accommodation offerings could be considered at the southern end of the Terrace should redevelopment opportunities arise. This would capitalise on the future direct train link to the Perth Airport and encourage visitors to walk through Bayview Terrace to access the train station. Visitors provide both day and night activation opportunities.
Destination 	Encourage those who work in Claremont to move into the Town	A large number of people from Stirling/Nedlands/Joondalup travel to work in Claremont. These people likely choose to travel to Claremont instead of living as there are limited housing options for low-income earners. Newly constructed dwellings should have affordable offerings to encourage these workers to move into the Town. The attraction of a younger demographic through affordable dwellings will assist in activating the night-time economy.
Destination 	Activation Opportunity	The Town should accommodate increased office/employment floorspace as demand arises to consolidate the day-time economy. This would support the proposed increase in food/beverage offerings due the day.
Key Site 	Activation Opportunity	Australia Post is a key site as it is located directly opposite the Claremont Station and is on the corner of Bayview Terrace and Gugeri Street. This site could be used for entertainment/food offerings. Australia post could be relocated along St Quinten avenue or Bayview Terrace to encourage multi-purpose visits to the Town Centre.
Destination  **Exposure**	Activation Opportunity	The current design of the Town Centre means that most visitors arriving by motor vehicle will park in Claremont Quarter. The Town should support additional anchors in main street locations to ensure that visitors walk through both the Claremont Quarter, Bay View Terrace and St Quentin Avenue. This should be targeted at both day and night-time economy. The day-time economy can be activated by the addition of a destination stores such as Zara or H&M. The night-time economy can be activated by providing additional entertainment offering (i.e. small bars). Flexible spaces that could provide for arts and cultural activities/events should also be considered as they can be controlled by the Town to activate spaces at desired hours.

4.4 Retail and Entertainment Floorspace Trends

Town of Claremont is predominantly made up of retail and entertainment floorspace owing to its role in the metropolitan activity centre network. The following trends are worth considering as activation and development opportunities arise.

Figure 29. Retail and Entertainment Trends

TREND - CONSCIOUS RETAIL:

Keep customers loyal to a brand/distributor

Many consumers have made a lifestyle choice to have a smaller global footprint, support brands which provide better conditions for factory workers in developing countries, or support local products. They are willing to pay a premium for these products if they are of sufficient quality, and if the brand aligns with their personal brand promoted on social media.

EXAMPLES

Suburban farmer markets
Ethical fashion lines within popular brands (e.g. ASOS)
Sustainable fabrics/materials (e.g. bamboo, organic cotton, vegan leather)

TREND - CRITICAL MASS

Suburban shopping mall expansions across Perth have drastically increased the retail floorspace across the network

Replacement of the old State Planning Policy 4.2: Metropolitan Centres Policy with the Activity Centres for Perth and Peel Policy in 2010 has allowed shopping malls to expand and provide a greater offer to catchment consumers.
Suburban shopping malls need to provide a competitive value propostion to limit the leakage of expenditure from their catchment to online, interstate and internationally.
Deregulation of retail trading hours in 2010.

EXAMPLES

Karrinyup
GARDENCITY

TREND - DATA RETAIL:

"Big Data" is being used as to continually monitor and respond to changing customer desires, shortening the product cycle

DRIVERS

Collecting and analysing data on retail sales is being used to inform all parts of the retail sale process, from supply to chain to understanding customer satisfaction with their purchase. Retailers who don't use data to inform their decisions are much less likely to understand their customer preferences or forecast demand, and may find difficulty in remaining competitive with those that do.

EXAMPLES

patagonia
JUSTFAB INC.

TREND - OMNICHANNEL RETAIL:

Keep customers loyal to a brand/distributor

DRIVERS

Emergence of digital marketing across a range of devices, platforms and applications have provided multiple channels for retailers to market their products. Physical stores need an online presence to be competitive, as consumers may shop using both means at different times.

EXAMPLES

POTTERY BARN
Kathmandu
Target.

TREND - FAST RETAIL:

Business models comprised of virtual stores accessible from anywhere and fast distribution networks

DRIVERS

Technology has enabled consumers to decide when, how and where to shop. No longer beholden to opening times or physical geography, consumer desires rather than retailers are driving consumption.

EXAMPLES

Australian consumers to ASOS in the UK provides access to hundreds of global brands and low threshold free shipping, delivered within 5 working days to metropolitan locations (standard)

TREND - INTERNATIONAL RETAIL:

The last few years have seen an influx of international brands penetrating the Australian market

DRIVERS

Untapped Australian market.

Australian consumers desire goods they can see online but can't experience.

Ability to geoblock products and charge higher prices in the Australian market.

EXAMPLES

ZARA TOPSHOP H&M ALDI

TREND - MOBILE DEVICES:

Accessing retail via mobile devices, and integrating mobile devices into the retail experience

DRIVERS

Mobile devices provide unprecedented 24/7 access to retail offerings. The vast majority of mobile phones are smartphones with internet access. Tablets and other mobile devices can also be used to access retail offerings.

EXAMPLES

Checking stock levels online prior rto a retail trip

Using a mobile device to scan QR codes in a retail shop

Ordering retail products using a mobile device

TREND - SUBSCRIPTION RETAIL:

Keep customers loyal to a brand/distributor

DRIVERS

Retailers need a business model to "lock-in" customers to increase the threshold of switching brands.

EXAMPLES

Amazon Prime in the US allows free delivery of a large range of goods for a yearly fee of $99. Shipping times vary from 2-hour, same day, to 2-day options.

COSTCO WHOLESALE amazon.com Prime prime

TREND - PERSONAL RETAIL:

Consumers are desiring products that can be personalised

DRIVERS

Consumers are going shopping with a strong idea of what they want, rather than shopping to see if what is available fits their needs. They want to find a product that reflects their personal brand, and is tailored to their needs rather than generic and mass-produced.

EXAMPLES

Shoes of Prey, Etsy, REDBUBBLE

TREND - RETAILTAINMENT:

Entertainment as an integral part of the retail experience

DRIVERS

Popularity of online retail channels has resulted in physical retailers needing to provide a retail experience or social experience as a point of difference.
Millenials integrate retail and entertainment as a single social experience.

EXAMPLES

The Mezz, Mt Hawthorn: Shopping mall wraps around outdoor "town square" with a playground, couches, TV screen and live music. Incorporation of virtual reality, coffee shops in retail stores.

TREND - SMALL RETAIL:

Specialty shops and smaller floorplates are becoming more popular

DRIVERS

Smaller stores with more curated selections, and speciality shops with niche products and more knowledgeable staff are predicted to be more competitive than larger stores where products can be harder to find.

EXAMPLES

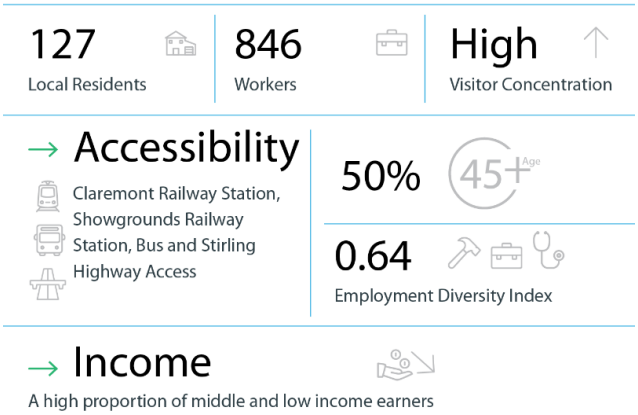
MECCA COSMETICA vs. DAVID JONES

H&M vs. MYER

Sources: http://www.smartcompany.com.au/industries/retail/top-five-retail-trends-watch-2017/; https://www.rangeme.com/blog/6-trends-that-will-reinvent-retail-in-2017/; https://www.appearhere.co.uk/inspire/blog/the-retail-trends-with-staying-power; http://digitalmainstreet.ca/retail-trends-10-experts-share-their-predictions-for-2017/; https://www.vendhq.com/au/university/retail-trends-and-predictions-2017; https://www.digitalpulse.pwc.com.au/retail-trends-2017-paul-zahra/; https://www.forbes.com/sites/bernardmarr/2015/11/10/big-data-a-game-changer-in-the-retail-sector/#63dc4fbd9f37

5 STIRLING HIGHWAY COMMERCIAL CENTRE

5.1 Current State

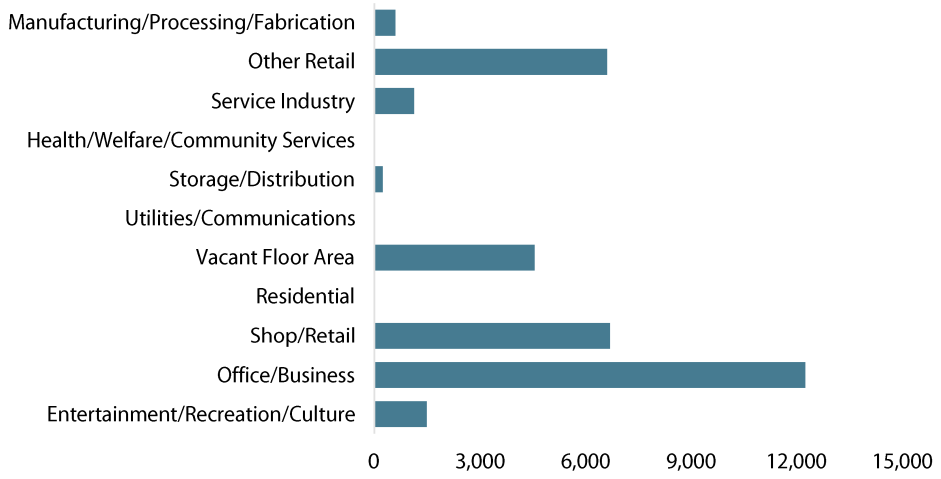




The Stirling Highway commercial centre provides a significant amount of office space for health, professional services and large-format retail showrooms.

Current Floorspace Mix

Figure 30. Stirling Highway Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace

SHOP/RETAIL
- Furniture and home furnishings and equipment
- Restaurants, cafes & function centres

OTHER RETAIL
- Furniture Retail
- Floor Coverings

OFFICE
- Other specialist medical practices
- Accounting, auditing and book-keeping
- Dental practices

5.2 Future State

Vision

Transform the Eastern Highway Precinct from a car-oriented commercial strip to a pedestrian-friendly mixed-use precinct. Minimum increase of 800 dwellings along Stirling Highway and improve the visual streetscape appeal of the highway.

min 800 Dwellings

1,785+ Residents

Younger People
Desired Demographic

Future Floorspace Mix

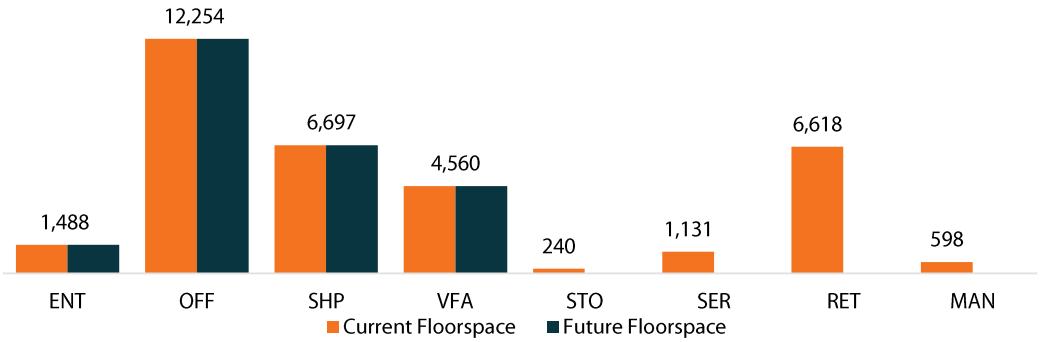
The long-term goals for the Stirling Highway activity centre require a substantial change to the purpose of the centre in the local planning framework resulting in a transitioning floorspace mix. It is planned to move away from bulky goods retailing and similar uses toward ground floor commercial and convenience retail with residential on the upper floors. Commercial uses compatible with increased residential uses such entertainment and health are therefore kept unchanged, with other commercial uses removed. The commercial floorspace that is lost will provide capacity for increased residential floorspace. The additional residents will require additional floorspace relating to goods and services; this has been allocated to the Town Centre to support higher levels of activation as per the planning framework.

Total change in commercial floorspace by 2041: **-8,587m²**

Total additional in non-commercial (Residential) floorspace by 2041[9]: **60,000m² – 82,500m²**

[9] Comprising of non-commercial residential floorspace (private dwellings)

Figure 31. Stirling Highway Future Commercial Floorspace Profile by PLUC



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

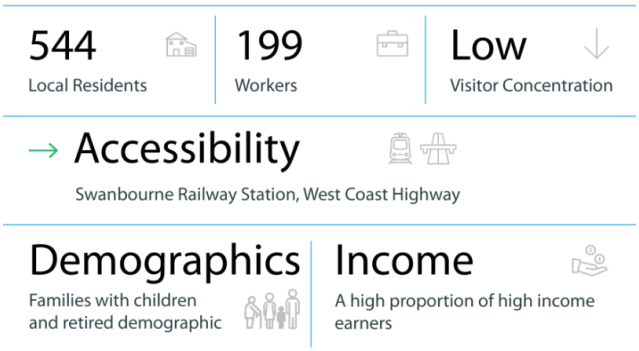
5.3 Activation Strategy

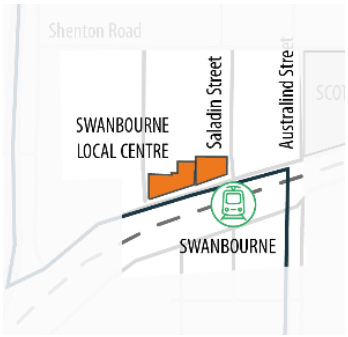
Activation Principle	Issues	Actions
Purpose	Transforming the Eastern Highway Precinct from a car-orientated commercial strip to a mixed-use precinct	Redevelop current bulky goods retail and service floorspace into a commercial mix-used strip. The ground floor of Stirling Highway should be commercial floorspace with dwellings on the upper floors to accommodate the expected increase in dwellings for the activity centre. It is encouraged that apartments with openings only to Stirling Highway are avoided.
Origins **Access**	Walkability and activation between parking/public transport and commercial strip	Stirling Highway is busy and there are insufficient walkways/crossings to consider this strip pedestrian friendly. Providing suitable access across the highway, coupled with an increase in active frontages would encourage increased foot traffic throughout Stirling Highway. Alternatively, providing active frontages along one side of Stirling Highway and strategically locating origins and crossings to encourage foot-traffic along this strip could support the needs of local workers and residents, however, one sided activation is generally less desirable.
Origins **Access**	Reducing traffic along Stirling Highway	Vehicle access to Stirling Highway should all be from a rear lane and should only be provided where no other alternative is available.
Origins	Parking should be located behind buildings	No surface car parking should be provided at the frontage of buildings. Car parking for all new developments should be integrated within or located behind buildings and screened from public view. Access from the parking should be funnelled in such a way as to maximise pedestrian traffic along active frontages. The number of passages should be kept to a minimum, otherwise pedestrian

Activation Principle	Issues	Actions
		traffic will be too dispersed and limit the viability of ground floor shop/food and beverage operators.
Exposure	Targeted activation	The Town should be selective about active frontages along the Highway to ensure the viability of businesses and to not draw too much expenditure away from current town centre businesses. The closer these are to the Town Centre the more likely they are to attract customers and support the current Town Centre.
Exposure	Maximising exposure	Given the level of traffic on Stirling Highway, large footpaths would provide a high level of amenity to support future operators. Larger footpaths should be capitalised on by allowing for alfresco dining that increases the awareness of passing pedestrians towards businesses.
Destination **Exposure**	Improve night-time economy	Allow for appropriate levels of food and beverage offerings to support the proposed increase in dwellings/population.
Destination **Access**	Attracting a younger demographic	Provide a mixed range of dwellings along Stirling Highway. Low priced offerings will attract a younger demographic to the area, increasing activation in the activity centre. Young persons could be attracted to rent along Stirling Highway due to proximity to the UWA Claremont Campus and direct train access to the University of Notre Dame in Fremantle and the future ECU campus in the Perth CBD. Smaller, more affordable one-bedroom offerings will be necessary to attract this demographic and bus access to and from the UWA campus would be an additional attractor.
Origins **Exposure**	Improve visual streetscape	There is currently parking along Stirling Highway to support bulky goods retail offerings. These offerings have been moving away from Stirling Highway and the Town plans to improve the visual streetscape of this activity centre. This can be done by increasing active frontages along the street and strategically locating parking out of general view.
Destination	Attracting visitors	The Forrestfield Airport Link (FAL) will provide a direct train link between the Town of Claremont and the Perth Airport. There is the opportunity to include short-stay accommodation along Stirling Highway to capture additional tourism visitation and capitalise on its high levels of access and central location to key tourist destinations such as the beach, river, City of Fremantle and City of Perth. Pedestrian movement from the train station should be channelled via Bay View Tce to maximise exposure to businesses.

6 SWANBOURNE LOCAL CENTRE

6.1 Current State

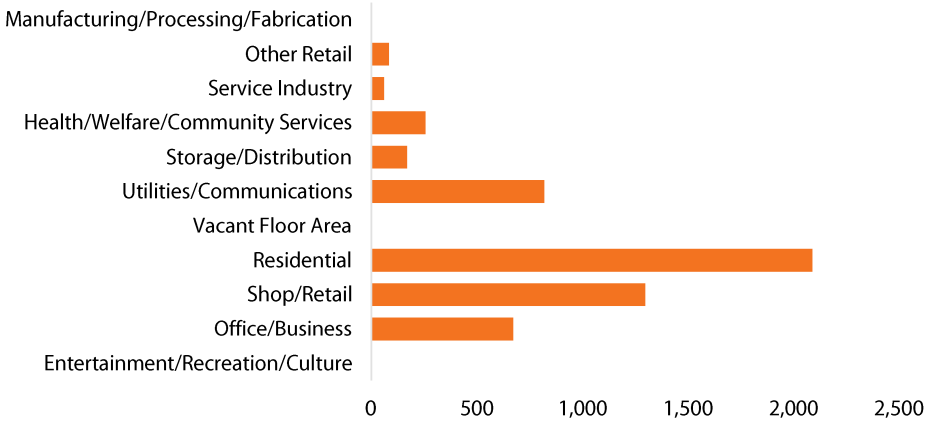




The Swanbourne Local Centre's purpose is to support its residents with convenience retail and services. It is also required to support ageing residents in the region, with a large portion of floorspace dedicated to retirement homes.

Current Floorspace Mix

Figure 32. Swanbourne Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace





6.2 Future State

Vision

The Swanbourne Local Centre is a vibrant community focal point and the go-to destination for locals everyday shopping and service needs. Mixed use development provides an alternative to large, family homes while maintaining the primacy of the Local Centre as a local shopping, hospitality and transport hub. The centre will have a minimum increase of 125 dwellings by 2041 that will support and additional 280+ residents.

Future Floorspace Mix

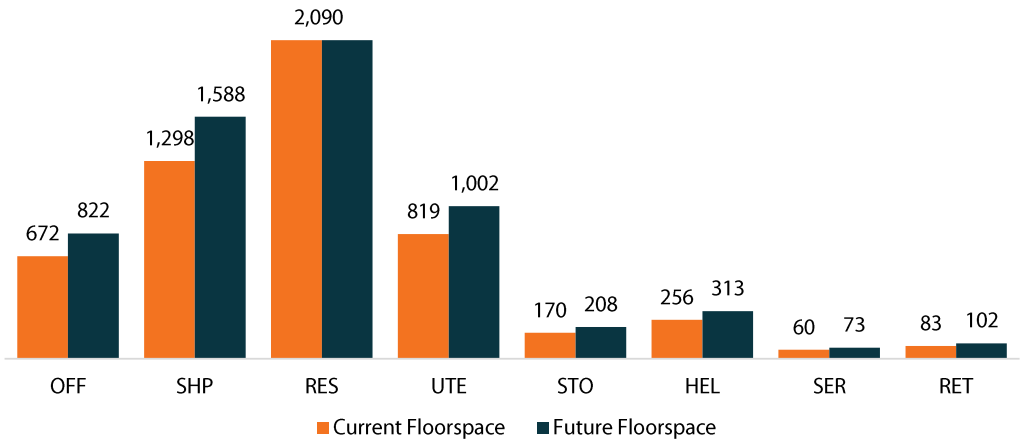
The centre should be able to support additional residential population by providing the same level of services. Increase in residential floorspace is driven by the future demand for the aged care services.

Total change in commercial floorspace by 2041: **750m²**

Total additional non-commercial residential floorspace by 2041[10]: **7,500m² – 9,375m²**

Note: The additional residential population will generate total additional demand for commercial floorspace of approximately 1,400m². Local planning documents have indicated a commercial floorspace increase of 750m². The modelling has allowed for the remainder to be captured by the Town Centre, which aligns with the Town Centres role as a Secondary Centre that provides a greater diversity of uses to support access to goods and services for the surrounding catchment.

Figure 33. Swanbourne Future Commercial Floorspace Profile by PLUC



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

Note: Residential floorspace in the Figure is commercial; there will not be an increase in commercial Residential floorspace.

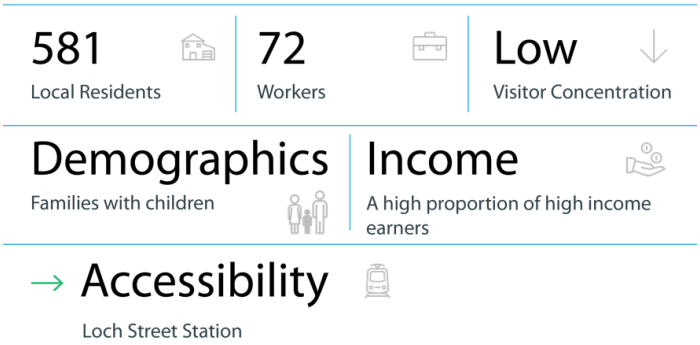
[10] Comprising of non-commercial residential floorspace (private dwellings).

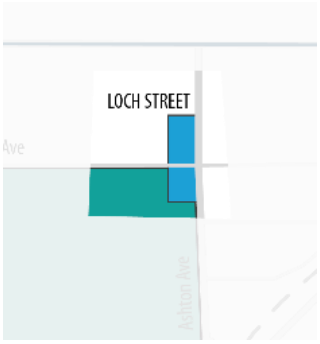
6.3 Activation Strategy

Activation Principle	Issues	Actions
Destination  **Exposure**	Activation Opportunity	The addition of a destination pharmacy such as Capital Chemist would be viable in this activity centre due to the high proportion of elderly persons and expected increase in aged care residences. A pharmacy would encourage multi-purpose visits to the activity centre that are suitable for the local nature of the centre. It would also reduce the need for residents with limited mobility to travel outside of the local centre to access pharmaceutical goods.
Destination  **Exposure**	Improve night-time offerings	Demand for night-time activation will grow as higher density development occurs. There is the opportunity to create night-time activation through food and beverage operators. Alfresco dining should be permitted.
Purpose 	Ensure activity centre's purpose is to support surrounding catchment	The Town should ensure businesses in this activity centre aim to serve the surrounding catchment and are in not in competition with the Town Centre. Offerings such as speciality retail/entertainment should remain limited in this activity centre.
Destination 	Childcare could be used to support surrounding schools	The addition of a childcare centre in Swanborne could be viable due to the close proximity of multiple schools. This could help to ease congestion in the Town Centre during peak hours
Key Site 	Supporting the Town's increase in residential dwellings	The activity centre can support the Town's required increase in dwellings through the addition of an apartment complex. The centre can support around 100 dwellings.

7 LOCH STREET LOCAL CENTRE

7.1 Current State

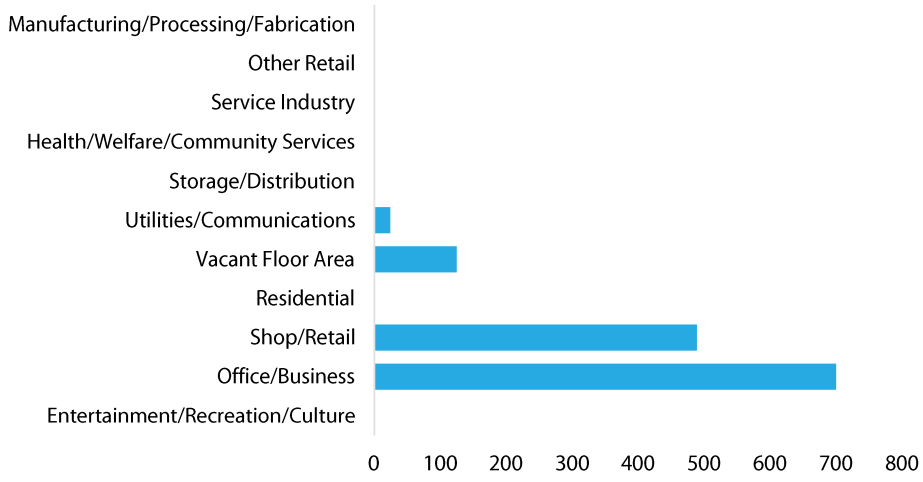




Loch Street local centre provides shop/retail floorspace to support a small catchment of local residents and includes a small component of office floorspace.

Current Floorspace Mix

Figure 34. Loch Street Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace

SHOP/RETAIL
- Delicatessen
- Hairdressers

OFFICE
- General medical practices
- Dental practices

7.2 Future State

Vision

The area around Loch Street activity centre will provide a significant portion of the housing required to meet the Town of Claremont's infill housing targets. The increased number of dwellings will create additional demand for commercial floorspace; this will be provided for in the Town Centre.

min 350 Dwellings

781+ Residents

Families

Desired Demographic

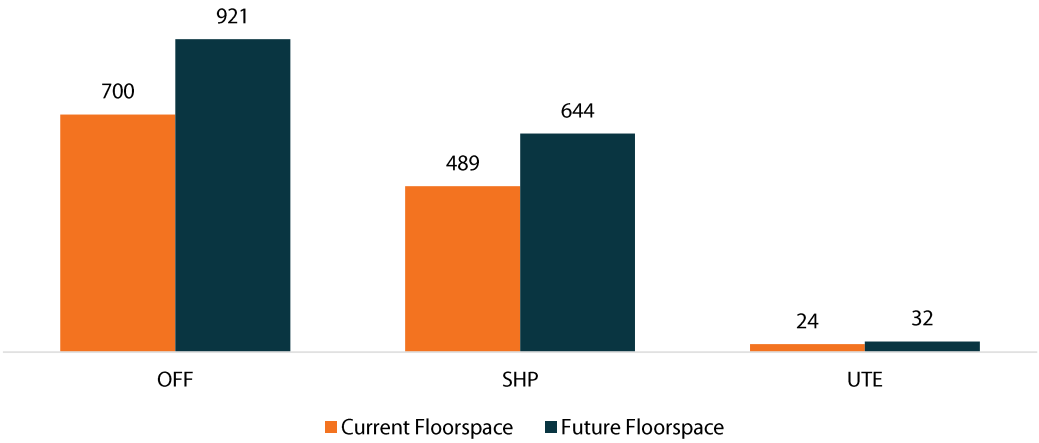
Future Floorspace Mix

The centre will continue to support a small catchment of residents with the same level of services.

Total change in commercial floorspace by 2041: **384m²**

Total additional non-commercial floorspace by 2041[11]: **26,250m² – 33,750m²**

Figure 35. Loch Street Future Commercial Floorspace Profile by PLUC



Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

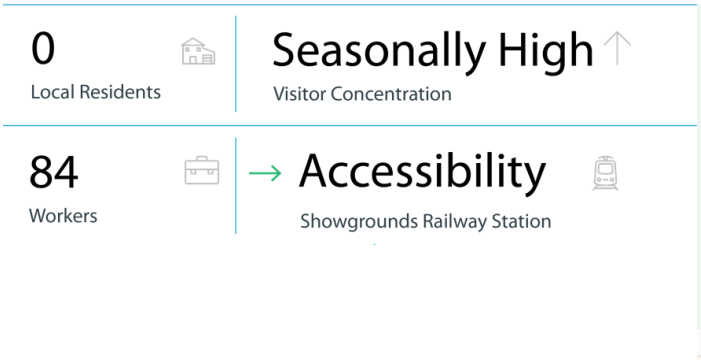
[11] Comprising of non-commercial residential floorspace (private dwellings).

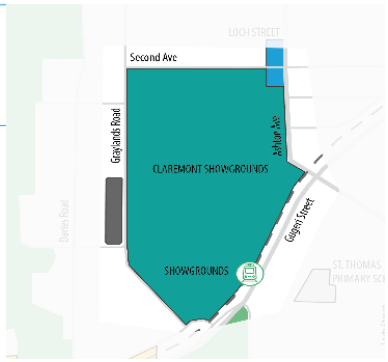
7.3 Activation Strategy

Activation Principle	Issues	Actions
Access → **Origins**	Improve public transport along Ashton Avenue	The addition of a bus stop along Ashton Avenue to and from the Town Centre/Loch Street Station would improve access to the activity centre. This would support the proposed increase in dwellings.
Exposure — **Destination**	Increase offering of take-away food/beverage	Increases in shop floorspace could provide small convenience food offerings for residents and workers in the local catchment. There is an expected increase in dwellings in this activity centre that would likely support this. The offering should be based on providing for the daily shopping needs of residents within a walkable catchment.
Destination	Incentivise families to move into the area	Families are the desired demographic for Loch Street. The plan for Loch Street proposes a maximum of 60 dwellings per gross hectare. Large apartments or small townhouses would be suited to accommodate the desired demographic at this density.

8 CLAREMONT SHOWGROUNDS

8.1 Current State

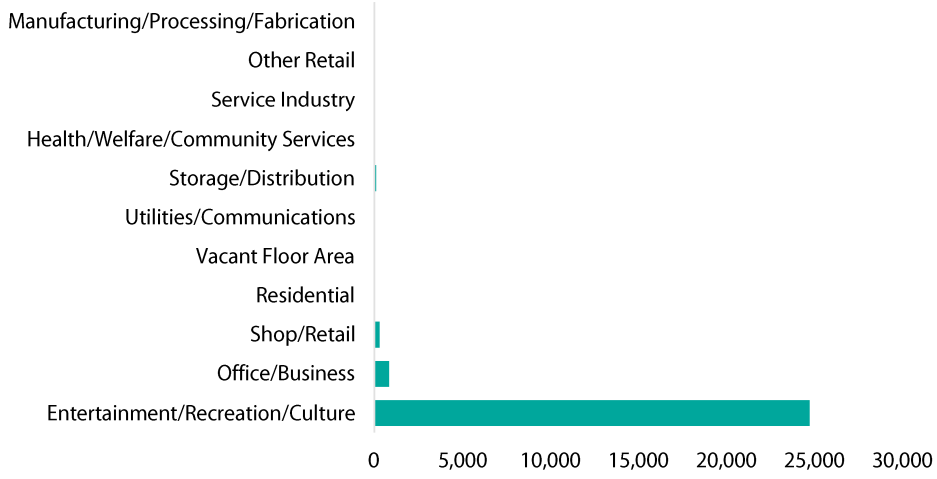




The Claremont Showgrounds provides a large open space for entertainment in the Town of Claremont, specifically the Royal Show.

Current Floorspace Mix

Figure 36. Claremont Showgrounds Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace

ENTERTAINMENT/RECREATION/CULTURE
- Exhibition halls
- Church and community halls

8.2 Future State

Vision

No additional commercial uses are proposed for the Claremont Showgrounds. Future redevelopment of the Claremont Showgrounds will focus on agriculture and recreation to support the Claremont Town Centre. The main focus for the activity centre is to continue supporting the Perth Royal Show.

The approved Management Plan for the RAS acknowledges growth in the Entertainment/Recreation/Cultural, Office/Business and Health/Welfare/Community Services sectors. This will be specific to Regional Parks and Recreation and Agricultural aligned business and services.

8.3 Activation Strategy

Activation Principle	Issues	Actions
Purpose	Continue to support key events in the Town of Claremont	Developments at the Claremont Showgrounds should support the continuation of key events at this site, in particular, the Perth Royal Show.
Purpose	Transition the site to a state of significance for agriculture and rural areas	Transition this site to support a range of services related to the major events that it accommodates. These include: • Agriculture business and industry, supporting agricultural and food services. • Education and engagement with the community relating to health, food and agriculture • Recreation, sports and supporting infrastructure services • Community uses and events • Research and development associated with agriculture and life in the regions • Events, training, education and conferencing
Destination	Encourage use of facilities at the Showgrounds	The Claremont Showgrounds have a range of facilities and large open spaces to support major events. The Town should develop infrastructure to support a range of smaller events to activate this space more consistently. Spaces should be flexible to allow for multiple different uses.

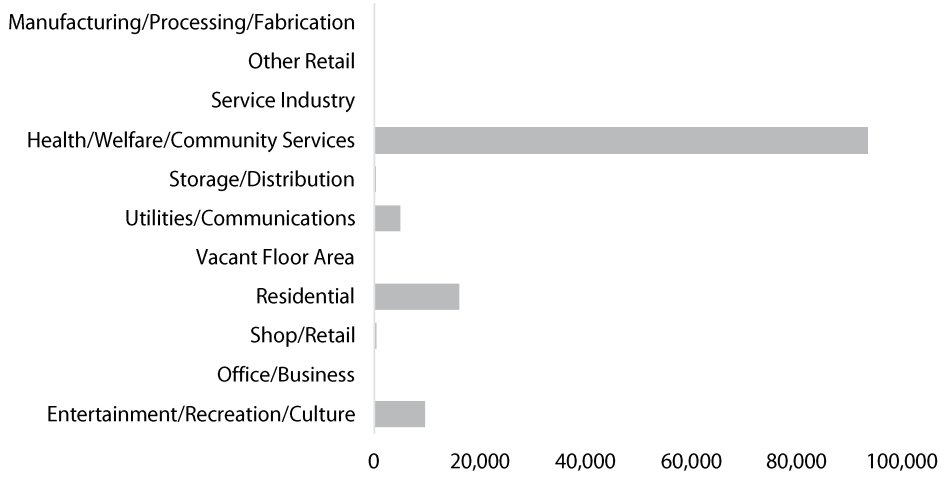
9 KEY OUT OF CENTRE INFLUENCES

9.1 Education Floorspace

The Town has many private schools within its boundaries that account for the majority of Health/ Welfare / Community Services floorspace.

Current Floorspace Mix

Figure 37. Education Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace

HEALTH/WELFARE/COMMUNITY SERVICES
- Combined primary and secondary schools
- Secondary schools
- Technical and further education colleges

RESIDENTIAL
- Boarding schools and school hostels

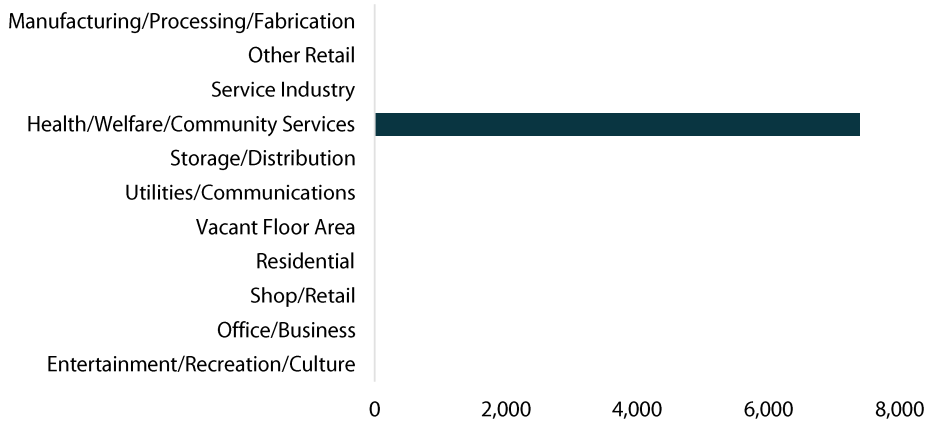
ENTERTAINMENT/RECREATION/CULTURE
- Tennis courts (outdoor)
- Gymnasiums, health clubs and martial arts club

9.2 Hospital

The Town has a private hospital within its boundaries that account for the majority of Health / Welfare / Community Services floorspace.

Current Floorspace Mix

Figure 38. Hospital Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace:

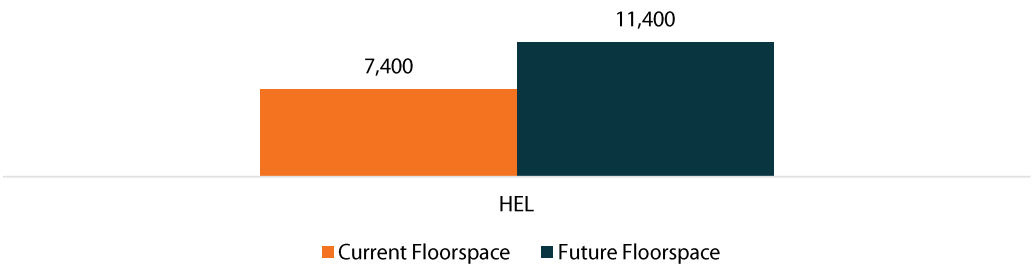
HEALTH/WELFARE/COMMUNITY SERVICES
Hospitals (except psychiatric)

Future Floorspace Mix

There is the potential for expansion of the Bethesda Hospital floorspace, taking the form of a professional medical suites development. This may reduce demand for some health related uses within the Town Centre when it is developed.

Total additional commercial floorspace: **4,000m²**

Figure 39. Hospital Future Floorspace Profile by PLUC

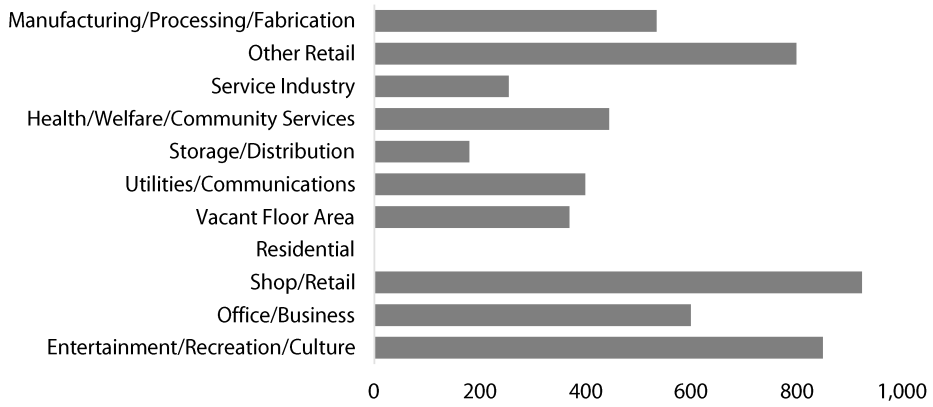


Source: DPLH LUES 15/17, Town of Claremont, Pracsys 2020

9.3 Light Industrial Land

Current Floorspace Mix

Figure 40. Industrial Land Current Floorspace Profile by PLUC



Source: DPLH LUES 15/17

Prominent Commercial Floorspace

SHOP/RETAIL
Sporting goods and trophies

ENTERTAINMENT/RECREATION/CULTURE
Other sports assembly

Future Floorspace Mix

The Light Industrial area is built out to its current maximum and consequently there is no additional floorspace growth predicted for the future. The purpose of the area may be adjusted in the local planning framework based on market demand for mixed-use development. A proposal aiming to redevelop the area for mixed-use apartments is likely to be initiated and could contribute to a reduction in total commercial floorspace although total floorspace including residential non-commercial floorspace would increase.

The area is also likely to be rezoned to allow for the mixed-use developments. It is envisioned that these uses will include Health/Welfare/Community Services and Entertainment/Recreational/Cultural uses as a natural transition from a dedicated light Industry area to accommodate additional population.

10 CONCLUSION

The Town of Claremont has the opportunity to guide development in its activity centres towards improved liveability for its residents and economic sustainability. Planning for the activity centres should be flexible, allowing for the range of industries and floorspace uses that have been highlighted for each centre. Potential floorspace growth will be influenced by a number of factors including population growth and broader economic trends. The scenarios provided in this document give a potential range of floorspace growth outcomes that the Town can use to guide the planning framework, ensuring that the amenity and employment needs of residents are catered for in the long term. The actions identified for each centre in this LCACS are meant to facilitate development that creates vibrant centres that support the viability of local businesses through smart activation principles. The Town should consider the actions and the principles they are based on when developing future plans and assessing development applications. This will ensure that the activity centres can fulfill their desired purposes.

11 APPENDIX 1: PLUC CODE DESCRIPTION

Planning Land Use Category (PLUC) Code		Description
PRI	Primary-Rural	Land use activities which usually involve the use of large areas of land, including mining, agriculture, fishing and nature conservation. The function of many of these activities is to make use of, or extract from, the land in its natural state. Since such activities are the first step in the production process, they are quite distinct from the other categories.
MAN	Manufacturing/Processing/Fabrication	This category includes land use activities involving the manufacture, processing and fabrication of all general goods. Both the scale and associated environmental impact of these activities separate them from other land use categories.
STO	Storage/Distribution	Any land use activity which involves the storage, warehousing or wholesaling of goods usually conducted from large structures, or involving large bulk goods, but does not include activities that attract the general retail trade activities.
SER	Service Industry	This category includes service industries offering a range of services. The scale and environmental impact of such activities require their separation from other land uses. These services include film processing, cleaning, motor vehicle and other repair services, and other servicing activities, including some construction activities.
SHP	Shop/Retail	Any activity which involves the sale of goods from a shop located separate to, and/or in, a shopping centre other than those included in Other Retail.
RET	Other Retail	Many of these activities are not normally accommodated in a shopping centre. By virtue of their scale and special nature the goods of these activities separate them from the Shop/Retail category (for example car sales yard or carpet showroom).
OFF	Office/Business	Administrative, clerical, professional and medical offices are activities which do not necessarily require the land area/floor space or exposure of other land uses. Although offices require building and parking facilities, these needs are quite distinct from those of commercial uses and service industries.
HEL	Health/Welfare/Community Services	Government, government-subsidised and non-government activities that provide the community with a specific service, including hospitals, schools, personal services and religious activities.
ENT	Entertainment/Recreation/Cultural	Activities which provide entertainment, recreation and culture for the community and which occur in buildings and/or on land, such as passive and active sports venues, museums, amusements and gambling services.

Planning Land Use Category (PLUC) Code		Description
RES	Residential	Includes all types of residential land use ranging from single housing to nursing homes for the aged, residential hotels, motels, other holiday housing, institutions and religious housing.
UTE	Utilities/Communications	All forms of local, state, national and international communication, transportation and other utilities (for example, electricity, gas, water, sewerage, roads, parking and other transport or communications related activities) covering the public and private sectors.
VFA	Vacant Floor Area	This category accounts for vacant floor areas of buildings, including both non-residential and residential.
VLA	Vacant Land Area	Includes land that has not been improved by development and remains unused.

12 APPENDIX 2: PRINCIPLES OF ACTIVATION

PRINCIPLES	DESCRIPTION AND ASSESSMENT CONSIDERATION
PURPOSE OF PLACE	**This is used to determine what the activity centre represents to its target user group (residents, workers, visitors)** • The purpose of place has been drawn from documents provided by the Town of Claremont *Considerations* • Value is added by designing places which maximize: o Frequency of transactions o Concentration of transactions
ACCESS ARRIVAL POINTS	**This refers to the areas from which centres are accessed** • Main access points have been identified for each activity centre *Considerations* • Decisions about access begin 5km away from the place • Good design funnels users into the core of the place • Congestion and a mix of transport nodes is beneficial for economic activity
ORIGINS CAR PARKING & TRANSPORT NODES	**Origins are areas from which pedestrian movement begins** • Carparks and transport nodes/routes were assessed for each activity centre *Considerations* • Strategic distribution of origin points will maximise pedestrian movement • Origin points should be spaced around the Centre to encourage pedestrian flow • Parking and public transport arrival points are the driver of pedestrian movement • Location of origins is more important than the number

PRINCIPLES	DESCRIPTION AND ASSESSMENT CONSIDERATION
EXPOSURE PEDESTRIAN MOVEMENT	**Exposure indicates Active Frontages that are exposed to high levels of pedestrian traffic** • Exposure areas were determined through: o Assessing the connections between origins o Identifying Active frontages along these connections *Considerations* • Pedestrian movements should be channelled in front of Active Frontages o Concentrate transactions by pushing people past as many shop windows as possible o Rents and sales are directly related to pedestrian traffic (e.g. corner locations are generally more desirable due to extra traffic flow) o Minimise possible routes from origin to destination points (e.g. Bus stop to main attraction) as architectural 'permeability' is not always a good thing
DESTINATIONS MAJOR ATTRACTIONS	**Destinations are areas that attract high concentrations of customers/people. The main destination must be clearly defined** • Major destinations were identified for each activity centre *Considerations* • Assess user behaviour o Number of visits o Timing of visits (time of day, seasonality) • Give major destinations special treatment o Understand what they need o Build centre around them • Amplify the impact of attractions by creating support amenity and infrastructure to maximise frequency, length of stay and expenditure
CONTROL STRATEGIC SITES	**Key Sites are locations that could be considered as future destinations and/or suitable sites for anchor tenants (i.e. supermarkets). Tenure control is a significant advantage for overall development success** • Key Sites were identified through: o Secondary research o Consultation with the Town o As a result of the economic activation assessment *Considerations* • Identify active frontages (take control of key sites where possible) • Corner sites determine uses on either side and should be activated • Not all areas in a place need to be active – be selective

13 APPENDIX 3: FLOORSPACE SCENARIOS

The tables below show the change in floorspace based on the three different scenarios presented in the analysis. Claremont Showgrounds, Education Floorspace and Light Industrial Land have been excluded from the table as there is no change in floorspace in the analysis for these activity centres.

13.1 Conservative

PLUC Code	Additional Floorspace - Cumulative (m^2)					
	Town Centre	Stirling Highway	Swanbourne	Loch Street	Health	**Total**
ENT	3,292	-	-	-	-	3,292
OFF	7,303	-	150	221	-	7,674
SHP	15,196	-	290	155	-	15,641
RES	47,876	60,000	7,500	26,250	-	141,626
VFA	-	-	-	-	-	0
UTE	1,776	-	183	8	-	1,967
STO	77	-240	38	-	-	-125
HEL	2,039	-	57	-	4,000	6,096
SER	1,436	-1,131	13	-	-	318
RET	1,742	-6,618	19	-	-	-4,857
MAN	33	-598	-	-	-	-565
Total Commercial	**35,770**	**-8,587**	**750**	**384**	**4,000**	**29,441**
Residential (Non-Commercial)	45,000	60,000	7,500	26,250	0	141,626
Total (incl Residential)	**80,770**	**51,413**	**8,250**	**26,634**	**4,000**	**171,067**

Source: Town of Claremont, Pracsys 2020

13.2 Moderate

PLUC Code	Additional Floorspace - Cumulative (m²)					
	Town Centre	Stirling Highway	Swanbourne	Loch Street	Health	**Total**
ENT	7,273	-	-	-	-	**7,273**
OFF	7,835	-	150	221	-	**8,206**
SHP	16,375	-	290	155	-	**16,820**
RES	70,376	71,250	8,475	30,000	-	**180,101**
VFA	-	-	-	-	-	**0**
UTE	1,776	-	183	8	-	**1,967**
STO	77	-240	38	-	-	**-125**
HEL	4,188	-	57	-	4,000	**8,245**
SER	1,541	-1,131	13	-	-	**423**
RET	1,869	-6,618	19	-	-	**-4,730**
MAN	33	-598	-	-	-	**-565**
Total Commercial	**43,842**	**-8,587**	**750**	**384**	**4,000**	**37,513**
Residential (Non-Commercial)	67,500	71,250	8,475	30,000	0	**180,101**
Total (incl Residential)	**111,342**	**62,663**	**9,225**	**30,384**	**4,000**	**217,614**

Source: Town of Claremont, Pracsys 2020

13.3 Progressive

PLUC Code	Additional Floorspace - Cumulative (m²)					
	Town Centre	Stirling Highway	Swanbourne	Loch Street	Health	**Total**
ENT	7,512	0	0	0	0	**7,512**
OFF	14,589	0	150	221	0	**14,960**
SHP	18,754	0	290	155	0	**19,199**
RES	92,876	82,500	9,375	33,750	0	**218,501**
VFA	0	0	0	0	0	**0**
UTE	1,776	0	183	8	0	**1,967**
STO	77	-240	38	0	0	**-125**
HEL	4,336	0	57	0	4,000	**8,393**
SER	3,452	-1,131	13	0	0	**2,334**
RET	2,737	-6,618	19	0	0	**-3,862**
MAN	33	-598	0	0	0	**-565**
Total Commercial	**56,142**	**-8,587**	**750**	**384**	**4,000**	**49,813**
Residential (Non-Commercial)	90,000	82,500	9,375	33,750	0	218,501
Total (incl Residential)	**146,142**	**73,913**	**10,125**	**34,134**	**4,000**	**268,314**

Source: Town of Claremont, Pracsys 2020

14 APPENDIX 4: FLOORSPACE BY 5 YEAR INTERVALS

Note that the floorspaces provided for this section are based on the floorspace growth rates for the Moderate scenario in Appendix 3. The 2021 figures for the Town Centre are the Current Gaps for non-retail uses identified in the Town Centre Needs Assessment. To align these estimates with those in the body of the text, the current gaps for Health and Entertainment in the Town Centre need to be added to the total.

14.1 Town Centre

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
ENT	3,741	329	1,240	2,270	3,532
OFF	6,222	730	2,750	5,035	7,835
SHP	-	623	5,103	10,168	16,375
RES	-	17,594	35,188	52,782	70,376
VFA	-	-	-	-	-
UTE	-	444	888	1,332	1,776
STO	-	19	39	58	77
HEL	2,000	204	768	1,406	2,188
SER	1,807	144	541	990	1,541
RET	741	174	656	1,201	1,869
MAN	-	8	17	25	33
Total Commercial	**14,511**	**3,393**	**12,959**	**23,921**	**38,101**
Residential (Non-Commercial)	0	16,875	34,229	51,344	67,500
Total (incl Residential)	**14,511**	**20,268**	**47,189**	**75,265**	**105,601**

Source: Town of Claremont, Pracsys 2020

14.2 Stirling Highway

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
ENT	N/A	0	0	0	0
OFF		0	0	0	0
SHP		0	0	0	0
RES		17,813	35,625	53,438	71,250
VFA		0	0	0	0
UTE		0	0	0	0
STO		-60	-120	-180	-240
HEL		0	0	0	0
SER		-283	-566	-848	-1,131

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
RET		-1,655	-3,309	-4,964	-6,618
MAN		-150	-299	-449	-598
Total Commercial		**-2,147**	**-4,294**	**-6,440**	**-8,587**
Residential (Non-Commercial)		17,813	35,625	53,438	71,250
Total (incl Residential)		**15,666**	**31,332**	**46,997**	**62,663**

Source: Town of Claremont, Pracsys 2020

14.3 Swanbourne

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
ENT	N/A	0	0	0	0
OFF		38	75	113	150
SHP		73	145	218	290
RES		2,119	4,238	6,356	8,475
VFA		0	0	0	0
UTE		46	92	137	183
STO		10	19	29	38
HEL		14	29	43	57
SER		3	7	10	13
RET		5	10	14	19
MAN		0	0	0	0
Total Commercial		**188**	**375**	**563**	**750**
Residential (Non-Commercial)		2,119	4,238	6,356	8,475
Total (incl Residential)		**2,306**	**4,613**	**6,919**	**9,225**

Source: Town of Claremont, Pracsys 2020

14.4 Loch Street

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
ENT	N/A	0	0	0	0
OFF		55	111	166	221
SHP		39	78	116	155
RES		7,500	15,000	22,500	30,000
VFA		0	0	0	0
UTE		2	4	6	8
STO		0	0	0	0
HEL		0	0	0	0

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
SER		0	0	0	0
RET		0	0	0	0
MAN		0	0	0	0
Total Commercial	**0**	**96**	**192**	**288**	**384**
Residential (Non-Commercial)		7,500	15,000	22,500	30,000
Total (incl Residential)	**0**	**7,596**	**15,192**	**22,788**	**30,384**

Source: Town of Claremont, Pracsys 2020

14.5 Hospital

PLUC Code	Additional Floorspace (m²)				
	2021	2026	2031	2036	2041
ENT	0	0	0	0	0
OFF	0	0	0	0	0
SHP	0	0	0	0	0
RES	0	0	0	0	0
VFA	0	0	0	0	0
UTE	0	0	0	0	0
STO	0	0	0	0	0
HEL	NA	1,000	2,000	3,000	4,000
SER	0	0	0	0	0
RET	0	0	0	0	0
MAN	0	0	0	0	0
Total Commercial	**0**	**1,000**	**2,000**	**3,000**	**4,000**

Source: Town of Claremont, Pracsys 2020

13 APPENDIX 3: FLOORSPACE SCENARIOS

The tables below show the change in floorspace based on the three different scenarios presented in the analysis. Claremont Showgrounds, Education Floorspace and Light Industrial Land have been excluded from the table as there is no change in floorspace in the analysis for these activity centres.

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13.3 Progressive

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Source: Town of Claremont, Pracsys 2020

HERRING STORER ACOUSTICS

CLAREMONT TOWN CENTRE

NOISE MANAGEMENT PLAN REPORT

OCTOBER 2021

OUR REFERENCE: 28477-1-21380

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
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hsa@hsacoustics.com.au

DOCUMENT CONTROL PAGE

NOISE AND GROUND VIBRATION MANAGEMENT
CLAREMONT TOWN CENTRE

Job No: 21380

Document Reference: 28477-1-21380

FOR

TOWN OF CLAREMONT

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APPENDICES

A Site Layout – Master Plan (Options 1 and 2)

B Ground Vibration Measurements

C Future Traffic Flows

D Noise and Vibration Management Plan

EXECUTIVE SUMMARY

Herring Storer Acoustics was commissioned to provide acoustical advice with regards to the Claremont Town Centre. The advice was to provide a framework for the acoustic requirements for development to be undertaken within the project area. For information, a plan of the project area is shown below.



The acoustic requirements outlined in this report are for future residential developments and not for any upgrade or improvements to the road or rail infrastructure. Any changes to the road or rail infrastructure would be undertaken in accordance with the applicable criteria as outlined State Planning Policy 5.4 “Road and Rail Noise”.

Within the Claremont Town Centre, a mixture of commercial and residential uses will be developed. Some of the commercial uses, such as food and beverage establishments could have an impact on the amenity of residential premises within and surrounding the Town Centre.

Additionally, noise received at residential premises from vehicles travelling on Stirling Highway and passenger trains on the Perth – Fremantle Train Line also need to be considered.

Note: Ground vibration at some premises located in close proximity of the Perth – Fremantle Train Line also needs to be considered.

The objectives of this document are to:

- Provide a clear and concise framework to allow the co-existence of a mixture of land uses that will be developed within the Town of Claremont.
- Establish appropriate criteria for measuring and identifying potential noise impacts at the pre-development approval phase through to the building classification stage; and
- Establish the noise attenuation measures required to preserve the amenity of existing residence and provide an acceptable level of amenity for future residences.

This document also provides the process and extent of reporting required in certifying noise attenuation measures. Thus, providing a process that assists Planning Consultants, Developers, Builders and Acoustic Consultants/Engineers to establish a project's viability based on the potentially cost prohibitive acoustic attenuation needs of a development and maximise the enjoyment and liveability of mixed land use living, by mitigating the effects of ambient/environmental noise, through appropriate forethought and design.

The acoustic requirements for the development area are summarised below.

NOISE INGRESS – STATE PLANNING POLICY 5.4

ROAD TRAFFIC NOISE

Noise received at residences and other noise sensitive premises, located adjacent or near a major road need to comply with the requirements of State Planning Policy 5.4 (SPP 5.4).

With regards to major roads, Stirling Highway runs through the project area. Other roads of significance are Gugeri Street, Stirling Road and Leura Avenue.

At this stage of the project, it is recommended that assessments in accordance with SPP 5.4 be required to be undertaken for any noise sensitive premises:

- Within the trigger distance for Stirling Highway.
- Within 50 metres of Gugeri Street, Stirling Road or Leura Avenue.

PASSENGER TRAIN NOISE

Noise received at residences and other noise sensitive premises, located adjacent or near the Perth – Fremantle passenger railway line need to comply with the requirements of State Planning Policy 5.4 (SPP 5.4).

At this stage of the project, it is recommended that assessments in accordance with SPP 5.4 be required to be undertaken for any noise sensitive premises:

- Within the trigger distance for the Perth – Fremantle Passenger line.

POSSIBLE VARIATION TO ASSESSMENT OF TRAIN NOISE

Although outside the requirements of State Planning Policy 5.4, given the intermittent nature of train noise, the Town and developers could also consider the noise impact from a single train pass.

Notes:

1 Under State Planning Policy, additional to residence, it includes other noise sensitive uses, including school, child care centres, hospitals, aged care facilities etc.

2 The above proposed criteria is for residential developments only and any modifications to the railway infrastructure would need to comply with the standard criteria, as outlined in SPP 5.4.

GROUND VIBRATION - TRAINS

The acceptable criteria for ground vibration from passing passenger trains for residential premises is 1.4x base curve 4(a) as defined in AS 2670.2-1990 *"Evaluation of human exposure to whole-body vibration; Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz)"*.

Based on the measurements undertaken, it is recommended that ground vibration measurement and assessment be undertaken for all developments within 50 metres from the edge of the closest track to the development. If the results of these measurements show an exceedance of the criteria, then appropriate mitigation need to be implemented.

The criteria for ground vibration received at a residence should be :

a. Criterion 1: vibration isolation measures will be provided where the predicted or actual vibration is Curve 2 (106 dB) or greater, as defined in AS 2670.2;

b. Criterion 2: the proposal will be designed to meet Curve 1.4 (103 dB) as defined in AS 2670.2; and

c. Criterion 3: vibration will be managed to be as low as reasonably practicable.

ENVIRONMENTAL NOISE

It is noted that it is likely that many of the new developments would include cafes, restaurants, and bars. Noise emissions from these premises would need to comply with the requirements of the Environmental Protection (Noise) Regulations 1997.

A Noise Management Plan is attached in Appendix D. Along with other acoustic requirements, this plan outlines the acoustic criteria and key management strategies for achieving compliance with State Planning Policy 5.4.

1. INTRODUCTION

Herring Storer Acoustics was engaged to provide acoustical advice with regards to the Claremont Town Centre redevelopment. The advice was to provide a framework for the acoustic requirements for development to be undertaken within the project area.

The acoustic requirements outlined in this report are for future residential developments and not for any upgrade or improvements to the road or rail infrastructure. Any changes to the road or rail infrastructure would be undertaken in accordance with the applicable criteria as outlined State Planning Policy 5.4.

The acoustical requirements include:

- Noise ingress, as would be required under State Planning Policy 5.4 *"Road and Rail Noise"*. This applies to noise received at residences and other noise sensitive premises located adjacent or near significant freight / traffic routes (Stirling Highway) and the Perth – Fremantle passenger railway line.

- Provide appropriate parameters and criteria relating to ground vibration from the trains.

- Provide guidance on the acoustical requirements relating to the requirements of the *Environmental Protection (Noise) Regulations 1997*.

Note : Although not required under State Planning Policy 5.4, it is recommended that assessments, as required under State Planning Policy 5.4 be undertaken for noise sensitive premises located adjacent (50 metres) of :

- Leura Avenue
- Gugeri Street, and
- Stirling Road

For information, the concepts plans are attached in Appendix A.

2. ACOUSTIC CRITERIA

The assessment and implementation of noise mitigation for noise received at noise sensitive premises for roads and railways, based on State Planning Policy 5.4, is well established and is standard practice. Experience has shown that the criteria stated in the Policy for both external and internal noise provides the correct balance between protecting the occupants and still allowing development.

2.1 STATE PLANNING POLICY 5.4

The Western Australian Planning Commission (WAPC) released September 2019 State Planning Policy 5.4 *"Road and Rail Noise"*. This policy provides acoustic criteria and requirements for noise received at noise sensitive premises from both road and rail infrastructure. The requirements of State Planning Policy 5.4 are outlined below.

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:

*a) noise-sensitive land-use within the policy's trigger distance of a transport corridor as specified in **Table 1**;*

*b) New or major upgrades of roads as specified in **Table 1** and maps **(Schedule 1,2 and 3);** or*

*c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3);** or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

Policy trigger distances (Section 4.1.2)

***Table 1** identifies the State's transport corridors and the trigger distances to which the policy applies.*

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*
*Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/ mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent."*

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

Transport corridor classification	*Trigger distance*	*Distance measured from*
Roads		
Strategic freight and major traffic routes *Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume*	*300 metres*	*Road carriageway edge*
Other significant freight/traffic routes *These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)*	*200 metres*	*Road carriageway edge*
Passenger railways		
	100 metres	*Centreline of the closest track*
Freight railways		
	200 metres	*Centreline of the closest track*

Proponents are advised to consult with the decision-making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

Noise Targets (Section 6.1)

***Table 2** sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.*

In the application of the noise targets the objective is to achieve:

- *indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- *a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

TABLE 2: NOISE TARGETS

Proposals	***New/Upgrade***	***Noise Targets***		
		Outdoor		***Indoor***
		Day (L_{Aeq}(Day) dB) (6 am-10 pm)	***Night (L_{Aeq}(Night)dB) (10 pm-6 am)***	***(L_{Aeq} dB)***
Noise-sensitive land-use and/or development	*New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor*	*55*	*50*	*L_{Aeq} (Day) 40(Living and work areas)* *L_{Aeq} (Night) 35 (bedrooms)*
Roads	*New*	*55*	*50*	*N/A*
	Upgrade	*60*	*55*	*N/A*
Railways	*New*	*55*	*50*	*N/A*
	Upgrade	*60*	*55*	*N/A*

Notes:

- *The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.*
- *For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.*

- *The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.*

- *Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.*

Noise Exposure Forecast (Section 6.2)

*When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/ or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:*

- *no further measures is required;*

- *noise-sensitive land-use and/or development is acceptable subject to deemed-to-comply mitigation measures; or*

- *noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/ or development is subject to mitigation measures outlined in a noise management plan."*

The Policy also requires "Notifications on Titles" as a condition of subdivision.

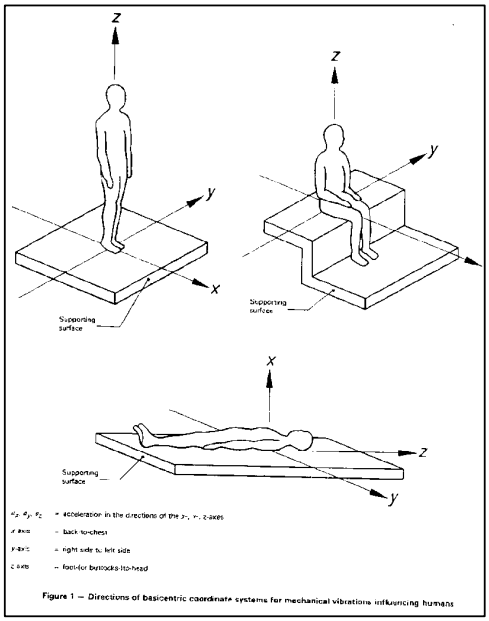
2.2 GROUND VIBRATION

For ground vibration received within a building AS 2670.2-2001 *"Evaluation of human exposure to whole-body vibration; Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz)"* has been used to assess compliance with the appropriate criteria. This Australian Standard provides various criteria with regards to human perception in various building uses. The criteria is provided as multiplies of a base curve.

AS 2670.2-2001 *"Evaluation of human exposure to whole-body vibration; Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz)"* and uses acceleration with units of m/s^2.

As a building may be used for many different human activities, for example standing, sitting, lying or a combination of all three, vertical vibration of the building may enter the body as either z-axis, x-axis or y-axis vibration, as shown in Figure 1.

Figure 1 – Axis of Vibration



(Extract from AS2670.2-2001)

2.2.1 As it is not clear which direction vibration would enter the body, a combination curve of the base curves is used. The combination curve combines the worst-case combination of the z-axis, x-axis and y-axis curves.

In this case where the axis of the occupants varies or is not known Curve 4(a) is used as the bases of assessment. From AS2670.2 the base Curve for curve 4(a) is shown in Figure 2. This base curve represents magnitudes of approximately equal human response with respect to human annoyance and/or complaints about interference with activities. The satisfactory vibration magnitudes in rooms and building are specified as multiples of this base curve.

Figure 2 – Combined Direction Base Curve

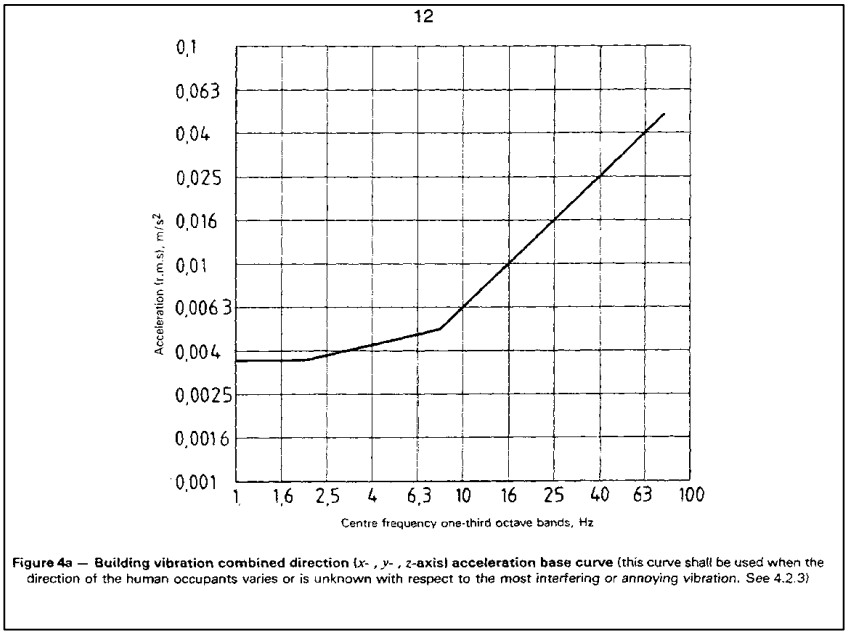


Figure 4a — Building vibration combined direction (*x*- , *y*- , z-axis) acceleration base curve (this curve shall be used when the direction of the human occupants varies or is unknown with respect to the most interfering or annoying vibration. See 4.2.3)

The multiplying factors used within the AS2670.2, specify satisfactory magnitudes of building vibration within residential buildings with respect to human response and are listed in Table of Annex A of the standard. The residential section of Table 2 of Annex A is summarised in Table 2.1 below.

TABLE 2.1 – SUMMARY OF MULTIPLYING FACTORS WITHIN RESIDENTIAL BUILDINGS

Place	Time	Continuous or Intermittent Vibration	Transient Vibration Excitation With Several Occurrences
Residential	Day	2 to 4	30 to 90
	Night	1.4	1.4 to 20
Office	Day	4	60 to 128
	Night		

Table 3.1 in Appendix A of the standard lists the acceptable criteria. In this situation the passing trains would be considered as transient vibration. As such the recommended range of multiplying factors range from 1.4 to 4.0 times the base curve. However, AS2670.2 states 1.4x the base curve as the night period criteria. Hence, this has been used as the criteria for this project. We understand that the Department of Environment Regulation (DER) has expressed a preference that the 1.4 x the base curve be used as the criteria.

2.3 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* prescribe the allowable noise level emissions from one premises that can be received at another. Under the Regulations, the allowable noise levels, when received at a premise are outlined in Regulations 7 and 8.

2.3.1 Regulation 7

Regulation 7 stipulate the allowable noise levels at any noise sensitive premises from other premises. For residential premises, this noise level is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For commercial premises, the assigned noise levels are fixed. The base noise levels for residential premises and the assigned noise levels for commercial premises are listed in Table 2.2.

TABLE 2.2 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises	All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise emissions be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 2.3 below.

TABLE 2.3 - ADJUSTMENTS TO MEASURED LEVELS

Where **tonality** is present	Where **modulation** is present	Where **impulsiveness** is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

Where the noise emission is music, then any measured level is adjusted according to Table 2.4 below.

TABLE 2.4 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where **impulsiveness** is not present	Where **impulsiveness** is present
+10 dB(A)	+15 dB(A)

3. GROUND VIBRATION MEASUREMENTS

To assess the ground vibration emanating from passing passenger trains, ground vibration measurements were carried out of trains passing at the locations as shown on Figures 3.1 to 3.3.

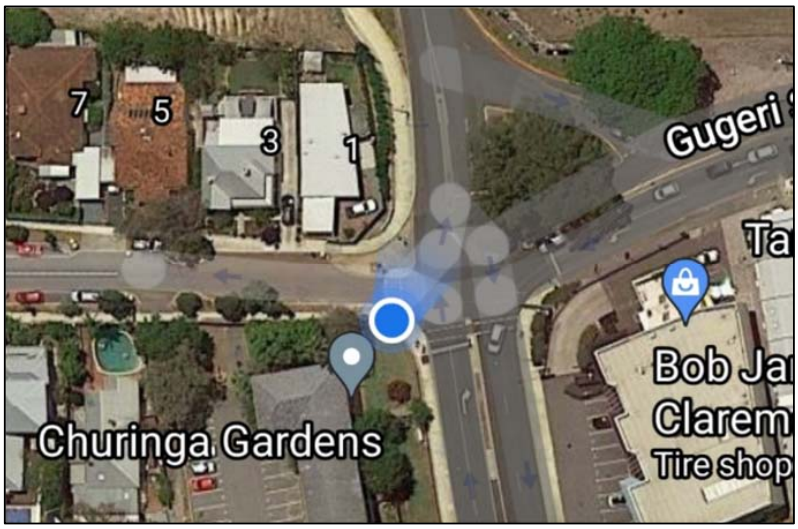


FIGURE 3.1 – NOISE AND VIBRATION MEASUREMENT LOCATION 1 (STIRLING ROAD)



FIGURE 3.2 – VIBRATION MEASUREMENT LOCATION 2 (CLAREMONT CRESCENT)



FIGURE 3.3 – VIBRATION MEASUREMENT LOCATION 3 (GUGERI STREET)

As shown in Figures 3.1 to 3.3, ground vibration measurements were recorded at the following locations:

Location 1	-	Approximately 25m from the edge of the closest railway track.
Location 2	-	Approximately 17m from the edge of the closest railway track.
Location 3	-	Approximately 60m from the edge of the closest railway track.

Vibration measurements were carried out in the 3 directional axis, parallel, perpendicular and vertically to the railway line. Ground vibration measurements were undertaken on Tuesday 1st August 2017 of six train passes in each direction. Ground vibration representative of the measurements recorded are attached in Appendix B.

The results of the ground vibration monitoring show that ground vibration all complied with the base curve criteria.

4. DISCUSSION

The proposed Noise and Vibration Management Plan / Local Planning Policy is attached in Appendix D.

4.1 STATE PLANNING POLICY 5.4

Noise received at residences and other noise sensitive premises, located adjacent or near a significant freight / traffic route and railway lines need to comply with the requirements of State Planning Policy 5.4 (SPP 5.4).

With regards to significant roads, Stirling Highway runs through the project area. However, other road with significant traffic flows within the development area are Gugeri Street, Stirling Road and Leura Avenue. The current traffic volumes obtained from the MRWA Traffic Map are approximately:

Stirling Highway	-	33,000 vpd;
Leura Avenue	-	10,000 vpd;
Gugeri Street	-	13,000 vpd; and
Stirling Road	-	15,000 vpd.

Under the Implementation Guidelines for State Planning Policy 5.4 and as shown on the PlanWA web site, compliance with State Planning Policy 5.4 is required only required for noise sensitive premises located within 200 metres of Stirling Highway and 100 metres of the Perth – Fremantle Passenger railway line, as shown below in Figure 4.1. However, it is noted that the current road traffic volumes on the other roads noted above are significant, thus it is recommended that assessments in accordance with SPP 5.4 be required to be undertaken for any noise sensitive premises:

- Within the trigger distance for Stirling Highway.
- Within the trigger distance for the Perth – Fremantle Passenger Railway line; and
- Within 50 metres of Gugeri Street, Stirling Road or Leura Avenue.

POSSIBLE VARIATION TO ASSESSMENT OF TRAIN NOISE

Although outside the requirements of State Planning Policy 5.4, given the intermittent nature of train noise, the Town and developers could also consider the noise impact from a single train pass.





FIGURE 4.1 - STATE PLANNING POLICY BUFFER ZONES
(https://espatial.dplh.wa.gov.au/PlanWA)

Under the Western Australian Planning Commission (WAPC) Planning Policy 5.4 *"Road and Rail Noise"* the following external criteria are listed:

External "Noise Target"	
Day	Maximum of 55 dB(A) L_{Aeq}
Night	Maximum of 50 dB(A) L_{Aeq}

As external noise levels exceed the "Noise Target" noise levels, then the residential premises should be designed to comply with the following internal noise levels:

Internal	
Living and Work Areas	$L_{Aeq(Day)}$ of 40 dB(A)
Bedrooms	$L_{Aeq(Night)}$ of 35 dB(A)

We also note that under the SPP5.4, noise mitigation measures should be implemented with a view to achieve, in at least one outdoor area, the L_{Aeq} of 50 dB(A) noise level for the night period.

Notes :

1 Under State Planning Policy, assessments are to be undertaken for other noise sensitive uses, such as school, child care centres, hospitals, aged care facilities etc.

2 The above proposed criteria are for the development of noise sensitive premises (ie residences) only and any modifications to the railway infrastructure would need to comply with the standard criteria, as outlined in SPP 5.4.

3 For information, future traffic flows are attached in Appendix C.

4.2 GROUND VIBRATION

The results of the ground vibration monitoring show that ground vibration all complied with the base curve criteria.

Even so, it is recommended that ground vibration measurement be undertaken for all developments within 50 metres from the edge of the closest track to the development. If the results of these measurements show an exceedance of the criteria, then appropriate mitigation can be implemented.

Given the above, the recommended criteria for ground vibration received at new residences are:

a. Criterion 1: vibration isolation measures will be provided where the predicted or actual vibration is Curve 2 (106 dB) or greater, as defined in AS 2670.2;

b. Criterion 2: the proposal will be designed to meet Curve 1.4 (103 dB) as defined in AS 2670.2; and

c. Criterion 3: vibration will be managed to be as low as reasonably practicable.

4.3 ENVIRONMENTAL NOISE

It is noted that it is likely that many of the new developments would include cafes, restaurants, and bars. Noise emissions from these premises would need to comply with the requirements of the Environmental Protection (Noise) Regulations 1997.

APPENDIX A

DEVELOPMENT AREA



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Local Government Area
- Cadastre (View 1)

Notes:

The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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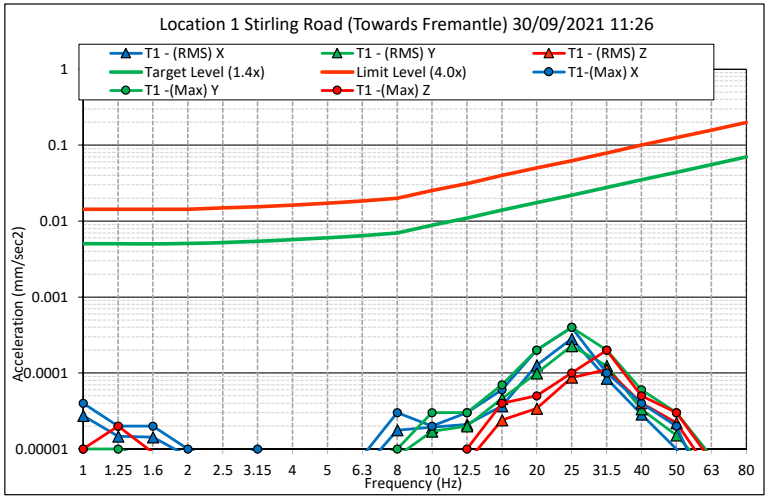
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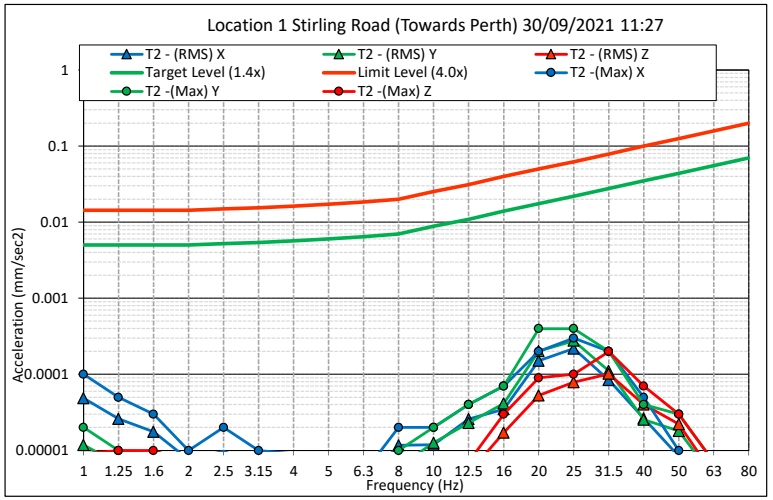
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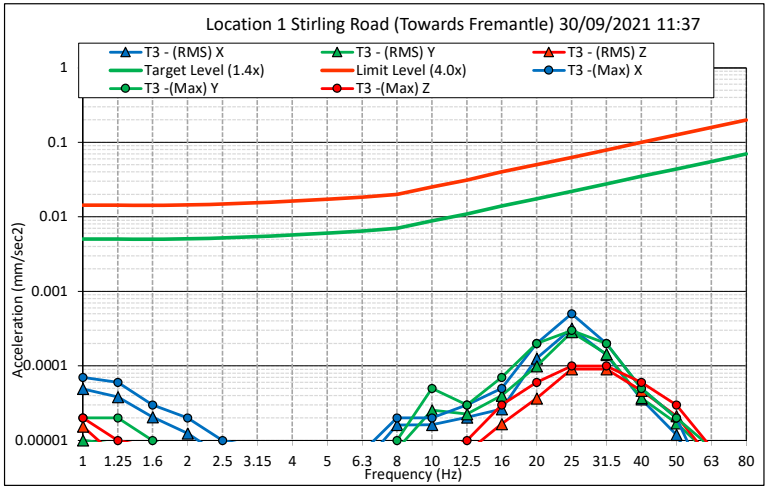
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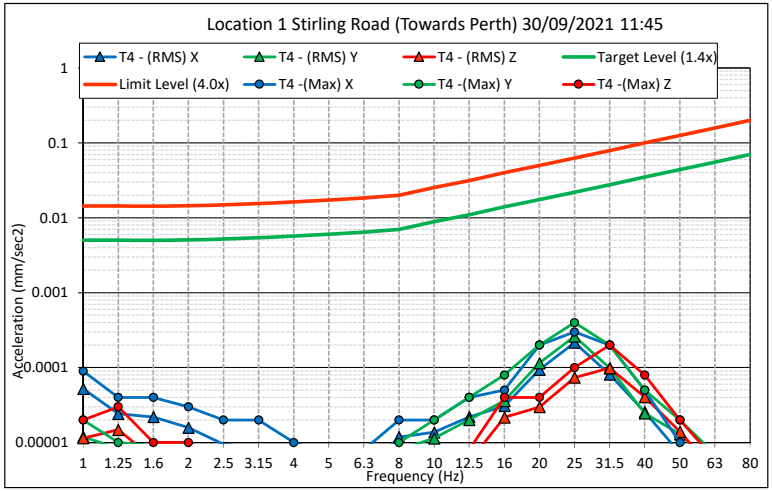
APPENDIX B

GROUND VIBRATION MEASUREMENTS

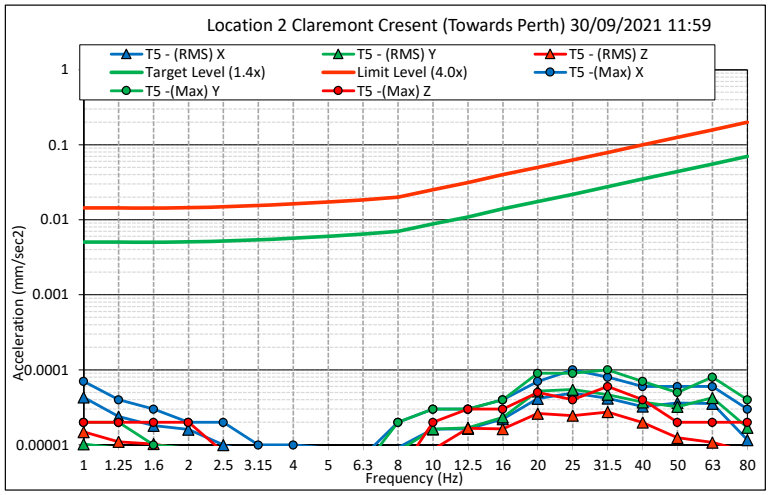

Location 1 Stirling Road (Towards Fremantle) 30/09/2021 11:26
T1 - (RMS) X
T1 - (RMS) Y
T1 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T1-(Max) X
T1 -(Max) Y
T1 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

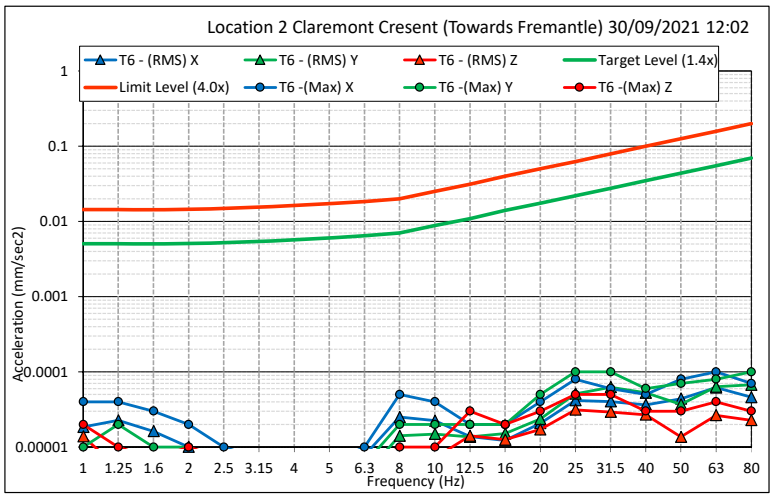

Location 1 Stirling Road (Towards Perth) 30/09/2021 11:27
T2 - (RMS) X
T2 - (RMS) Y
T2 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T2 -(Max) X
T2 -(Max) Y
T2 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

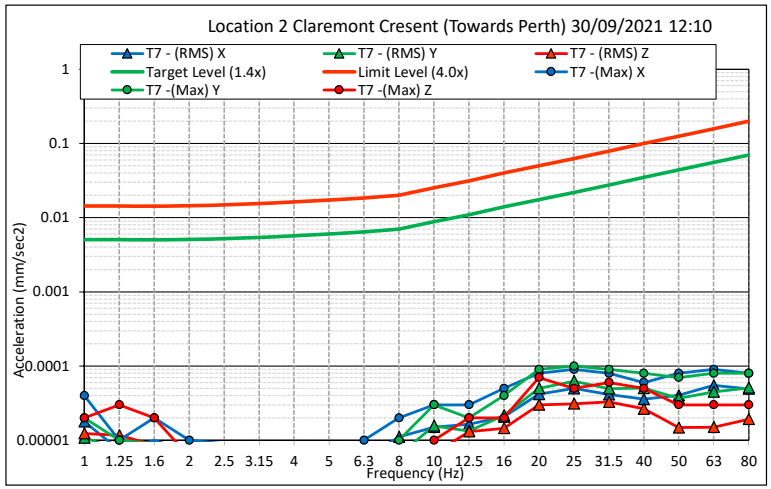

Location 1 Stirling Road (Towards Fremantle) 30/09/2021 11:37
T3 - (RMS) X
T3 - (RMS) Y
T3 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T3 -(Max) X
T3 -(Max) Y
T3 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

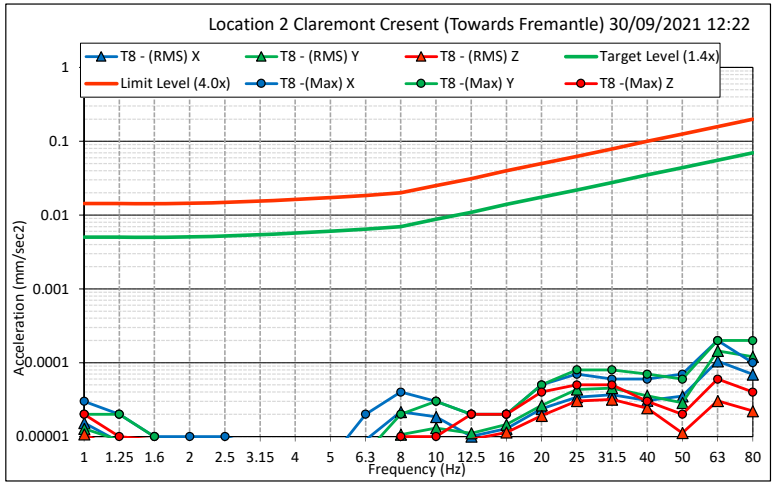

Location 1 Stirling Road (Towards Perth) 30/09/2021 11:45
T4 - (RMS) X
T4 - (RMS) Y
T4 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T4 -(Max) X
T4 -(Max) Y
T4 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

Appendix B

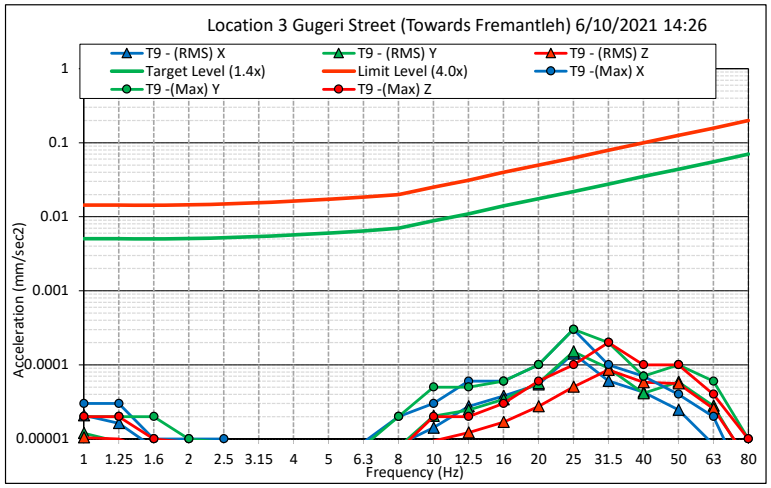

Location 2 Claremont Cresent (Towards Perth) 30/09/2021 11:59
T5 - (RMS) X
T5 - (RMS) Y
T5 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T5 -(Max) X
T5 -(Max) Y
T5 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

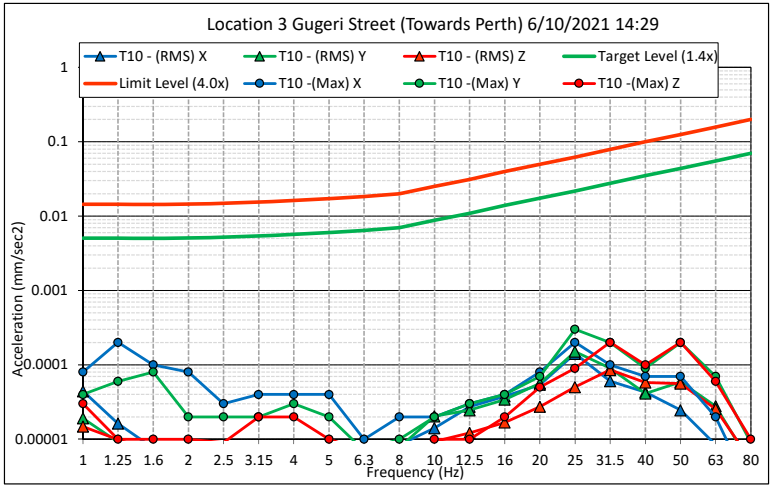

Location 2 Claremont Cresent (Towards Fremantle) 30/09/2021 12:02
T6 - (RMS) X
T6 - (RMS) Y
T6 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T6 -(Max) X
T6 -(Max) Y
T6 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

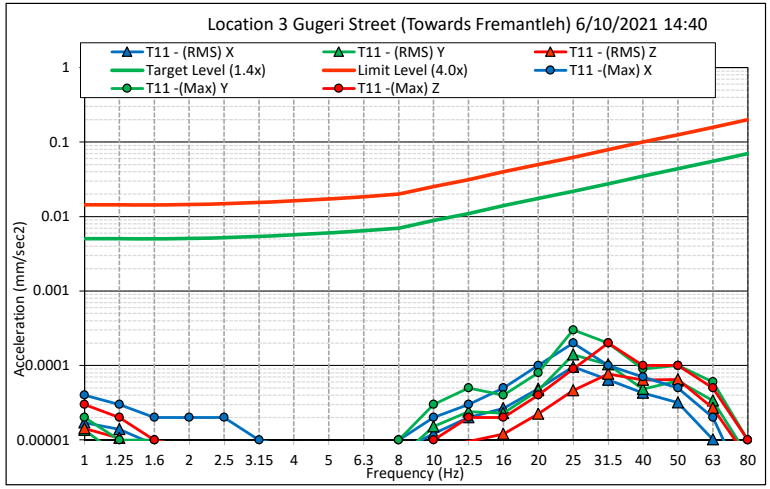

Location 2 Claremont Cresent (Towards Perth) 30/09/2021 12:10
T7 - (RMS) X
T7 - (RMS) Y
T7 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T7 -(Max) X
T7 -(Max) Y
T7 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

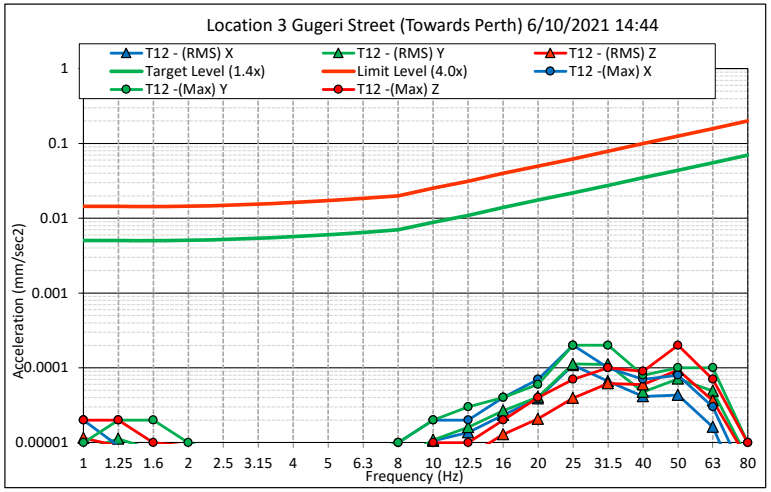

Location 2 Claremont Cresent (Towards Fremantle) 30/09/2021 12:22
T8 - (RMS) X
T8 - (RMS) Y
T8 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T8 -(Max) X
T8 -(Max) Y
T8 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

Appendix B


Location 3 Gugeri Street (Towards Fremantleh) 6/10/2021 14:26
T9 - (RMS) X
T9 - (RMS) Y
T9 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T9 -(Max) X
T9 -(Max) Y
T9 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)


Location 3 Gugeri Street (Towards Perth) 6/10/2021 14:29
T10 - (RMS) X
T10 - (RMS) Y
T10 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T10 -(Max) X
T10 -(Max) Y
T10 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)


Location 3 Gugeri Street (Towards Fremantleh) 6/10/2021 14:40
T11 - (RMS) X
T11 - (RMS) Y
T11 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T11 -(Max) X
T11 -(Max) Y
T11 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)


Location 3 Gugeri Street (Towards Perth) 6/10/2021 14:44
T12 - (RMS) X
T12 - (RMS) Y
T12 - (RMS) Z
Target Level (1.4x)
Limit Level (4.0x)
T12 -(Max) X
T12 -(Max) Y
T12 -(Max) Z
Acceleration (mm/sec2)
Frequency (Hz)

Appendix B

APPENDIX C

FUTURE ROAD TRAFFIC VOLUMES

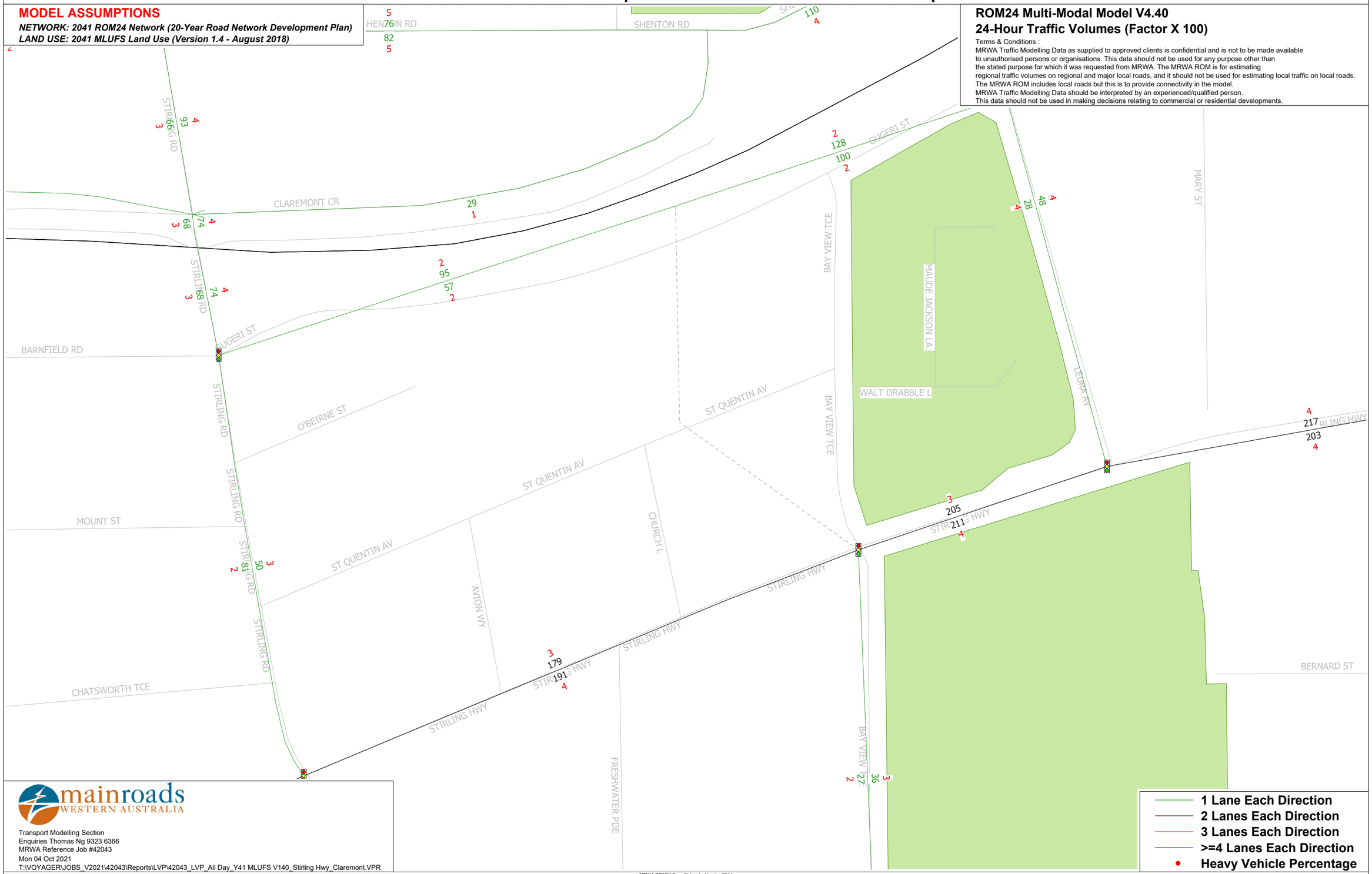
2041 ROM24 Scenario - Link Volume Plot for Stirling Hwy, Claremont Noise Assessment
All Day
MLUFS Version 1.4 land use assumption with 20-Year Road Network Development Plan

MODEL ASSUMPTIONS

NETWORK: 2041 ROM24 Network (20-Year Road Network Development Plan)
LAND USE: 2041 MLUFS Land Use (Version 1.4 - August 2018)

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

Terms & Conditions :
MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRWA. The MRWA ROM is for estimating regional traffic volumes on regional and major local roads, and it should not be used for estimating local traffic on local roads. The MRWA ROM includes local roads but this is to provide connectivity in the model.
MRWA Traffic Modelling Data should be interpreted by an experienced/qualified person.
This data should not be used in making decisions relating to commercial or residential developments.



mainroads WESTERN AUSTRALIA

Transport Modelling Section
Enquiries Thomas Ng 9323 6366
MRWA Reference Job #42043
Mon 04 Oct 2021
T:\VOYAGER\JOBS_V2021\42043\Reports\LVP\42043_LVP_All Day_Y41 MLUFS V140_Stirling Hwy_Claremont.VPR

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- >=4 Lanes Each Direction
- Heavy Vehicle Percentage

MRWA ROM24 Base Network - Version 2014
MRWA Transport Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations

cube

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APPENDIX D

NOISE AND VIBRATION MANAGEMENT PLAN

TOWN OF CLAREMONT

CLAREMONT TOWN CENTRE

NOISE MANAGEMENT PLAN

OCTOBER 2021

REFERENCE: 28478-1-21380

DOCUMENT CONTROL PAGE

NOISE MANAGEMENT PLAN

CLAREMONT TOWN CENTRE

Document Reference: 28478-1-21380

FOR

TOWN OF CLAREMONT

DOCUMENT INFORMATION			
Author:	Tim Reynolds	**Checked By:**	George Watts
Date of Issue:	07 October 2021		

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Revision	**Description**	**Date**	**Author**	**Checked**
1	Draft	07/10/2021	TR	GW

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A DEVELOPMENT AREA

B CRITERIA – GROUND VIBRATION

Town of Claremont
Our ref: 28478-1-21380

1. INTRODUCTION

This document provides a framework for the acoustic requirements for development to be undertaken within the Claremont Town Centre, as shown on the Figure 01 below.



FIGURE 01 – CLAREMONT TOWN CENTRE

Within the Claremont Town Centre, a mixture of commercial and residential uses will be developed. Some of the commercial uses, such as food and beverage establishments could have an impact on the amenity of neighbouring residential premises both within and outside the Town Centre.

The objectives of this document are to:

- Provide a clear and concise framework to allow the co-existence of a mixture of land uses that will be development within the Town of Claremont.
- Establish appropriate criteria for measuring and identifying potential noise impacts at the pre-development approval phase through to the building classification stage; and
- Establish the noise attenuation measures required to preserve the amenity of existing residence and provide an acceptable level of amenity for future residences.

This document also provides the process and extent of reporting required in certifying noise attenuation measures. Thus, providing a process that assists Planning Consultants, Developers, Builders and Acoustic Consultants/Engineers establish a project's viability based on the potentially cost prohibitive acoustic attenuation needs of a development and maximise the enjoyment and liveability of mixed land use living, by mitigating the effects of ambient/environmental noise, through appropriate forethought and design.

The acoustic requirements outlined in this Acoustic Management Plan are for future residential developments and not for any upgrade or improvements to the road or rail infrastructure. Any changes to the road or rail infrastructure would be undertaken in accordance with the applicable criteria as outlined State Planning Policy 5.4 by the appropriate infrastructure provider.

The acoustical requirements include:

- Noise ingress, as would be required under State Planning Policy 5.4 *"Road and Rail Transport Noise"*. This applies to noise received at residences and other noise sensitive premises located adjacent or near various roads as outlined in the Acoustic Management Plan and the passenger railway line.
- Ground vibration from passenger trains.
- Compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
- Compliance with BCA / NCC acoustic requirements.

2. JURISDICTION

i) Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997 ['Noise Regulations'] provide powers for officers of the Department of Environment, WA Police Service and authorised Environmental Health Officers from Local Governments.

ii) The Director Liquor Licensing Division has power to deal with noise issues and anti-social behaviour under section 117 of the Liquor Act 1988.

iii) The Planning and Development Act 2005 provides the determining authority with the power to impose conditions on development approvals that protect the amenity of the area.

iv) The Building Act 2011 provides the authority to set building standards and ensure that they are met through the issue of building and occupancy permits to protect the health and safety of the building inhabitants.

In addition to the above listed legislation, reference is made to the following State Planning documents prepared and adopted under the P&D Act:

- State Planning Policy 5.4 "Road and Rail Noise; and the associated guidelines.

Disclaimer: *This document is a guide only. It is does not replace professional specialised acoustic advice by a suitably qualified and experienced acoustic consultant. For full details of legislative requirements refer to the Environmental Protection Act 1986, the Environmental Protection (Noise) Regulations 1997, the Liquor Act 1988, the Planning and Development Act 2005, the Building Act 2011, State Planning Policy 5.4 "Road and Rail Transport Noise" and the Implementation Guidelines for the State Planning Policy 5.4 Road and Rail Transport Noise (the Implementation Guidelines).*

3. ACOUSTIC REPORTS

The purpose of the acoustic report(s) is to assess noise affecting the proposed development from its surroundings; and the affect the development may have on its surroundings.

An acoustic report or report(s) are to be provided for each proposed development within the Claremont Town Centre.

An acoustic report is to accompany the Development Application to indicate that the objectives of the Acoustic Management Plan can be achieved.

A further acoustic report will be required to accompany the Building Licence submission showing how the objectives / acoustic criteria are to be achieved.

3.1 WHO CAN PROVIDE AN ACOUSTIC REPORT

The report must be prepared by an Acoustic Consultant/Engineer with relevant qualifications and experience, and should be a member of one, or more, of the following professional bodies or to the satisfaction of the Town of Claremont.

• Australian Acoustical Society; or

• Engineers Australia; or

• A member firm of the Association of Australian Acoustical Consultants.

Proof of membership may be required.

3.2 ACOUSTIC REPORT TO CONTAIN

The Acoustic Report must address all matters necessary to demonstrate that the outcomes for reporting have been achieved as detailed by this document, to the Town's satisfaction. As a minimum, the acoustic report will contain:

- An assessment showing compliance with the requirements of the Environmental Protection (Noise) Regulations 1997.
- State Planning Policy 5.4 – Road and Rail Noise; and
- Compliance with acoustic BCA / NCC acoustic requirements.

Additionally, an assessment of ground vibration of developments within 50 metres of the reserve to the Perth – Fremantle Train Line is also required.

4. NOISE SOURCE IDENTIFICATION

Relevant ambient environmental noise sources include:

4.1 TRAFFIC / RAIL NOISE

Major roads and railways contribute to the ambient environmental noise of an area. In most cases, these roads and railways are characterised by a daily traffic noise pattern. In addition to those developments located within the trigger distances, as outlined in State Planning Policy 5.4, for Stirling Highway and the Perth – Fremantle passenger railway line, noise ingress assessment are also to be provided for developments within 50 metres of :

- Stirling Road;
- Gugeri Street; and
- Leura Avenue.

VARIATION TO ASSESSMENT OF TRAIN NOISE

Although outside the requirements of State Planning Policy 5.4, given the intermittent nature of train noise, developers should also consider the noise impact from a single train pass.

Notes:

1 Applicant to detail sound levels recorded at the property of contributories (motor cars, trains) on a Weekday, during the period 7.00am-9.00am; or at a period of the day that is representative of the normal peak traffic conditions for the area. Sound monitoring shall not be conducted on a public holiday or during school holidays.

2 The acoustic criteria and assessment shall be as outlined in State Planning Policy 5.4 “Road and Rail Noise” and associated Implementation Guideline.

4.2 BREAKOUT NOISE FROM LIFESTYLE USES AND ENTERTAIMENT VENUES

Developments that accommodate or reside in close proximity to lifestyle uses including cafes, restaurants, shops, hotels and entertainment venues such as nightclubs and bars, are integral to the vitality and enjoyment of mixed-use localities and the Town Centres. Outdoor Eating Areas associated with hotels, cafés and restaurants can also be a major source of breakout noise.

The Applicant is to:

a) Identify all breakout noise sources that have a noticeable impact on sound levels received at the subject property, and in particular, those noise sources within a 100m radius; and

b) Specify sound levels recorded at the property during time periods that correspond to related breakout noise sources, for example:

- Nightclubs to be monitored during hours of operation after 10.00pm at night on a Friday or Saturday.
- Cafes and Outdoor Eating Areas to be monitored during peak trade periods; and
- Locations near sports grounds and stadiums to be monitored during periods of normal use; particularly when used at capacity (where practicable).

4.3 MECHANICAL PLANT AND EQUIPMENT

Air-conditioning and related service hardware such as pool pumps, traffic gates and compressors can impact on the amenity of noise sensitive premises, particularly due to the annoying characteristics contained within the noise emitted (modulation and tonality). In a residential setting, the noise emission from a single air conditioner condenser or pool pump can affect a neighbouring property. In mixed use locations, exhaust fans associated with commercial kitchens, smoke exhaust systems, refrigeration compressors and chillers associated with the air conditioning of larger premises are significant noise sources that impact on the localised environmental noise.

a) Mechanical services, including refrigeration equipment.

b) Goods delivery; and

c) On-site power generators.

4.4 GROUND VIBRATION

For development located within 50 metres of the reserve for the passenger railway line, an assessment of ground vibration from the passenger line is to be undertaken.

Note: The criteria for ground vibration is shown in Appendix B.

4.5 BCA / NCC

Residential developments need to comply with the acoustic requirements of the BCA / NCC.

Class 1 buildings to comply with the requirements of Part 3.8.6.

Class 2 and 3 buildings to comply with the requirements of Part F5.

5. COMPLIANCE

The earlier in the development process that sound attenuation/treatment solutions are considered, the better the outcomes will likely be, from a cost and effectiveness perspective.

An acoustic report or report(s) are to be provided for each proposed development within the Claremont Town Centre.

5.1 DEVELOPMENT APPLICATION STAGE

An acoustic report is to accompany the Development Application to indicate that the objectives of the Acoustic Management Plan can be achieved.

5.2 BUILDING PERMIT

Prior to a Building Permit being issued, the Developer/Builder/Applicant must do the following:

a) Provide Acoustic Report(s) detailing how the requirements of this Acoustic Management Plan and its intent are to be achieved. in the relevant design drawings and specification documents to be submitted for approval; and

b) Provide certification confirming that full compliance with all requirements of the Acoustic Report(s) have been included in the design.

Note: The requirements of the Acoustic Rports are to be included in the relevant design drawings and specifications. Referencing the acoustic report(s) as a note on the drawings is not sufficient.

5.3 POST CONSTRUCTION / OCCUPANCY

Prior to the building being first inhabited and/or a Certification of Classification being issued, the Developer/Builder shall provide the Town with a Report confirming that full compliance with all the acoustic requirements, as outlined in the acoustic report have been implanted and included in the construction; or where drawings / specification have changed, a supporting supplementary Acoustic Report showing that compliance with the requirements of this Acoustic Management Plan has been maintained.

The Report shall be at the developer's cost, with any significant design changes resulting from the test or inspection report being the subject of a separate application for approval.

APPENDIX A

Development Area



Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Local Government Area
- Cadastre (View 1)

Notes:

The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

N

0 0.13 0.3 Kilometres

1: 5,000

at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Date produced: 19-Feb-2020

APPENDIX B

Ground Vibration Criteria

Ground Vibration Criteria

For ground vibration received within a building AS 2670.2-2001 *"Evaluation of human exposure to whole-body vibration; Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz)"* has been used to assess compliance with the appropriate criteria. This Australian Standard provides various criteria with regards to human perception in various building uses. The criteria is provided as multiplies of a base curve.

AS 2670.2-2001 *"Evaluation of human exposure to whole-body vibration; Part 2: Continuous and shock-induced vibration in buildings (1 to 80 Hz)"* and uses acceleration with units of m/s^2.

As a building may be used for many different human activities, for example standing, sitting, lying or a combination of all three, vertical vibration of the building may enter the body as either z-axis, x-axis or y-axis vibration, as shown in Figure 1.

Figure 1 – Axis of Vibration

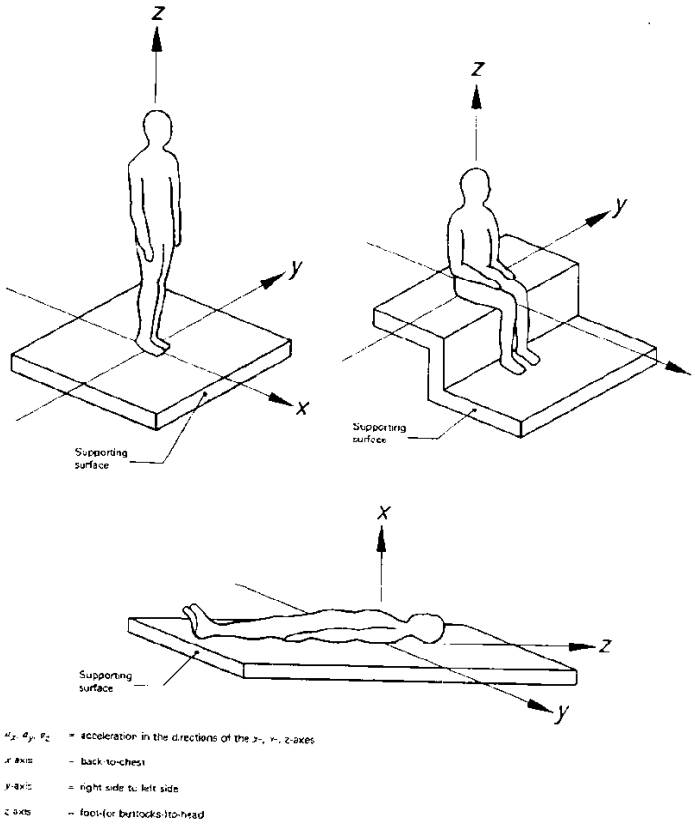


Figure 1 — Directions of basicentric coordinate systems for mechanical vibrations influencing humans

(Extract from AS2670.2-2001)

5.3.1 As it is not clear which direction vibration would enter the body, a combination curve of the base curves is used. The combination curve combines the worst-case combination of the z-axis, x-axis and y-axis curves.

In this case where the axis of the occupants varies or is not known Curve 4(a) is used as the bases of assessment. From AS2670.2 the base Curve for curve 4(a) is shown in Figure 2. This base curve represents magnitudes of approximately equal human response with respect to human annoyance and/or complaints about interference with activities. The satisfactory vibration magnitudes in rooms and building are specified as multiples of this base curve.

Figure 2 – Combined Direction Base Curve

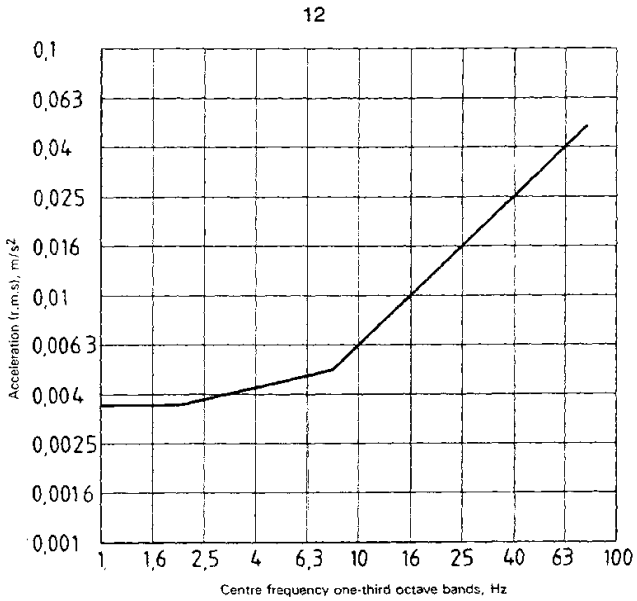


Figure 4a — Building vibration combined direction (*x*- , *y*- , *z*-axis) acceleration base curve (this curve shall be used when the direction of the human occupants varies or is unknown with respect to the most interfering or annoying vibration. See 4.2.3)

The multiplying factors used within the AS2670.2, specify satisfactory magnitudes of building vibration within residential buildings with respect to human response and are listed in Table of Annex A of the standard. The residential section of Table 2 of Annex A is summarised in Table 2.1 below.

TABLE 2.1 – SUMMARY OF MULTIPLYING FACTORS WITHIN RESIDENTIAL BUILDINGS

Place	Time	Continuous or Intermittent Vibration	Transient Vibration Excitation With Several Occurrences
Residential	Day	2 to 4	30 to 90
	Night	1.4	1.4 to 20
Office	Day	4	60 to 128
	Night		
Workshop	Day	8	90 to 128
	Night		

Table 3.1 in Appendix A of the standard lists the acceptable criteria. In this situation the passing trains would be considered as transient vibration. As such the recommended range of multiplying factors range from 1.4 to 4.0 times the base curve. However, AS2670.2 states 1.4x the base curve as the night period criteria. Hence, this has been used as the criteria for this project. We understand that the Department of Environment Regulation (DER) has expressed a preference that the 1.4 x the base curve be used as the criteria.

The above is only applicable to the passenger railway line.



Town of Claremont
Public Open Space and Community Facilities Strategy

Dave Lanfear Consulting | Town of Claremont |March 18, 2022

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Executive Summary

The Public Open Space and Community Facilities Strategy (POSCFS) focuses on infrastructure provided by the Town and / or in partnership with other agencies to deliver a range of services which contribute to the current and future needs of residents within the Town of Claremont. The plan is to be used as an informing document contributing to the Integrated Planning and Reporting Framework of the Town and to support development of the draft Local Planning Strategy (LPS) and draft Town Centre Precinct Structure Plan.

A key consideration of the plan is current and forecasted growth of the Town. Currently there are 11,216 residents which is to grow to 14,600 residents by 2041, representing an increase of 30.17% persons in the 20 year period. This growth is a relatively limited with the greatest change being from 2022 to 2026. The projected growth is 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, unless a significant deficit is identified. The relatively high proportion of 15 to 25 year old's, 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.

Current POS and community facilities were assessed against contemporary design standards and functionality. In addition, an assessment was made of their accessibility to the resident population and extent of provision in accordance with a defined hierarchy set out in the State POS Classification Framework. The key outputs from this assessment identified the following:

- The only regional level POS provision within the Town of Claremont is Lake Claremont. This however is limited to the lake and native bushlands and not the adjacent parklands which perform a district level function.
- Within the Town, while the suburbs of Claremont North and Swanbourne currently meet the benchmark for Sport POS, Claremont South currently has no provision to sporting space within the control of the Town.
- The recreational space is more evenly split between the three suburbs with Claremont South having the largest number and area. Claremont South includes the foreshore area. In all metrics the Town performs well with a relatively high level of accessibility to all POS.
- An assessment of the current level of Sport and Recreation Space indicates that the Town has 2.75ha per 1,000 head of population compared to a desired benchmark of 3.36ha. With the projected population growth diminishing this figure to 2.11ha per 1,000 head of population by 2041.
- In comparison to neighbouring local governments and metropolitan Perth the availability of POS Sport within the Town is high. Nevertheless, the overall provision is significantly below Metropolitan Perth.
- In respect of community buildings the only areas where gaps are evident include the southwest portion adjacent to the foreshore and on the eastern boundary. These are offset by accessibility to neighbouring local government infrastructure.
- The Town does benefit from a number of community facilities but many are compromised functionally due to the heritage status of the buildings. Most notably this includes the Claremont Station Precinct, the Library and the Claremont Museum area.
- Those that are not of a heritage value are operated by single service users (i.e. tennis, bowls, yachting and golf). In the case of bowls and tennis, both clubs are in need of significant investment to manage and maintain their facilities effectively and efficiently. The option to expand opportunities to provide multi-functional / co-located facilities in accordance with industry trends should be a focus of future planning.
- The aquatic centre provides a relatively unique level of service to a community of the size of the Town and Claremont Library and Community Hub provides a relatively high level of provision.

Consideration in respect of future investment in both sites should however take into account accessibility to similar space within or in close proximity to the Town but provided by others.

- The assessment of community needs identifies a number of components which in addition to the above should be addressed:
    - The lack of youth based infrastructure.
    - Skate parks / informal wheeled sports facilities.
    - Extended trails / dual use footpaths etc.
    - Provision of an additional sporting space.
- Given the significant apartment growth expected in the Town Centre and along the transport corridors, there is opportunity to adopt mechanisms to assist in the development of community facilities essential for the development of these places and to accommodate the needs of future populations.

While in a number of assessment processes the Town has a relatively low level of publicly accessible infrastructure, the Town does benefit from a high level of alternative provision. There are two significant areas of recreational / sporting space which would not be considered to be public open space under the POS Classification Framework (Claremont Oval managed by the Claremont Tigers Football Club and the Royal Agricultural Showgrounds). These spaces provide accessibility to the general public at most times when they are not used by their primary users. There are also the private schools of Christ Church Grammar School, Scotch College and Methodist Ladies College which provide similar resources which are accessible by the general community.

Through diverse consultation process it became evident that the Town residents benefitted from access to a variety of infrastructure and opportunities, some of which incorporate access to community resources outside of Town control. The analysis confirmed there are therefore significant opportunities for the Town to deliver a range of community services which meet the needs of residents without recourse to significant additional expenditure and / or duplication of provision.

A series of options and opportunities were considered for the plan including defining a standard level of POS provision aimed at increasing the quality and functionality of the existing open space. This also included formalising agreements with key partners to secure community access on an ongoing basis and a series of facility development considerations which included:

- A review of the management and financial viability of Claremont Bowling Club and potential rationalisation of existing infrastructure, a ground redevelopment or relocation.
- Facilitate the tennis club in reviewing alternative approaches to the longer term development and future of the club.
- Facilitating private schools to expand their sport, recreation and community access to facilities.
- Explore opportunities that may exist in the medium to long term at the Royal Agricultural Showgrounds, subject to its redevelopment potential being realised.
- Further enhancing walking and cycling paths.
- Enhance the customer experience and increase dry-side use at Claremont Aquatic Centre.
- Consideration of the future for library and community hub services within the Town which may deliver a more cost efficient ways in which the service can be retained while improving its reach, accessibility and extended alternative community services (i.e. meeting room, community activity and social connectivity options).
- Ongoing support from council to the ongoing evolution of Lake Claremont.
- Expanding youth and seniors provision.
- Obtaining more intuitive data on usage of facilities.

- Maintaining high levels of accessibility to POS and community facilities and services provided by the Town and those provided by others.

Section 8.1 (page 52) contains 19 recommendations related to Strategic, Policy, Processes and Planned Investment and Section 8.2 (page 56) to 12 site specific recommendations and responsibilities for delivery.

1. Public Open Space & Community Facilities Strategy: The Context

This Public Open Space and Community Facilities Strategy (POSCFS) covers the following facilities which are generally provided by the Town to deliver services provided by the Town or in partnership with other agencies:

- Publicly accessible Public Open Space (regional, district and local open space). These include the different functions of POS - nature space, recreational spaces and sporting spaces.
- Sporting and recreation facilities (leisure centres, pavilions, reserves),
- Library
- Heritage, Cultural and arts facilities
- Youth and seniors infrastructure

It specifically excludes:

- Utilities and services
- Commercial facilities
- Schools
- Health Clinics / Hospitals

Reference will however be made to facilities and services provided by others which contribute to the current and future needs of residents within the Town of Claremont. This includes those services which are provided by neighbouring local governments within a defined catchment of the Town Boundary. It also includes services provided by private schools, Claremont Oval (Claremont Football Club) and the Royal Agricultural Society (RAS) which reside within the Town boundary and permit a range of community use of their infrastructure. The POSCFS however can only influence the delivery of Town infrastructure and potential gaps which need to be addressed to ensure the community have access to a range of facilities and services which meet their ongoing need.

1.1 Vision and Mission

The Vision for the POSCFS is taken from the Town's Strategic Community Plan which is:

The Town is a progressive, respectful, sustainable local government supporting a connected, flourishing community.

The Mission further states: *"We exist to deliver quality services for Claremont today and to build the foundation for the future."* The POSCFS will build on the vision and mission by adhering to the themes which emerged from the consultation process undertaken during the development of the draft Local Planning Strategy (LPS) and draft Town Centre Precinct Structure Plan. It will inform the preparation of the LPS by identifying future POS and community facility requirements as a result of current recognised gaps in provision.

1.2 Purpose

The POSCFS is to provide a conceptual framework for the delivery of POS and community facilities to address current and future community needs.

The POSCFS is intended to be flexible in responding to the changing needs of the community over the next ten years while also establishing clear goals for the future together with recognised priorities and timelines for delivery.

The intention is to promote partnership opportunities and integrated service delivery having regard to workforce planning requirements, available funding and emerging challenges and influences.

1.3 Objectives

The objective of the POSCFS is to:

- Build upon the work and influence the development of the Town of Claremont LPS by providing clear recommendations and a dynamic approach to implementation that will facilitate delivery of POS and community facilities for the Town's community to 2030.
- To define the Town's various roles in the delivery of POS and community facilities.
- To develop guidelines based on a hierarchy of provision and facility characteristics that can be used as a tool for future planning, resourcing and budget setting.

1.4 Planning Principles

As part of the initial development of the POSCFS, it was important to confirm a set of *Planning Principles* for POS and community facilities development. These are identified as:

1. Maximise the use of existing facilities owned or controlled by the Town of Claremont.
2. Future decisions on investment are to be evidenced based.
3. Provide accessible and equitable opportunities for all residents to enhance social connectivity and provide a positive social impact.
4. To ensure the current and future resident population have access to a coordinated network of POS and community facilities whether they are provided by the Town, or in partnership with other service providers.
5. Develop facilities in an environmentally responsible and sustainable way.
6. Ensure the use of POS and community infrastructure is financially viable within agreed funding parameters.
7. Provide adaptable community facilities to facilitate the diverse level of service demanded.
8. Ensure that POS and community facilities are safe, sustainable and wherever possible, multi-functional in their design.
9. All new and existing community facilities are adaptable to changes in technology.

1.5 Methodology

The Methodology used in the development of the POSCFS is identified in Figure 1 below:



Figure 1: The methodology for developing the POSCFS.

- Phase 1: Project inception to establish the extent of infrastructure to be considered in the POSCFS.
- Phase 2: A full review of all influencing documents to provide an understanding of:
    - The strategic direction, Town priorities, trends and benchmarking.
    - The demographic influences on POS and community facility provision.
    - Existing facilities through a facility audit to identify potential gaps and oversupply of POS and community facilities and their current functionality.
    - Current usage levels and capacity of POS and community facilities;
    - Trends in POS and community facility provision.
    - Comparative infrastructure and analysis related to a wide range of benchmarks and industry best practice in relation to state and national policy positions and emerging local government standards of provision.
    - The Towns hierarchy by classifying all Town of Claremont infrastructure and provision of a GIS database and catchment analysis.
- Phase 3: The verification of the above data and analysis to confirm any gaps and potential shortfalls in provision.
- Phase 4: A stakeholder engagement process targeting internal staff, current user groups and the general community.
- Phase 5: An options analysis based on the outputs of all of the information collected to date having regard to economic, social, environmental and community development benefit.
- Phase 6: The provision of a series of recommendations in relation to guiding principles; strategic actions based on hierarchy/classification and specific actions for the development of identified POS and community facilities.
- Phases 7: Development of the draft and final POSCFS with aligned implementation plan.

1.6 How to Use the POSCFS?

The POSCFS is to support the Integrated Planning and Reporting Framework of the Town which is referenced in Section 2 below. More specifically it will:

- Confirm the short, medium and long term priorities for investing in POS and community facilities.
- Inform the ongoing development of the draft LPS and provide input into the Town's Long Term Financial Plan (LTFP).
- Inform the land use planning process and requirements of developers / future development considerations.
- Confirm the Town's Standards of Provision for the development of POS and community facilities to inform future decision making.
- Inform other key strategies and plans.
- Inform future workforce and staff resource planning.
- Establish a set of monitoring and evaluation processes.

2. Background Documentation Review

This section identifies the critical considerations identified through the document review process and in particular the strategic context and guidance for the development of POS and community facilities within the Town of Claremont. This section references the key implications. It should be stressed that many state government documents reference social infrastructure which is a term that is interchangeable with the terms 'community infrastructure / POS and community facilities'.

2.1 Town of Claremont Strategies and Informing Documents

The most critical documentation under which the Town of Claremont sets the future direction is the Integrated Planning and Reporting Framework which consists of:

- Claremont Ahead Strategic Community Plan Strategic Community Plan 2021 - 31. The SCP document contains Strategic Outcomes under key themes which are consistent with the POSCFS.
- Town of Claremont Corporate Business Plan 2017-18 to 2020-2021: The Corporate Business Plan (CBP) translates the outcomes and objectives of the SCP into operations, matching Council priorities with the resources available.
- Town of Claremont Long Term Financial Plan 2017-18 to 2026-27: Identifies current budget commitments to the projects referenced in the above documentation.

Claremont Ahead Strategic Community Plan is focused on providing a diversity of opportunities across the arts, culture, sports, recreation and community development areas. Underpinning all of this is the need to adhere to and meet key performance indicators while managing the viability of clubs and assets effectively.

Town of Claremont 2019 Customer Satisfaction Study Report of 2019 identified a range of services and infrastructure in need of improvement which included street art, murals, public art; footpaths and cycleways; access to youth services and access to services for the disabled. Strong performers were however identified as Lake Claremont; Claremont Aquatic Centre; playgrounds; the Community Hub /Library, parks and POS and the river foreshore.

Other key Town of Claremont documents are highlighted in Table 1 below and their relevance to the POSCFS referenced. The current projects should have resources identified (financial and staff) through the Integrated Planning and Reporting Framework and are to be recognised within the POSCFS as ongoing commitments which have a direct impact on decisions relating to new development, redevelopment, repurposing or disposal.

Table 1: Town of Claremont Influencing Documents

Document	Takeaways
Town of Claremont Annual report 2019-2020	Projects of particular note included upgrades to Claremont Aquatic Centre; McKenzie Pavilion and Claremont Museum and foreshore improvements. These along with the upgrades to Claremont Railway station to accommodate two turnbacks (required for METRONET'S Forrestfield-Airport Link), with the addition of a bus interchange and underpass west of the station highlight the ongoing investment and changes to the services offered within the Town.
Town of Claremont 2018 – 2022 Disability Access and Inclusion Plan (DAIP)	More seating required in the natural environment, which is to include path access, provide more shade in pedestrian areas, universal accessible toilets and changing facilities. The DAIP lists the requirements for the Town to meet Building Code of Australia (BCA) and the Australian Standards on Access and Mobility (i.e. AS 1428 suite). However this is the minimum standard. The Town needs to consider what its own standards are, as

	there may be a case to provide above these standards on a consistent basis. All future upgrades, renewals or new facilities, must consider the outcomes in the DAIP.
Sustainable Living Action Plan 2018-2020 Town of Claremont	This Action Plan is the key document supporting environmental sustainability across the Town (including water use, transport, energy, waste and green living). The Town needs to consider how to future proof for some of the sustainability initiatives within the design of its facilities. This will include greater use of solar and wind energy, re-use of waste plus a need to look at methods to minimising the use of water on POS / turf.
WESROC Climate Change Risk Assessment and Adaptation Plan, June 2010	While a dated document the principles are still relevant in seeking to consider the implications of climate change, in the context of decision making. Buildings and parks need to be future proofed to enable the Town to be responsible in regard to water and energy management. The provision of more trees and shade throughout the Towns public spaces will assist in reducing the effects of heat and will encourage more people to use its spaces.
Lake Claremont Management Plan 2016-2021	The plan recognises Lake Claremont as a key land area within the Town of Claremont providing cultural, heritage art, recreational and sporting value to the local community. This area will need to be recognised and dealt with sensitively as a critical long term community asset for a variety of conservation, biodiversity, heritage and community functions and purposes.
Western Suburbs Greening Plan 2002 – Ecoscape	In consideration of the above, there is a need to identify public open space that may contribute to development of greenway and habitat areas and seek ways to improve these spaces. There is a requirement to incorporate public art to create spaces with unique identities that create a sense of place and local community ownership.
Claremont Showground Management Plan Prepared for the Royal Agricultural Society of WA (November 2019) by Element	The plan references a significant area of land within the boundary of the Town which provides an extensive range of community spaces, community activities and complimentary services to those provided by the Town. This needs to be considered in any future planning process to ensure community infrastructure is not duplicated and / or undermines existing provision. It is also important to understand future development aspirations which may impact on the re-location or potential loss of community facilities which may need to be replaced elsewhere.
Asset Management Plan Buildings (2013)	The AMP covers 19 main buildings (4 for recreation, 3 in the Aquatic Centre, 4 for community activities, 2 for Administration, 2 for Historic purposes and 4 at the Museum). Three of the five recreation buildings are leased to sporting clubs with the Community Hub (library) being a heritage building (former church) and therefore may be limited in its contemporary functionality without Development Approval and consideration of the heritage context.
Asset Management Plan Public Open Space (2013):	This covers infrastructure, ground management and environmental care for 17 designated Parks and Reserves (based on a classification framework - 11 local, 3 neighbourhood, 2 district and 1 regional). 10 of these have playgrounds, Every residence at the time of the plan was estimated to be within 500m of public open space. The Tennis Club, Claremont Recreation Club and Creswell Park are leased from the Town and the grounds are

	managed and maintained by the associated Clubs. The SW portion of the Town is identified as having a potential deficit.
WESROC - Enhanced Stormwater Infiltration Project Plan Final June 2017 (JDA)	Western Suburbs are considered to have a fully allocated groundwater supply (volume) as approved by the Department of Water. Saltwater intrusion is a growing concern. Hydro-zoning and water sensitive planting is being used to manage allocations. Future investment in POS provision will need to take into account these limitations.
Town of Claremont Walking Trails	The Town has six defined trails critical to the connectivity of POS. It will be important to ensure accessibility is not compromised but enhanced by future development. They are also critical in managing public access to recognised biodiversity sites and those which are of significant Aboriginal heritage significance.

2.2 State Government and State Sporting Association Documents

The state government has produced a variety of documentation across departments which have direct relevance to the provision of POS and community facilities. A summary of the relevant documentation is provided in Table 2 below:

Table 2: Influencing State Government Documentation relating to POS and community facilities

Document	Takeaways and relevance to the POSCFS
State Planning Strategy 2050	The Strategy outlines the Government's intention to undertake a collaborative approach in planning for the State's land availability, physical and social infrastructure (community facilities), environment, economic development, and security. The Strategy recommends that a detailed understanding of a community's makeup, cultural and social connections, and social pressures is required to determine the level of investment in current and future infrastructure.
The Central Sub-Regional Planning Framework (March 2018)	The framework is part of the *Perth and Peel @ 3.5 million* suite of land use planning and infrastructure frameworks and sets out proposals to, amongst others: • Identify requirements for key community and social infrastructure, such as those required for health and tertiary education. • Guide the staging and sequencing of future urban development. The framework re-enforces the approach that all levels of government have a role to play in the delivery of social infrastructure without specifying any requirements. Within the Town of Claremont the focal point is likely to be on existing infrastructure, renewal, replacement and / or consolidation. There are potential opportunities which need to be considered regarding land held in freehold as these provide the opportunity to raise capital for future community infrastructure development.
State Planning Policy 3.6 Developer Contributions for Infrastructure (2021)	This document sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas. It identifies community and recreational facilities as social infrastructure where development contributions can be sought. Contributions may be sought for new items, land; upgrade in the standard of provision, extensions, replacement and reasonable costs associated with the

	preparation, implementation and administration of a development contribution plan. The policy in referencing Social Infrastructure items, states that they may only be included in a DCP if those items are first identified as being necessary in a local government's Strategic Community Plan and capital works program. The local government's Social Infrastructure Plan identifies the community needs that impact on the development contribution plan. A maximum levy for infrastructure of $5,000 per dwelling shall apply for local governments seeking contributions for the capital cost of social infrastructure
Planning Bulletin 92 (2008) Draft State Planning Policy 2.9 Planning for Water	The draft policy provides a focus on the impacts of climate change and managing water use for non-drinking water purpose and the impact on sensitive flora, fauna and ecosystems. Together, both documents provide guidance on urban water management matters and assists in the management and sustainable use of water resources. The new draft policy intends to deliver a consistent approach to drinking water source protection across WA and minimisation of contaminants entering water resources.
Residential Design Codes Volume 2 – Apartments (RDC Vol. 2)	Section 2.8 of Part 2 under the document references Development Incentives for Community Benefit. Under this section it provides guidance for local government on relevant considerations to establish development incentives that may be provided in exchange for community benefit in nominated areas. Under the guidance, additional plot ratios and / or heights may be obtained for tangible community benefits such as public amenities, culture and recreation facilities. The cost and value of community benefit must be capable of being objectively measured and assessed and a local government must determine whether the incentive is sufficient to attract investment into the desired community benefit and is broadly commensurate with the additional development entitlement. It advises that it should not become the default development standard in the area and should be limited to a focused area or specific site that is identified for community infrastructure. Whole of lifecycle costs and maintenance are to be considered in the calculation. This offers the Town the opportunity, to secure tangible community benefits through the adoption of a formulae similar to that secured in South Perth.[1]
Strategic Priorities for Western Australian Sport (SportWest 2020) Classification framework for public open space (DSR) 2013. State Sporting Infrastructure Plan Review 2019 (DLGSC)	These documents reference sport and recreation organisations as being increasingly reliant on public investment for their survival. The Sport West document identifies the need to grow the sports sector through embracing knowledge, collaboration, data, and technology to promote the value of community sport. The Classification Framework for POS identifies the primary functions for recreation space which include providing a setting for unstructured play and physical activity, relaxation, and social interaction. For sports space, the focus is on providing a setting for structured sporting activities. The classification framework is referenced later in the document and is used as the basis for assessing accessibility and service catchments around POS and sporting infrastructure.

[1] City of South Perth Activity Centre Plan Town Planning Scheme No. 6 - Amendment No. 61

	The approach by state government to funding is now moving towards outcome-based assessments. The development of evidence-based outcomes enables alignment with external funding objectives. The strategy highlights there is a significant opportunity to create integrated cultural hubs or precincts that provide both efficient use of shared facilities and offer a wider variety of cultural and entertainment offerings.
Department of Culture and the Arts Strategic Plan 2016 and Strategic Directions Framework 2015-2030 for Arts and Culture in WA	The documents advocate the promotion of a diverse, vibrant, and sustainable cultural sector. Local areas have their own unique and diverse arts and cultural needs which need to reflect the Aboriginal culture and diverse demographic needs of planning areas. Critical services which are required to be developed in partnership with local government include galleries libraries and museums. In addition the recognition of the Aboriginal culture through ongoing support of sympathetic environmental and interpretive signage at Lake Claremont is an important consideration as is the activation of this space and other culturally significant POS .
Better Choices: Youth in WA (Department of Local Government and Communities) 24/10/17	A recognition that across the state, youth service is fragmented between several service providers (including religious institutions). The private school infrastructure within the Town provides alternative opportunities for the youth albeit limited daytime access to those other than those within the Collegiate. A focus will need to be on multi-functional youth services, which have the capability to provide a diverse mix of activities and social engagement opportunities. It will be important for the Town to consider supporting innovative youth-led initiatives is an empowering way of involving young people in their delivery.
Western Australian Public Libraries: Our Future and WA Public Libraries Strategy: A New Chapter for Our Public Library System Strategy 2017	The document refers to libraries as moving away from being solely transaction-oriented resource lenders towards more activity focused community spaces. In addition, there is an emerging link between libraries and community development functions as a driver for workforce development. The main consideration is to determine whether the existing library service within the Town is meeting a need and is capable of adapting to these changing circumstances. The need to provide a dedicated resource servicing the population growth or to provide a service in partnership with neighbouring local governments is an important consideration.
Age Friendly Communities; Age Friendly WA Toolkit and Seniors Strategic Planning Framework (The Department of Communities 2016	The toolkit does not advocate for dedicated seniors' infrastructure but to provide opportunities for seniors to take part in a variety of recreational pursuits. It is important to make use of skills where seniors are valued and can contribute to society. Currently there are significant Town facilities providing for seniors including a dedicated Men's Shed at The Royal Agricultural Showground, Library, Bowling infrastructure and a Tennis Club. There are also other local community groups such as the Friends of Lake Claremont which provide significant opportunities for a diversity of activity.

2.3 Other Strategic Plans and Guidelines

The following documents have been produced by a number of industry organisations and are particularly relevant to the provision of a standards based approach to sporting infrastructure:

- Tennis West Strategic Facilities Plan (2018)

- Bowls WA Strategic Facilities Plan (2012)
- Westcycle: Our Bike Path 2014-2020: A strategic framework for cycling in Western Australia (2014)
- Western Australian Cricket Infrastructure Strategy 2019-2028 (referenced as WACIS and published by the Cricket WA)
- Cricket Australia Design Guidelines: Community Cricket Facility Guidelines (2015)
- Hockey WA Strategic Facilities Plan 2009 to 2025 (2009)

All of these documents set out either the strategic direction for the sport or provide specific guidance in respect of the design and development of sports facilities and pavilions. They are important reference points for issues of floodlighting, gender diverse changing facilities and appropriate levels of supporting infrastructure to meet the needs of sports.

3. Projected Growth Factors

This section identifies the projected growth and implications for the Town of Claremont. The demographic analysis outlines the key data for the Town, which has been obtained using the following sources:

- Australian Bureau of Statistics (ABS) 2016 Census
- Forecast. id (Town of Claremont)

3.1 Community and Residential Profile Influences

The following summarises the current population influences on the need for POS and community facilities:

- The Town had an estimated population of 11,216 in 2021.
- The Town's population growth in the last five years has been attributed medium to high density development, In comparison to Greater Perth, the Town has a lower proportion of people in the younger age groups (under 15) and a higher proportion of people in the older age groups (65+).
- The higher average age range is likely to indicate a greater demand for more passive recreational uses such as walking, cycling, seniors activities, non-contact sport and greater use of the natural environmental opportunities.
- Due to high housing prices within the Town, once people move into the area, they a likely to stay. Overall, 15.9% of the population was aged between 0 and 15, and 22.9% were aged 65 years and over, compared with 19.1% and 13.8% respectively for Greater Perth.
- The Town has larger lot-older style homes which attracts large families or mature age couples, through to medium density housing opportunities (town houses and strata villa), which tends to attract young families, and high density (apartments) which tends to attract young adults, professionals and other smaller households.
- In the Town of Claremont, 26.6% of the population earned an income of $1,750 or more per week and 36.4% of households earned an income of $2,500 or more per week in 2016. Compared to Greater Perth there was a larger proportion of high income households (those earning $2,500 per week or more) and a lower proportion of low income households (those earning less than $650 per week). Overall, 36.4% of the households earned a high income and 13.9% were low income households, compared with 24.8% and 15.7% respectively for Greater Perth. This indicates a higher propensity to have available expenditure to commit to community, cultural, arts, sport and recreational activities (i.e. 'non-essential' services, programs and activities).

3.2 Projected Population Growth Influences

The following is a summary of the key demand influences as a result of projected population growth within the Town:

- The Town is forecast to grow to 14,600 by 2041, representing an increase of 30.17% persons across the 2021 to 2041 period. This growth is a relatively limited.
- The greatest population change for the Town is forecast to from 2022 to 2026, with a net increase of 1,452 people. Claremont South will have the largest increase in persons (2,173), followed by Claremont North (1,448), however Claremont North will have the greater percentage of change at 69.6%. This may be due to the extent of development and the type of dwellings in the area.
- The increase in population from 10,630 (2016 – the last accurate Census data produced) to 14,600 (2041).
- Between 2016 and 2031, the age structure forecasts for the Town of Claremont indicate a 20% increase in population under working age, a 26.4% increase in population of retirement age, and a

27.8% increase in population of working age. The Town's population structure in five-year age group from 2016-2041, identifies an increase in population for all age groups, noting the following:

- A 20% increase in population under working age (youth/adolescence, children and toddlers).
- A 26.4% increase in population of retirement age.
- A 27.8% increase in population of working age.

- 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 Towns current population but is expected to slightly decrease by 2041.
- The number of dwellings in the Town is forecast to grow from 4,842 in 2016 to 6,882 in 2041, with the average household size falling from 2.30 to 2.23 by 2041.
- In 2016, the dominant household type in the Town was 'Lone person households' accounting for 30.9% of household types, increasing to 31.6% by 2041. The second highest is 'Couples with dependents' increasing from 27.5% in 2016 to 28.1% by 2041.
- An analysis of the household types indicate they will remain relatively constant and the following can be assumed:
  - Lone person households account for single professionals, students and retirees.
  - Persons moving into the area will do so with a small family, one to two children or an adolescent.

The projected growth is unlikely to necessitate the need to provide significant additional infrastructure, but rather lead to improvements (renewals, major refurbishments or redevelopment) of its existing facilities to meet local needs, unless there is a significant deficit in place currently.

3.3 Conclusions: Demographic Implications

The following factors are important considerations in assessing future POS and community facility provision:

- The high proportion of 15 to 25 age group is likely to indicate a demand for inter-generational play spaces and those providing for higher risk activities: parkour (extreme sport), skate, BMX etc.
- Housing is less affordable and there is a stable population ageing in place which is likely to give rise to a demand for seniors and more passive recreational use.
- There is likely to be a high dependency on public transport and safe and connected pathways. These are both important to an ageing population and are critical for those of high school age.
- As a general rule, the high proportion of medium to high density dwellings increases the demand for public open space.
- The larger proportion of high income households indicates a greater capability generally to pay for non-essential services.
- Young (small) family units are showing some growth from inward migration and births. Social connectivity is critical for carers. This indicates a need for good accessibility to child care infrastructure.
- Seniors provision will generally need to focus on low impact activities and social gathering areas
- The POS demand is likely to be for pathways, seating, shade, social and family gathering spaces.

All of these aspects were required to be tested and verified through the community consultation process.

4. POS and Community Facility Trends

This section identifies trends in POS and community facility development and service provision which is likely to influence the direction for the Town of Claremont POSCFS.

4.1 Basic Principles

Table 3 references the key themes across the majority of local governments who are seeking to develop appropriate community infrastructure based on need, while also seeking to diversify and increase use of current provision:

Table 3: Consistent themes in the provision of Community Facilities

Themes	Themes
There needs to be an appropriate level of provision relative to the hierarchy.	Wherever practicable community infrastructure should contribute to the sense of place and respond to the environment and local heritage.
Facilities should be central to their catchment	The most effective facilities are accessible by all and in particular meet or exceed the requirements of the Disability Access and Inclusion Plan (DAIP).
Wherever possible facilities should have a positive profile and be readily identifiable.	The importance of future proofing community infrastructure to accommodate growth without over providing / duplicating is an important consideration.
Co-location is essential to maximise use and is generally a requirement to secure state / federal grant assistance.	The importance of securing a financially viable outcome having regard to an acceptable level of subsidy.
Multi-use of community infrastructure, where provided should be achieved across a diverse range of user groups.	Community infrastructure should adhere to environmentally sustainable outcomes and be adaptable to accommodate adverse impacts of climate change.
Facilities should respond to local needs and be justified based on thorough research to ensure the long term viability is achievable.	Facilities should be safe and secure to ensure users and user groups are comfortable. This generally requires a high level of passive surveillance and good lighting for night time use.
Community facilities should be inclusive and welcoming to attract the broadest and most diverse usage.	Community facilities should wherever possible be master planned to ensure long term development options to accommodate growth are protected.
The importance of understanding the obligations in respect of managing the asset either by local government or as a community tenant should be well communicated and understood. This includes the whole of lifecycle costs, planned and reactive maintenance.	A local government should establish clear and transparent policies in respect of the development and use of community facilities which should set out the obligations to the resident community and other hirers.

4.2 Facility Development Trends

Table 4 references key trends and considerations associated with the development of new or upgraded / replacement facilities:

Table 4: Consistent themes in the development of Community Facilities

Themes	Themes
Neighbourhood Centres/Multipurpose Community Centres: The approach is to identify single user facilities as a low or no priority for investment.	**Men's Sheds / Community Gardens:** The emergence of new / developing services for the community which are focused on mental health and personal wellbeing for those members of the community who have the potential to become detached from traditional social groups.
Integrated Community and Sporting Hubs: Many new developments have a range of aligned services provided in one location including library, sporting facilities, youth precinct and child care. Thematic provision (sports hub, lifelong learning hub, family and children's services hub and heath and aged care hubs) is commonplace.	**Sports Floodlighting:** The costs associated with the provision of LED lighting has come down and is affordable. The functionality and reduction in light spill has improved with advances in technology. Clubs and organisations are seeking the provision of higher level floodlighting to enable greater flexibility on ovals, courts, greens, diamond's and rectangular based sports.
Changing role of Public Libraries: As lifelong learning centres and social gathering spaces. The major challenge is to remain relevant and adaptable to technological change.	**Increased Community Expectations:** The community, with advances in technology and services being offered expect a higher quality of infrastructure. They are also more demanding in respect of the services being provided within the facilities while not being willing to pay the realistic market rate.
Leisure and Recreation Centres: Incorporating commercial services as part of the community provision (i.e. health, wellness, spa, physio, sports injury clinics etc.)	**Commercialising aspects of Community Facilities:** this has resulted from the need for local governments to reduce subsidy and ongoing operational costs. Good, aligned examples include sub-leasing of spaces for a café, gym and functions.
External Competition (gyms): The external market in respect of recreation and leisure centre provision is often able to be more agile in responding to the local market than traditional local government models.	**Emerging design and development initiatives to increase diversity:** A greater focus has been placed on the inflexibility of current changing facility infrastructure to service the growth in girls / women's competitive sport.
Accommodation of Single Use Community Groups: Single use of facilities is generally not acceptable in most circumstances i.e. for seniors, youth, playgroup etc. Exceptions may be made where the service offered is unique to the area or multi-generational in its use.	**The use of heritage buildings:** Wherever possible the use of heritage buildings should be utilised and adapted to a community use. In certain circumstances, this may not be possible due to limited functionality and an alternative use will need to be considered.

4.3 Hierarchy of Provision: POS and Community Buildings

The typical approach to the development of POS and community facilities is to establish a hierarchy of provision. In respect of POS the Hierarchical Framework for POS within the Town should align to the state governments Classification Framework (Ref: Dept of Sport and Recreation 2013 – now DLGSC). This identifies the following:

- **Regional Open Space:** likely to attract a significant number of visitors from outside of the Town.
- **District Open Space:** Services a catchment of the Town being, wherever possible, centrally located to achieve the optimum level of accessibility (sport and recreation).
- **Neighbourhood Open Space**: provide for the immediate neighbourhood area and surrounding areas.
- **Local Open Space:** For immediate residents within 400m or 5 minute walk of the provision.

This is also underpinned by a functionality component which includes nature, sport and recreation.

For non-POS social infrastructure it is important to establish a similar hierarchy of provision which is consistent with similar local governments. This is to include:

- **Regional:** Size is variable depending on function. They are typically long stay buildings which provide a service which is accessed by a community which extends beyond the Town.
- **District:** Services several neighbourhoods and normally with a catchment of 5kmto 10km or 10 -15 minute drive time to the facility.
- **Neighbourhood:** Services the immediately surrounding community with a catchment of between 2km and 5km.
- **Local:** Services a local walkable catchment within 800m to 1km of the facility. This may include localised family support and childcare provision.

It should be emphasised that within all of these community building hierarchical assessments, the services provided within the buildings do not necessarily need to be provided by the Town. The Town play an important role in facilitating access to services and a variety of community facilities, but do not necessarily need to be the direct provider.

It is on the basis of this hierarchical approach and building functionality that the catchment mapping and needs assessment is undertaken in the subsequent sections.

5. Current Facility Provision, Mapping and Functionality

The assessment process included an assessment of the current location, functionality and catchment of existing POS and community facilities (i.e. those publicly accessible and not private schools, Claremont Oval and Royal Agricultural Showgrounds). This section provides a summary of the assessment process. This has included the development of:

- The appropriate benchmarking against which accessibility to POS and community buildings are typically assessed.
- Catchment Maps and summary data analysis against standards of provision. This has included an analysis of spatial distribution of POS and community facilities.
- A visual audit of current built infrastructure within the control of the Town of Claremont.
- POS and Community Infrastructure Demand Assessment based on the PLA WA Community Facility Guidelines and a Playing Pitch Demand assessment model

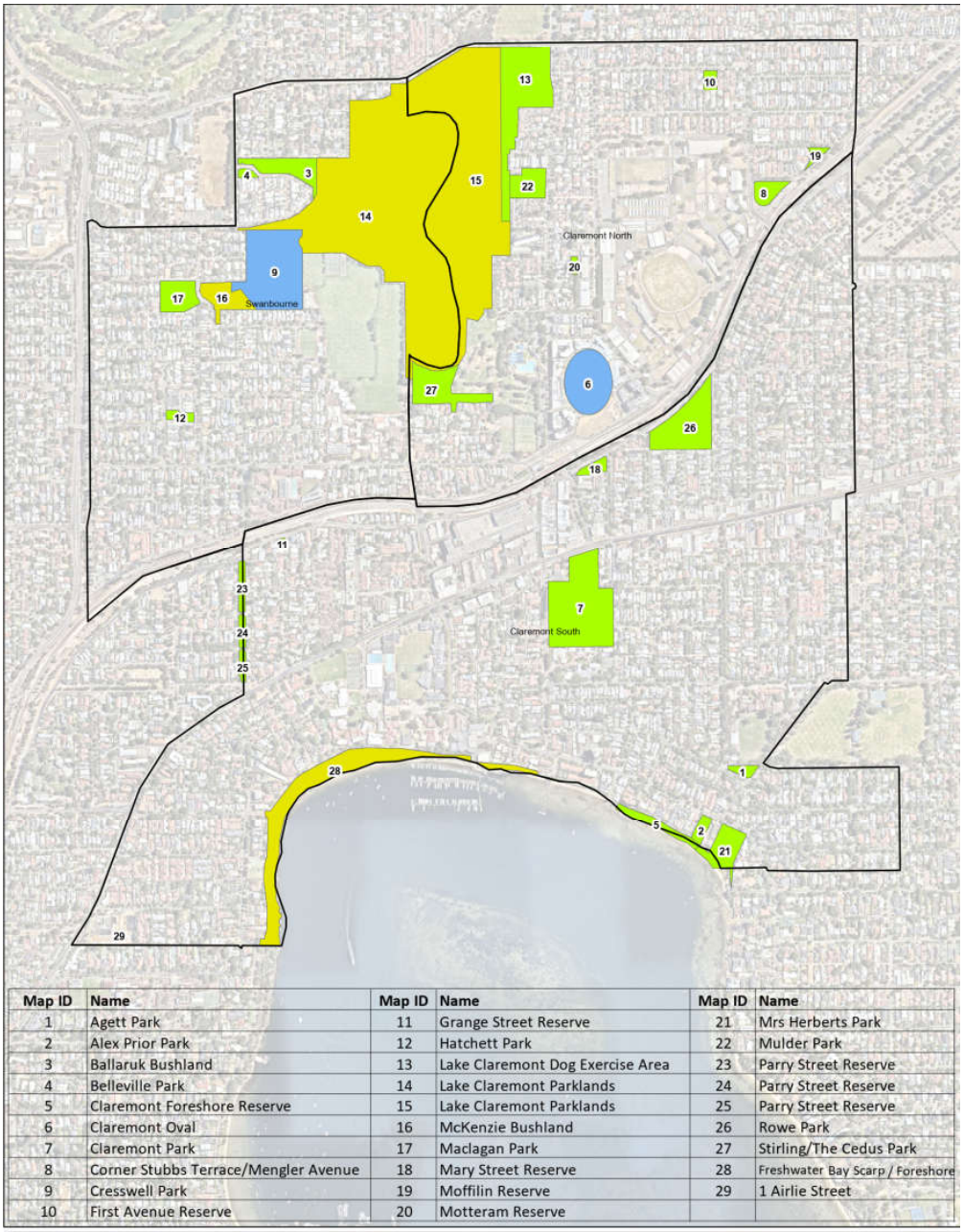
5.1 POS and Community Building Benchmarking

The catchment benchmarks are generally determined in accordance with a typical distance a user / user group will travel to gain access to a particular facility and type. The Classification Framework for POS produced by the then Department of Sport and Recreation in 2013 identified POS infrastructure as being categorised by one of three primary functions: recreation, sport and nature space; and by their respective catchment: local, neighbourhood, district or regional open space. This is referenced at Section 4.3 above.

The catchment mapping of POS within the Town of Claremont responds to the functions and hierarchy of provision (regional, district, neighbourhood and local parks) and includes those smaller areas of POS which are referenced as pocket parks. The assessment also took into account those POS areas designated for on-lead or off-lead dog walking. These are identified at Table 5 below and the current location of POS is identified at Figure 2 overleaf:

Table 5: POS Within the Town of Claremont by Hierarchy and Function

Hierarchy	Function
Regional	Lake Claremont Parklands (N-ON)
District	Lake Claremont Parklands (N-ON)
Neighbourhood	Ballaruk Bushland (R), Claremont Oval (S), Claremont Park (R-OF), Cresswell Park (S-ON), Lake Claremont Dog Exercise Area (R-OF), McKenzie Bushland (N-ON), Mrs Herberts Park (R-ON), Rowe Park, Stirling/The Cedus Park (R-ON)
Local	Claremont Foreshore Reserve (R), Corner Stubbs Terrace/Mengler Avenue (R), Maclagan Park (R-OF), Mulder Park (R), Freshwater Bay Scarp / Foreshore (N)
Pocket Parks	Agett Park (R-OF), Alex Prior Park (R-OF), Belleville Park (R), First Avenue Reserve (R-ON), Grange Street Reserve (R), Hatchett Park (R), Mary Street Reserve (R), Moffilin Reserve (R-OF), Motteram Reserve (R), Parry Street Reserve x 3 (R), 1 Airlie Street (R)
KEY	S – Sport ON – On-lead R – Recreation N – Nature OF – Off -lead



Map ID	Name	Map ID	Name	Map ID	Name
1	Agett Park	11	Grange Street Reserve	21	Mrs Herberts Park
2	Alex Prior Park	12	Hatchett Park	22	Mulder Park
3	Ballaruk Bushland	13	Lake Claremont Dog Exercise Area	23	Parry Street Reserve
4	Belleville Park	14	Lake Claremont Parklands	24	Parry Street Reserve
5	Claremont Foreshore Reserve	15	Lake Claremont Parklands	25	Parry Street Reserve
6	Claremont Oval	16	McKenzie Bushland	26	Rowe Park
7	Claremont Park	17	Maclagan Park	27	Stirling/The Cedus Park
8	Corner Stubbs Terrace/Mengler Avenue	18	Mary Street Reserve	28	Freshwater Bay Scarp / Foreshore
9	Cresswell Park	19	Moffilin Reserve	29	1 Airlie Street
10	First Avenue Reserve	20	Motteram Reserve		

Figure 2: Town of Claremont POS Functionality

Having regard to the community buildings, Table 6 identifies those facilities which were mapped and their relative hierarchy and functionality. These are predominantly Town of Claremont owned facilities with only two other significant additional facilities considered (The Agricultural Showgrounds and Claremont Oval Grandstand on the basis they are significant land holdings providing access to a variety of functional community spaces).

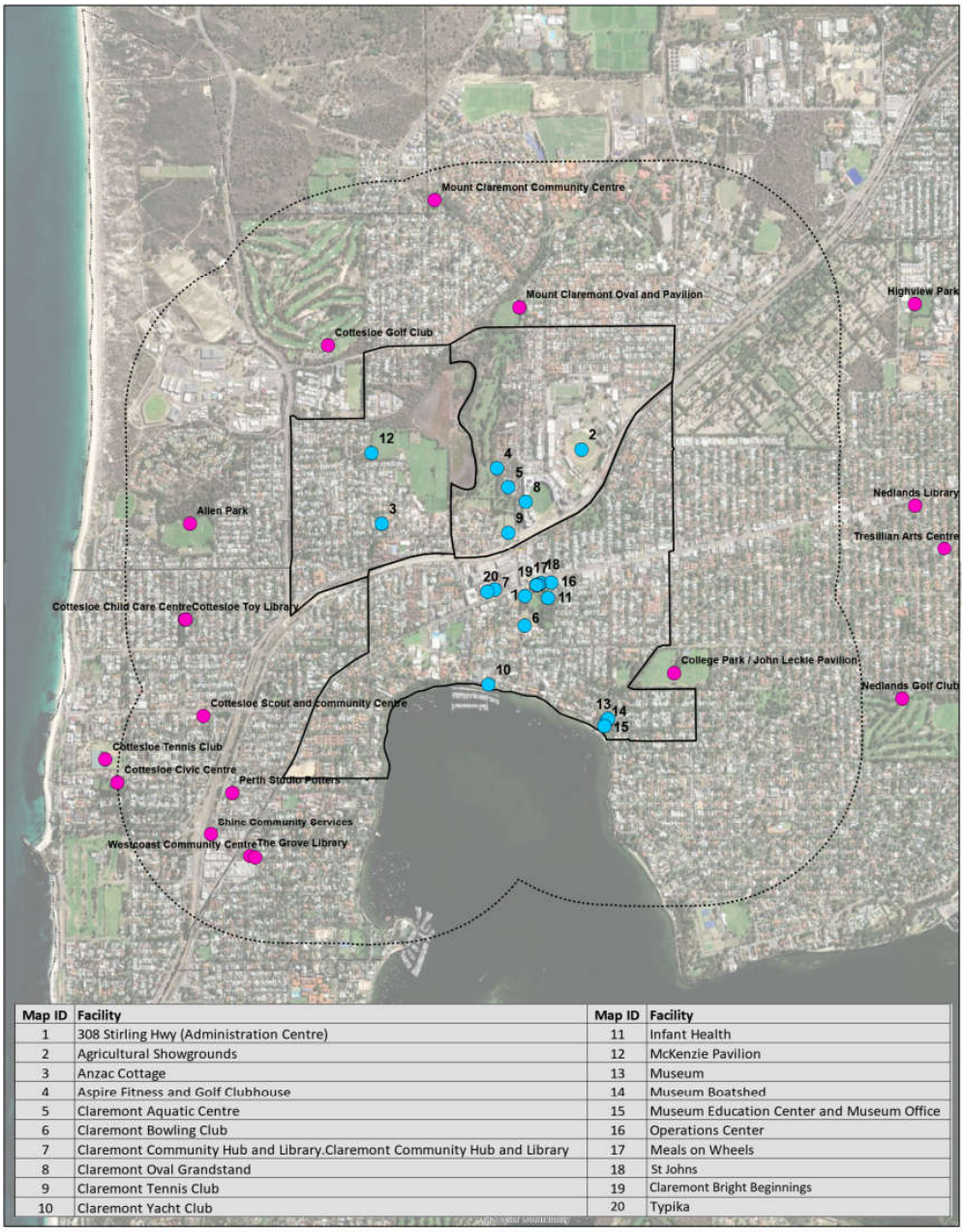
In addition to the POS, all community building located within the Town were mapped together with those located within 1km of the Town boundary. The following facilities were included from within the Town of Claremont. Those starred include meeting room space / small function space which can be hired by the local community. Those with two stars provide significant function and event space:

Table 6: Community Facilities within the Town of Claremont by Function and Hierarchy

Facility	Ownership/Managed	Function	Hierarchy
Administration Centre*	ToC	Civic Building	District
Agricultural Showground*	*Private Ownership*	*Exhibitions and Events*	*Regional*
Anzac Cottage	ToC	Heritage	District
Aspire Fitness and Golf Club	ToC	Sport and Recreation	District
Claremont Aquatic Centre*	ToC	Sport and Recreation	District
Claremont Bowling Club*	ToC	Sport and Recreation	Neighbourhood
Claremont Bright Beginnings	ToC	Childcare	Neighbourhood
Meals on Wheels	ToC	Seniors	Neighbourhood
St John's Ambulance	ToC	Health	Neighbourhood
Claremont Community Hub and Library*	ToC	Library	District
Claremont Oval Grandstand*	*Private Ownership*	*Sport and Recreation*	*District*
Claremont Tennis Club*	ToC	Sport and Recreation	District
Claremont Yacht Club*	*Private Ownership*	*Sport and Recreation*	*District*
McKenzie Pavilion*	ToC	Sport and Recreation	Neighbourhood
Claremont Museum	ToC	Heritage	District
Museum Boatshed	ToC	Heritage	District

Facility	Ownership/Managed	Function	Hierarchy
Museum Education Centre and Museum Office	ToC	Heritage	District
Operations Centre	ToC	Civic Building	District
Typika	ToC	Café	District

The key aspects to note is the level of community infrastructure identified under Figure 3 within 1km of the Town boundary which could potentially provide access to Town residents. In particular it is to be noted, in respect of sport and recreation space to the east and west there are 2 substantial sport and recreation facilities (Allan Park and College Park located within the City of Nedlands) and smaller oval with changing facilities on the boundary to the north (Mount Claremont Oval and pavilion, also within the Town of Nedlands). In addition, to the south west of the Town and within 1km of the Town boundary is The Grove Library.



Map ID	Facility	Map ID	Facility
1	308 Stirling Hwy (Administration Centre)	11	Infant Health
2	Agricultural Showgrounds	12	McKenzie Pavilion
3	Anzac Cottage	13	Museum
4	Aspire Fitness and Golf Clubhouse	14	Museum Boatshed
5	Claremont Aquatic Centre	15	Museum Education Center and Museum Office
6	Claremont Bowling Club	16	Operations Center
7	Claremont Community Hub and Library.Claremont Community Hub and Library	17	Meals on Wheels
8	Claremont Oval Grandstand	18	St Johns
9	Claremont Tennis Club	19	Claremont Bright Beginnings
10	Claremont Yacht Club	20	Typika

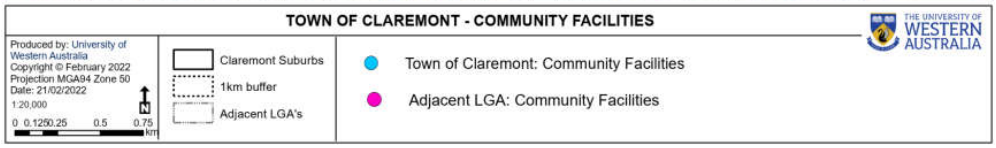


Figure 3: Town of Claremont Community Facilities and Surrounding Local Government Infrastructure

5.2 Catchment Mapping: POS

Table 7 identifies the general accessibility catchments used for catchment mapping. These are based on recognised industry benchmarks developed by state government (POS Classification Framework). While these distance catchments may vary depending on the specific use, they are a valuable tool in developing an understanding of where gaps may occur and where there may be an over-provision / duplication of different types of POS and community facilities. While an MRS designation may identify POS as regional, this does not take into account its function, public accessibility, size and catchment.

Table 7: Catchments for POS and Community Facilities by Hierarchy and Function

Hierarchy	Sporting Space Catchment	Nature POS Catchment	Recreation POS	Community Building Catchments
Regional	10km +	5km+	5km+	10km+
District	2-5km	2-5km	2-5km	5-10km
Neighbourhood	2km	800m	800m	2-5km
Local	N/A	400m	400m	Under 2km
Micro	N/A	200m	200m	N/A

While the mapping is generic in nature for community buildings (i.e. in referencing meeting spaces, activity rooms and event space) the facilities are mapped by type and the analysis takes into account different functional uses. For instance an aquatic centre is likely to service a district catchment as is the library/community hub, exhibition / art space. These facilities are also likely to service a different customer / community based groups and offer significantly different service offerings. All of these facilities do however have community meeting spaces as do those facilities operating at a neighbourhood and local level. The assessment process seeks to address these nuances while also providing those an accessibility mapping context. For the purposes of the mapping processes an assessment is made of the standard benchmarks for specific types of community facilities which are likely to draw people from 2km, 5km and 10km+ catchments. They are merely consistent benchmarks against which comparisons can be made rather than an exact science.

In addition to the traditional catchment mapping based on road access a further analysis is undertaken on residential lot accessibility. The minimum road network distance to the closest POS site was computed from all residential meshblocks within the urban zone across the Town. Mesh Blocks are the smallest geographical area defined by the Australian Bureau of Statistics (ABS) containing approximately 30 to 60 dwellings. All residential meshblocks located within the urban zoned area of the Town were extracted. Points were created at 50m intervals along the perimeter of all POS sites to represent the multiple entry points to a POS. This provides the most accurate method of computing the accessibility of each residential property to the nearest POS.

A summary of the current distribution of POS and an assessment of the level of provision is provided below:

- The only regional level POS provision within the Town of Claremont is Lake Claremont. This however is limited to the lake and native bushlands and not the adjacent parklands which perform a district level function. The nature POS is located in Claremont North and Swanbourne, being dominated by Lake Claremont and surrounding biodiverse wetland.
- Currently Claremont North and Swanbourne have the only sports spaces within the Town (one each) amounting to 6.36ha in total.

- The recreational space is more evenly split between the three suburbs with Claremont South having the largest number and area. Claremont South includes the foreshore area.
- When sport and recreation space is combined the extent of accessible land across the Town is influenced particularly with the high level of accessible POS in South Claremont (Table 8 refers).

Table 8: Current POS Provision: Town of Claremont

Suburbs	Sport		Rec		Nature		Sport + Rec		TOTAL POS	
	No.	Area (Ha)	No.	Area (Ha)	No.	Area (Ha)	No.	Area (Ha)	No.	Area (Ha)
Claremont North	1	2.21	7	7.53	1	15.16	8	9.7	**9**	**24.9**
Claremont South	**0**	0.00	13	10.2	1	4.50	12	10	**13**	**14.7**
Swanbourne	1	4.13	4	2.51	2	23.69	5	6.6	**7**	**30.3**
Town of Claremont	**2**	**6.3**	**24**	**20.2**	**4**	**43.4**	**25**	**26.3**	**29**	**69.9**

- When assessing the combined area of sporting space, it is currently recognised based on current Liveable Neighbourhood standards that the optimum level is 6.5m^2 per person for sporting space and 3.36ha per 1,000 head of population for a combination of sport and recreation space. Within the Town, while the suburbs of Claremont North and Swanbourne currently meet the benchmark for Sport POS, Claremont South currently has no provision. When combined the overall provision within the Town is almost half of the overall requirement at 3.73m^2. With the projected population growth, this is set to fall further below the benchmark at 2.87m^2 by 2041. To address this shortfall alternative opportunities / initiatives will need to be considered. Table 9 refers.

Table 9: Current and Future Population-based benchmarks: Sport-POS - m² per person ("standard" = 6.5m²)

Suburbs	CURRENT POPULATION Forecast ID	Sport Playing Area (m^2)	Sport POS (m^2) per person Forecast ID 2021	Population 2041 Forecast ID	Sport POS (m^2) per person Forecast ID 2041
Claremont North	2,806	22,134	7.89	3,529	6.27
Claremont South	5,973	0	0.00	8,368	0.00
Swanbourne	2,437	19,756	8.11	2,708	7.30
Town of Claremont	**11,216**	**41,890**	**3.73**	**14,600**	**2.87**

- An assessment of the current level of Sport and Recreation Space indicates that the Town has 2.75ha per 1,000 head of population compared to a desired benchmark of 3.36ha. With the projected population growth this will diminish to 2.11ha per 1,000 head of population. Claremont South in spite of having the greatest level of space is projected to fall significantly below the benchmark at 1.73 ha per 1,000 head of population by 2041. Table 10 refers. Again this indicates a need to consider alternative levels of provision, land acquisition and / or potential partnerships with other service providers to ensure the potential lack of access to sport and recreational space is suitably mitigated.

Table 10: Population-based benchmarks - Rec + Sport POS -Ha per 1000 population ("standard" = 3.36 ha/1000 pop.)

Suburbs	CURRENT POPULATION Forecast ID	Area Rec + Sport	Current Ha per 1,000 pop	Population 2041 Forecast ID	Future Ha per 1,000 pop
Claremont North	2,806	9.7	3.47	3,529	2.76
Claremont South	5,973	14.5	2.42	8,368	1.73
Swanbourne	2,437	6.6	2.72	2,708	2.45
Town of Claremont	**11,216**	**30.84**	**2.75**	**14,600**	**2.11**

- In comparison to neighbouring local governments and metropolitan Perth the availability of POS Sport within the Town is high except for the City of Nedlands. The Town does however fare better when sport and recreation space is combined. Nevertheless, the overall provision is significantly below Metropolitan Perth. Table 11 refers.

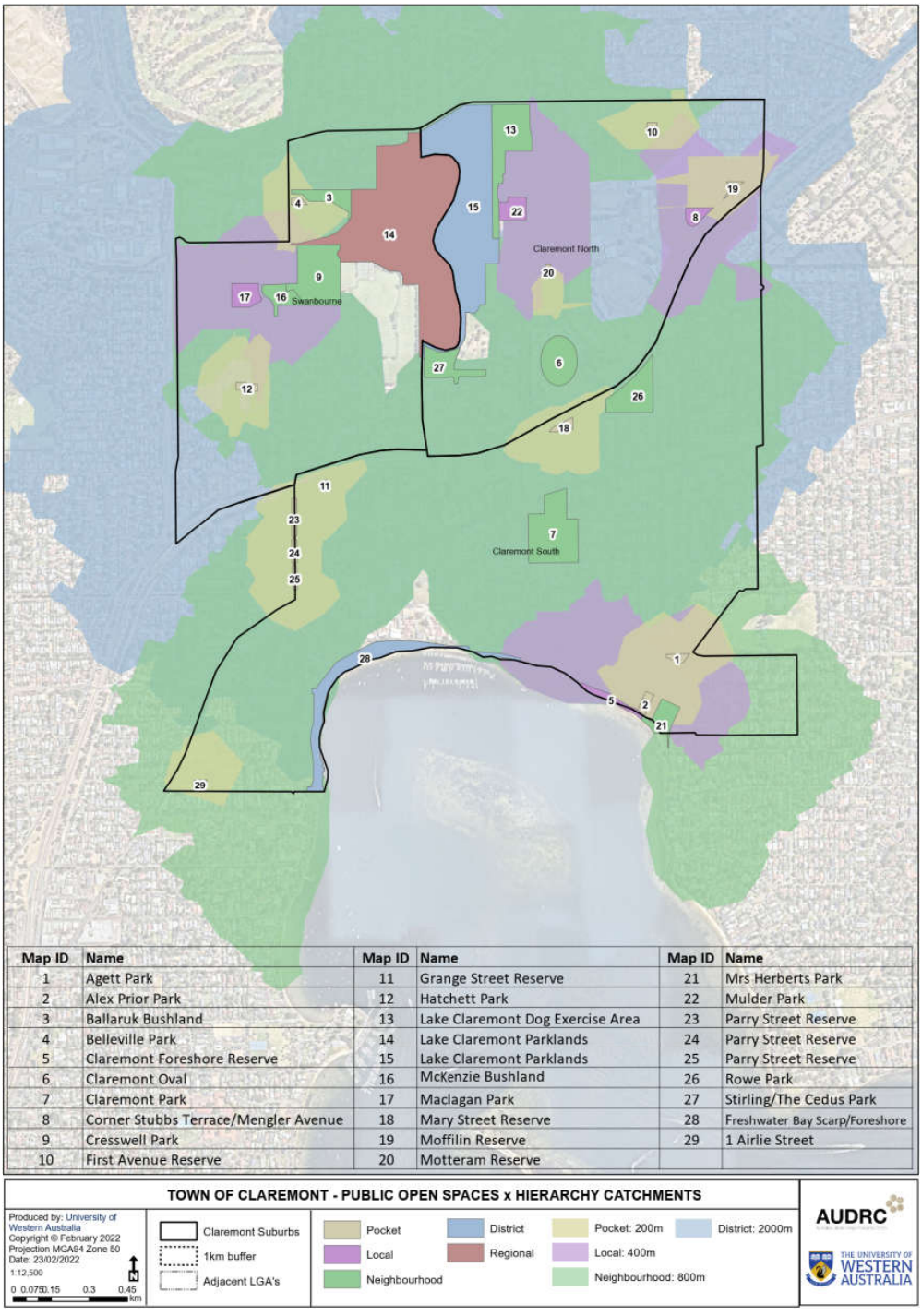
Table 11: Comparison with Neighbouring LGA's

Neighbourhing LGAs	Recreation and Sport per 1,000	Sport POS (m^2) per person	Area Sport
Town of Claremont	2.75	3.73	41,890
Cottesloe	0.6	3.28	25,583
Nedlands	2.4	16.21	348,478
Peppermint Grove	0.0	0.0	0
Perth Metro		5.49	

- When accessibility is laid over the top of the current POS provision it can be determined that, on the whole, the Town residents benefit from a high level of accessibility to recreational and sporting space. A walkable distance of 400m or less indicates a highly accessible POS community. With regard to accessibility to sporting space a walkable catchment of less than 800-1km is also considered to present a high level of accessibility to the local community. In all metrics the Town performs well with a relatively high level of accessibility. Table 12 refers. This can also be seen visually with the catchment mapping identified at Figure 4 below. This plan highlights the catchments surrounding each POS by function and hierarchy and confirms the Town is well provided for when taking into account accessibility to the full range of pocket park to district level POS hierarchies, even without taking into account neighbouring local government POS provision.

Table 12: Residential accessibility to POS Sport and POS recreation within the Town of Claremont.

Residential Access	Distance (m) to closest sport-POS	Distance (m) to closest rec/sport POS
Claremont North	537.1	175.8
Claremont South	935.2	276.3
Swanborne	566.10	251.9
Town of Claremont	**789.35**	**253.2**



Map ID	Name	Map ID	Name	Map ID	Name
1	Agett Park	11	Grange Street Reserve	21	Mrs Herberts Park
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Figure 4: Town of Claremont Public Open Spaces, Hierarchy and Hierarchical Catchment

5.3 Offsetting POS Shortfalls: Standards of Provision

The analysis has specifically identified a potential POS shortfall related to current provision. Within inner urban areas it is often difficult to achieve a suitable level of POS provision across all functionalities (sport, recreation and nature). Provision is generally one aspect of the assessment process, particularly where accessibility is generally high. In such circumstances the level of embellishments associated with POS is often a critical consideration in how the POS can be activated and perform a higher level of functionality for the local community. Table 13 below identifies a potential minimum level of provision associated with POS which could be adopted across the Towns POS.

Table 13: POS Embellishments by Function type – Standards of Provision

Classification	Embellishment
Pocket	Natural Shade; Nature Space; Bench Seat Play Space; Rubbish Bin and Turf Area
Local	Natural Shade; Nature Space; Bench Seat Rubbish Bin; Turf Area; Play Space; Water Fountain; Internal Path Network and Pedestrian Network Connection;
Neighbourhood	Natural Shade; Nature Space; Bench Seats; Rubbish Bins; Irrigated Turf Area; Play Space; Conservation Space; Internal Path Network; Water Fountain; Car Parking; Public Toilets; Youth Space; Security/Path lighting and Pedestrian Network Connections. For sporting areas: Sports Goals; Sports Lighting; Sports Training Nets/Safety Fencing;
District	Natural Shade; Nature Space; Bench Seats; Rubbish Bins; Irrigated Turf Area; Play Space(s); Conservation Space Internal Path Network; Car Parking; BBQ(s); Pavilion/Toilets; Water Fountain(s); Fitness Equipment; Security Lighting and Youth Space. For sporting areas: Sports Goals; Sports Lighting; Sports Training Nets/Safety Fencing;
Regional	Outdoor Exercise; open space network; Casual, unorganised sport Children's Play; Youth Recreation; General Recreation; Community Event Space and Bushland/wetland conservation

In addition to embellishing existing POS, as referenced previously there are other mechanisms available to the Town to address recognised shortfalls in the provision of POS through the following mechanisms:

- Repurposing of surplus land i.e. partial road closures / activation of road reserves as viable POS in sections of road where traffic management plans identify closures may assist traffic management.
- The construction of viable POS over previously unusable drainage reserves by using underground storage tanks where appropriate.
- The development of an appropriate and tangible community benefits assessment for apartment development related to additional plot heights where the incentive is sufficient to attract investment into the desired community benefit and is broadly commensurate with the additional development.
- The adoption of a POS and Community Benefit Policy/Scheme requirements.

- Formalising community use of existing private school facilities where appropriate to secure ongoing community access.
- Private Accessible Public Open Space (PAPOS) for apartments to offset the need to provide additional POS.

5.4 Catchment Mapping – Community Facilities and Sports Spaces

The catchment of existing community facilities and sports spaces were assessed to highlight the level of access to facilities within the Town of Claremont. Catchments were assessed on the basis of:

- Leisure Facilities: Considering 2-5km catchment around the main recreation and leisure facilities and those provided within neighbouring local governments.
- Community Centres: 2km catchments around each of the main community centre facilities and those provided within neighbouring local governments. In the case of the Town of Claremont the most significant community centre is the library and community hub.
- POS Sport with supporting infrastructure: An assessment of POS-Sport 2km POS catchment and potential overlap with neighbouring local governments POS - sport.

Based on the mapping outputs the following can be determined:

- In general the extent of community infrastructure across the Town, being a relatively confined urban area with a small population base is relatively evenly spread along a central spine from the foreshore north to Lake Claremont. The only areas where gaps are evident include the southwest portion adjacent to the foreshore and on the eastern boundary. These are offset by accessibility to neighbouring local government infrastructure, within the Shire of Peppermint Grove (The Grove Library and Westcoast Community Centre).
- Many of the Town facilities are however compromised due to the heritage status of the buildings. Most notably this includes the Claremont Station Precinct and the Claremont Museum area. The limited functionality of these facilities are critical as they may adversely impact on the local communities accessibility to a diverse range of services and programs.
- The station precinct heritage buildings do however appear to provide buildings which are adaptable to arts and cultural activities although it is evident that the building fabric must be maintained.
- In the case of leisure and recreation facilities the Claremont Aquatic Centre being centrally located within the Town, provides for a catchment for all Town residents and beyond the Town boundary. Claremont Bowling Club, Aspire Fitness and Golf Club and Claremont Tennis Club are similarly of a size and location which provides be-spoke sport and recreation facilities for a Town catchment (albeit due to the historic nature of the tennis club membership, it is understood they draw from a more diverse regional area). The McKenzie pavilion is the only infrastructure supporting a community oval space used for cricket and hockey. Typically, this limited level of sporting oval provision would be below the recognised standard level of provision for the current and future projected growth for the Town.
- There are two significant areas of recreational / sporting space which would not be considered to be public open space under the POS Classification Framework (Claremont Oval and the Royal Agricultural Showgrounds). These spaces do however provide accessibility to the general public at times when they are not used by their primary user. These would therefore contribute to offsetting the need for additional POS, albeit this accessibility is reliant on the continued goodwill of the owner / manager of the land (there is currently a use and maintenance agreement with Claremont Oval). In addition the significant level of additional private school playing field space, which although dedicated for school use, could potentially provide an opportunity to offset the POS demand.

- When considering broader community centres and spaces, it is evident that such space is limited to the Administration Centre and Claremont Community Hub and Library. This level of provision for the Town would be considered to be substandard and likely to show a deficit in provision. When undertaking the mapping of infrastructure however it became clear that there are a number of facilities which provided the potential for community space (for meetings, functions and events). These include Claremont Bowling Club, Claremont Tennis Club, Claremont Yacht Club and both the Agricultural Showgrounds and Claremont Oval Grandstand. These facilities collectively would offset the need for additional community space.
- When assessing the sporting space it can be seen that immediately to the north of the Town boundary is Mount Claremont Oval and to the east College Park (both within the City of Nedlands). In addition to the west is Allen Park, also in the City of Nedlands. These collectively provide for sporting catchments which extend across the Town. It is on the basis of these sporting spaces that the level of provision across the Town is considered reasonable.
- Overall the residents of the Town of Claremont have reasonable access to a range of community facilities which provide opportunities to socialise, undertake group activities / meetings and to take part in various craft dance, personal health and wellbeing opportunities.

It should be noted however that current facilities are varied in condition and functionality and accessibility. An understanding of their effectiveness to service the community requires further investigation and analysis.

5.5 Visual Facility Audit

The visual auditing of key Town facilities involved an inspection related to their fitness for purpose and relative functionality. This was also informed by the document review which included an assessment of current community building assets. The following community facilities were audited and the outcomes provided in Table 14 below:

Table 14: Facilities Audited and Assessment Outcomes

Facility	Implications
Claremont Aquatic Centre	Claremont Aquatic Centre is a co-generated outdoor facility with a 50m x 8 lane pool with attached diving pool and separate 25m x 7 lane pool which during the summer months has a series of shade sails covering the 25m pool facility. The facility has benefited from the recent refurbishment of the site entry and changing facilities and introduction of solar panel system to offset the ongoing operational costs. The facility is located adjacent to the golf course and Lake Claremont with a car park shared between all three users. The car park is entered at different levels with the area adjacent to the aquatic centre at the high point and gradually falling towards the lower level adjacent to the golf course, pro-shop and two commercial café's. Within the site and adjacent to the aquatic entry is a retail area and office space to monitor the entry / exit. The aquatic centre has large areas of grassed lounging areas together with a recently installed water play feature on its northern boundary which replaced a small paddling pool and playground. Over 50% of the grassed area and water play has the capability of providing shade through shade sail structures. To the south of the aquatic centre facing to the north are a series of club / training rooms at the top of an extended limestone terrace which provides the spectator viewing area for carnivals / events. To the west of the 50m pool is a storage shed which is also utilised by the local; swim school / squad swimming.

Facility	Implications
	The facility has a series of buildings and structures of varying ages with some nearing the end of life and due for replacement. The Town has identified within the Long Term Financial Plan a budget of $3m to be invested in the facility within the next five years.
Claremont Library and Community Hub	Claremont library is a converted heritage church which provides a range of typical contemporary library functions including a children's reading / storytelling area, IT, lending area and separate small meeting room. It is accessed off the adjacent car park area adjacent to Typika Café and which has time limited parking (2 hours) and a high flow of shopping / business traffic throughput throughout the day. The building also houses the Justice of the Peace (Thurs evening) and provides a range of children's activities during the week. The facility is open from Mon to Weds and Fri from 9:30am to 5pm and Thurs from 9:30am to 7pm. It is open on Sat from 9am to 12pm but closed on Sunday. Claremont residents also have automatic access to any Western Suburbs Library Group (WSLG) which includes Subiaco, Nedlands, Mt Claremont and The Grove libraries. As an old heritage building it is compromised by its limited size and extremely high internal ceiling and layout. It has however been adapted well for the library use albeit having constraints associated with accessibility and a traditional book lending service operation (i.e. no evidence of self-service lending, drop off and pick up although it does provide a delivery service). The future of the Library should be assessed in detail given the proximity of the adjacent WSLG libraries to determine whether it provides a cost effective service to residents given it has a limited collection and capability. There may be opportunities to provide alternative partnership arrangements which do not require a dedicated space but retain the service outputs for residents.
Lake Claremont and Surrounding Parkland / Friends of Lake Claremont	Lake Claremont, the wetland conservation area and the surrounding recreational land provides a unique biodiverse community within the centre of Claremont. The parkland provides a significant level of recreational and sporting infrastructure within close proximity of the water body. In addition it incorporates extensive pathways throughout. These pathways provide strong links to the neighbouring residential properties and links to Aboriginally significant heritage walks.. To the north of the lake is extensive Aboriginal Heritage signage and information boards referencing the wetland. This level of signage is inconsistent throughout the wetland area. There is also a range of play equipment and formalised sport and recreation infrastructure surrounding the lake. These are understood to co-exist without creating damage to the ecosystem through the introduction of chemicals to manage and maintain sports playing surfaces.
McKenzie Pavilion and Cresswell Park	The McKenzie pavilion has recently been replaced by a contemporary fit for purpose facility which will service the needs of the sporting users for the next 20 years or more. At the time of the inspection, the construction work was well advanced. The elevated position looking eastwards across the Cresswell Park Oval is in the optimum location and provides a good viewing area across the sporting fields which are utilised for hockey and cricket. Car parking is limited on site but there are sufficient on-street and off-road verge car parking options within close proximity. The adjacent tennis courts (9 grass, 6 hard courts), basketball courts x 2 and Scotch Playing fields are

Facility	Implications
	maintained to a high level although some of the built infrastructure is tired and in need of upgrade / replacement.
Claremont Tennis Club	The tennis club provides an extensive facility within the centre of the Town, albeit to the north of the railway station and east of Claremont Oval. The court infrastructure provides for 12 grass, 4 acrylic, 2 synthetic. The clubhouse is ageing although in reasonable condition and not reaching the end of its useful life. It has been extended to provide a workshop and there is also a separate building centrally located within the site which is utilised by the clubs tennis coach. Opportunities do exist to reconfigure the site and potentially reduce the extent of grass tennis court surfaces. The courts are well maintained and understood to be well utilised. The facility does however provide a service which is well provided for within the neighbouring local governments of the City of Nedlands, Town of Cambridge where there are extensive levels of grass court provision. The Tennis West Strategic Facilities Plan of 2018 groups Claremont with Perth, Subiaco, Nedlands, Mosman Park, Cottesloe highlighting the area has 11 venues and 182 courts with a member to court ratio of 14:1. The conversion of natural grass to acrylic hard courts is identified as a priority. The strategy also identifies the future growth of Hot Shots through the provision of dedicated Hot Shot courts with Claremont identified as having one of the greatest opportunities for such development. To increase the financial viability of the club consideration should be given to alternative aligned and growing racquet sport opportunities (Padel, Pop and Pickle Ball).
Claremont Oval	The recently developed Claremont Oval precinct provides an open and accessible oval space (albeit a dedicated WAFL ground) with access to a commercial gym, retail and a variety of conference / meeting room and hospitality rooms. The main grandstand to the ground provides the opportunity to hire different aspects of the venue for corporate functions and community events. The facility provides a resource for the community which can be hired by community groups at a nominal rate. The flexibility of the internal space provides a valuable local resource which could be utilised by the Town to deliver services (subject to agreement with Claremont Football Club).
Claremont Museum and Whadjuk Trail Walks	The Heritage precinct which includes buildings previously used as a boarding house, school, church, police quarters and police station has recently been renovated. It provides an attractive tourist destination linked to the Whadjuk Trail Walks which skirt the foreshore and link remnant bushlands. They provide links back to Lake Claremont and extend to Herdsmans Lake and Kings Park. This area provides a well maintained social meeting area including a BBQ, shade, seating and panoramic views across the Swan River.
Claremont Yacht Club	Claremont Yacht Club while operated independently of the Town of Claremont provides a function venue on the foreshore which would offset the need for additional similar infrastructure in the immediate location.
Railway Buildings	The railway buildings include former rail housings to the north and south of the railway line. Those to the south (railway station) are converted into office space occupied by FORM. Those to the north (The Goods Shed) provide an arts space and café which has assisted in activating the area adjacent to the railway car park. The buildings have been maintained in a good condition and provide a focal point for heritage, culture and arts within the Town. Current works around the station relate to the Train Station upgrade incorporating turn backs (to support the Forrestfield-Airport Link). The

Facility	Implications
	development includes the re-alignment of the dual use footpath and associated amenity which when complete will enhance accessibility.

5.6 Community Facility Guideline Needs Assessment

The Community Facility Guidelines produced by Parks and Leisure Australia WA in 2020 identifies a number of facility benchmarks and potential population triggers for the development of infrastructure. Table 15 below identifies the key facilities and level of provision currently within or adjacent to the Town boundaries which are likely to impact on future need.

Table 15: Assessment of Need for Community facilities based on PLA WA Community Facility Guidelines (R – Regional, D – District, N – Neighbourhood).

Descriptor: Community Infrastructure	Indicative requirement		Current Provision
	2021 11,216	2041 14,600	
Multi-functional branch library	0 (R) 0-1 (D)	0-1 (R) 0-1(D)	Library and Community Hub
Neighbourhood Community Centre	1-2	2	The provision of community space exists through the combined provision of the Administration Centre and Claremont Community Hub and Library together with Claremont Bowling Club, Claremont Tennis Club, Claremont Yacht Club.
District Community Centre	0-1	0-1	There is currently no dedicated district centre but a combination of the above could be considered to meet the need
Youth Centre/Youth Space	0-1	0-1	None
Seniors Centre	0-1	0-1	None
Skate Park	0 (R) 1 (D) 1-2 (N)	0 (R) 1 (D) 1-3 (N)	None
BMX dirt track facility	1-2	1-3	None
BMX facility (formal bitumen track)	0	0	None – no need expressed
Regional Public Open Space/Park	0	0	Lake Claremont
Community and Performing Arts	0 (R) 0-1 (D)	0 (R) 0-1 (D)	No dedicated facility and not sustainable based on projected population growth
Amphitheatres	Local Need	Local Need	RAS / Private Schools

Descriptor: Community Infrastructure	Indicative requirement		Current Provision
	2021 11,216	2041 14,600	
Outdoor Meeting Place	Local Need	Local Need	Lake Claremont Foreshore
Trails (walking, cycling, and bridlepaths)	Local Need	Local Need	
Arts and Cultural Centre	0	0	No dedicated facility and not sustainable based on projected population growth
District Park	0-1	0-1	Lake Claremont Parklands
Neighbourhood Park	2	3	Currently 8 provided
Local Open Space	10	14-15	Currently 4 provided
Sports Space (to potentially incorporate sports identified below)	2-3	3	Currently 2 sports spaces
• AFL ovals	1-2	2	None – WAFL Ground
• Rugby Union/League	Local Need	Local Need	None
• Diamond Sports	1	1	None
• Soccer pitches	2	2-3	None
• Cricket ovals	1	1-2	One
• Athletics (grass and synthetic)	0 (R) 0 (D)	0 (R) 0 (D)	None
• Hockey pitches (grass and synthetic – water, sand based and alternatives)*	Local Need	Local Need	Two grass
Multi-use synthetic surfaces	Local Need	Local Need	None
Netball Courts	1-2	2-3	None
Basketball Courts (indoor and outdoor)	3-4	4-5	None
Outdoor, Beach and Indoor Volleyball	Local Need	Local Need	None
Indoor Volleyball	Local Need	Local Need	None
Lawn Bowls	0-1	0-1	One (2 Greens)
Squash	Local Need	Local Need	None
Tennis (multi surface courts and grass)	1 x 8 court facility (D)	1 x 8 court facility (D)	Claremont Tennis Club with 12 grass courts, 4 hard courts and 2 synthetic courts
Golf Course	1	1	One
Cycling facility	Local Need	Local Need	None

Descriptor: Community Infrastructure	Indicative requirement		Current Provision
	2021 11,216	2041 14,600	
Trails (walking, cycling and bridle paths)	Local Need	Local Need	Locally provided
Local Government Aquatic Facilities indoor/Outdoor (various configurations)	0 (R) 0 (D) 0-1 (N)	0 (R) 0-1 (D) 0-1 (N)	One district level facility provided at Claremont Aquatic Centre
Regional Sports Facility (including aquatics)	0	0	None required
Indoor Sport and Recreation Centre (dry)	0 (R) 0-1 (D)	0 (R) 0-1 (D)	None and not sustainable based on projected population growth
Aerobics/Fitness/ Gym (Local Government)	Local Need	Local Need	Claremont Oval
Community Shed	Local Need	Local Need	Royal Agricultural Showground
Community Garden	Local Need	Local Need	Claremont Park

5.7 Benchmarking: Playing Pitch Generation Assessments

This assessment is based on the analysis of Ausplay data and the likely number of teams which are to be generated by a given population. This are then factored into training requirements, competition requirements and the extent of time required to utilise a playing surface. The full breakdown of the assumptions and analysis is provided in a separate appendices document. A summary of the output is provided below.

For children (ages 0-14), the analysis is undertaken on the key top ten sports, of which only those that are played on a court, oval, rectangular pitch or diamond are considered. The estimated junior court and pitch surface required is provided at Table 16 below where the three columns on the right identify the Rectangular/Oval Pitch Demand between 2016 (the latest accurate census data) to 2041 (the last projected growth year).

Table 16: Projected Pitch Generation Requirement for the Town of Claremont (Junior Level)

Children (0-14)		Rectangular/Oval Pitch Demand		
	Participation	2016	2031	2041
Basketball	12.4%	2	2	2
Australian football	11.5%	2	2	2
Football / soccer	9.7%	2	2	2
Netball	9.4%	1	2	2
Tennis	5.6%	1	1	1
Cricket	4.2%	1	1	1

For adults (ages 15-59), the analysis is undertaken on the key top fifteen sports, of which only those that are played on a court, oval, rectangular pitch or diamond are considered. The estimated junior court and pitch

surface required is provided at Table 17 below where the three columns on the right identify the Rectangular/Oval Pitch Demand between 2016 to 2041.

*Note: *Those grass sports denoted with an asterisk indicate the provision is identified as a senior standard as junior sport invariably is located within the senior oval, rectangular or court space. For cricket and AFL the only provision captured is senior oval space with the majority of junior oval space located on primary schools with various limitations on access. Basketball and Netball references indoor court provision only.*

Table 17: Projected Pitch Generation Requirement for the Town of Claremont (Senior Level)

Adult (15-59)		**Rectangular/Oval Pitch Demand**		
Sports Venue Based	Participation	2016	2031	2041
Australian football	3.1%	1	1	1
Netball	3.7%	4	4	5
Football / soccer	3.4%	2	3	3
Cricket	2.1%	1	1	1
Basketball	3.1%	1	2	2
Hockey	1.4%	1	1	1
Tennis	1.4%	2	2	3

The actual demand for adult oval space is the key determinant of need as junior provision can generally be accommodated on the adult oval space and / or through negotiated agreement on school space. This assessment is used to verify the CFG benchmarks of provision.

From this analysis it can be seen that the demand for Australian Rules Football is lower than that predicted under the CFG but soccer is higher. Cricket is relatively comparable. The one concerning factor is the provision of Netball and Basketball courts. Given the relatively close proximity of the State Netball and Basketball Centre within the Town of Cambridge, the demand for additional courts is likely to be addressed by those regional level facilities (in addition to those present on private school sites within the Town).

5.8 Implications for Future Planning

The initial analysis has indicated the following:

- Based on the analysis of current provision, the areas of POS are providing the functionality and accessibility that generally satisfy public requirements. Accessibility is high and they are generally activated through good levels of connections via the local pathway network.
- The gaps in POS provision relate to the relatively lower level of local POS. However, this is offset by the high level of neighbourhood level POS infrastructure. It is however evident that the extent of POS provision overall is below accepted levels and this is likely to be exacerbated based on future growth projections. Given the limited ability to acquire POS to offset this demand the Town should consider a number of alternative solutions, which should include:
    - Obtaining secured access (formally agreed) with other significant owners of POS (i.e. Royal Agricultural Showgrounds or private schools through shared use agreements).
    - Acquiring additional land through compulsory purchase. This however is unlikely to be viable if future growth targets are to be met.
    - Increase the capability and functionality of existing POS through the provision of enhanced additional infrastructure (site embellishments).

- The only regional level POS provision within the Town of Claremont is Lake Claremont. This is of a unique quality and will require ongoing investment and support to management and maintain the resource for the local community. This will require ongoing support to be provided to the Friends of Lake Claremont to secure available grants and ensure the management plan is being adhered to.
- Private Accessible Public Open Space (PAPOS) for apartments could be considered and incorporated as a mechanism to offset the need to provide additional POS.
- Overall, based on a review of the assets, the Town's POS is generally in good condition. There are however elements that will require ongoing and additional investment to renew and replace. Across the Town, key infrastructure such as irrigation, lighting, park furniture and equipment is ageing and is due for replacement.
- The provision of sporting POS and assessment against benchmarks and guidelines indicates that while the number of sporting spaces is adequate, the level of provision in meeting the range of high participation sports is limited. Within the Town there is no provision for the sports of AFL, soccer or any of the rugby codes. In addition there is no diamond pitch provision. While this is a concern, the requirement for such infrastructure should be led by an expressed demand. This would need to be tested through community consultation. It is to be noted however that accessibility to sporting space across the Town is good.
- While most major sports are not being catered for within the Town, there is a significant level of infrastructure provided by neighbouring local governments and state government which may offset the need for additional infrastructure (including the provision of major indoor court provision at the state basketball and netball centres in the Town of Cambridge).
- In respect of community buildings the only areas where gaps are evident include the southwest portion adjacent to the foreshore and on the eastern boundary. These are offset by accessibility to neighbouring local government infrastructure, within the Shire of Peppermint Grove (The Grove Library and Westcoast Community Centre). Consideration should be given to the future of the Library and Community Hub within the Town to ascertain whether a more cost effective measure of delivering the service may be to partner with service providers and reduce the extent of small library services within the Western Coastal local governments.
- In respect of community buildings The Town has a range of community buildings but a large number of these are of a heritage value. Those that are not of a heritage value are operated by single service users (i.e. tennis, bowls, yachting and golf). The Town in reviewing its future services and provision of community facilities should be seeking to reduce the single user groups and expand the opportunities to multi-functional / co-located facilities in accordance with industry trends.
- While investment has recently been made into the museum and McKenzie Pavilion, the older facilities are likely to require significant infrastructure upgrades/redevelopment if they are to be capable of providing more adaptable/flexible space to accommodate greater utility.
- The aquatic centre provides a relatively unique level of service to a community of the size of the Town. The rationalisation of this facility over time would be beneficial to maximise the use of space and provide an opportunity to increase the functionality of adjacent land which incorporates substantial car parking areas, cafes, POS and other sports facilities. This should be considered as part of the committed investment proposed in the facility within the next five years.
- In addition to Claremont Oval and the Royal Agricultural Showgrounds which provide a level of community use within their sites, there are also the private schools which include Scotch College, Christ Church Grammar School and Methodist Ladies College which provide similar resources. It will be important to factor access to these schools into any potential future development in advance of developing new / duplication of provision. Scotch College in particular provides basketball courts x 2 and playing fields which are maintained to a high level adjacent to Cresswell Park. All schools have indoor court space which could be accessed in addition to performing arts opportunities.

- Claremont Library and Community Hub could be further enhanced through the development of Typika café. Consideration should be given to how this space could provide a more expansive and fit-for-purpose venue. This however would need to be balanced against the requirement to generate income from limited Town resources and offsetting apparent deficits in community infrastructure.
- With the bowling club and tennis club infrastructure, both of these clubs occupy substantial areas of land within close proximity to the Town Centre. Both clubs are in need of investment to manage and maintain their facilities effectively and efficiently. Opportunities exist for both sites to be rationalised while maintaining a good standard of provision.
- The assessment of community needs identifies a number of components which in addition to the above should be addressed:
    - The lack of youth based infrastructure.
    - Skate parks / informal wheeled sports facilities.
    - Extended trails / dual use footpaths etc.
    - Provision of an additional sporting space.

6. Consultation Outputs

The consultation process incorporated the following:

- Survey responses received through the Local Planning Strategy Survey which had been undertaken by the Town of Claremont to ascertain the views of residents and their future aspirations related to the development of a new Local Planning Scheme.
- A separate Public Open Space and Community Facilities Survey which asked specific questions in relation to existing facilities and services to establish the general view of the quality, capability, functionality and requirement for infrastructure.
- One to one meetings with selected private schools, clubs and organisations within the Town of Claremont that provide significant sport, recreation cultural and arts infrastructure used by the resident population.
- A specific facility survey related to specific sporting clubs and management bodies to pick up other usage and forecast growth in relation to existing facilities and their future aspirations.

6.1 Local Planning Strategy Survey Outputs

The Town of Claremont Local Planning Strategy survey saw a total of 326 people respond. Table 18 below identifies the key considerations which emerged from the LPS survey process:

Table 18: Relevant Local Planning Strategy Survey Outputs

Themes	Implications
Consistent positive attributes during the visioning process which were used to describe the Town included convenient, green, accessible, peaceful, heritage, attractive and clean.	The development of POS and community infrastructure should seek to maintain the attributes resident population consider to be part of the unique character of the Town.
Consistent negative attributes during the visioning process which were used to describe the Town included noisy, traffic, car focused traffic congestion, expensive, crowded, unplanned and parking issues.	The development of POS and community infrastructure should where possible seek to address areas of deficiency within the Town. It is however unreasonable for the strategy to address common issues associated with car parking, traffic congestion and noise.
The geographical location is the most valued reason for living in the area, followed by its link to the natural environment, parks and community facilities.	While the Towns existing facilities appear to be well used and generally well valued by the community, it is evident from the respondents to the survey, parks and natural areas rated the highest and areas that the community want addressed are related to protecting the natural environment and activation of the area.
Facilities identified for additional provision and improvement included public toilets, shelters, tree cover, cycling and enhanced maintenance.	The Strategy will need to address paths within the context of open spaces and buildings. Improving trees canopy/greening and waste reduction were the two highest areas

6.2 POS and Community Facility Survey Outputs

The POS and Community Facility Survey focused more specifically on the built infrastructure and POS sites. A total of 176 people responded. Table 19 references the key considerations which emerged from the POS and Community Facility Survey outputs:

Table 19: Relevant POS and Community Facility Survey Outcomes

Key Themes	Implications
Lake Claremont is consistently identified as the favourite park within the Town of Claremont	This re-emphasises the importance to the local community and the requirement to continue to invest in both its environmental and natural character but to also manage the use and public accessibility to the area
Mrs Herberts Park (adjacent to the museum) is identified as the second most important with Claremont Park (adjacent to the Administration Offices) as an important social meeting area.	Both parks which are located in the Southern portion of the Town obviously provide important social meeting areas and gathering spaces. It will be important to enhance these opportunities. With works nearing completion on the museum and surrounding land at Mrs Herberts Park it will be opportune to look at Claremont Park and potentially master plan the area by incorporating the bowling club and associated meals on wheels, child care and St John's Ambulance building.
Close proximity to home is important as is close proximity by foot / cycle	This re-enforces the importance of the ability for people to gain access to POS which is readily available within the Town based on the research. The most significant issue to resolve is the quality of space and shared use infrastructure which encourages greater activation.
Shade (trees) and natural bush is valued most	The continued support for the provision of additional native tree should be re-enforced and continued.
Social gatherings is identified as a key use of POS as is exercising the dog and availability of playgrounds (Noting that the majority of respondents used the park areas at least once a week, if not daily for up to an hour)	The Town benefits from a good level of POS accessible by dogs / dog walkers. POS embellishments should however be assessed in greater detail to ensure the social infrastructure (BBQ's, seating, drinking fountains, playgrounds and shade) is contemporary and meets the changing needs of the community.
Individual exercise ranked as the highest level of usage while enjoying nature and relaxation was comparable.	This re-enforces the importance of maintaining good levels of controlled access to the park areas by well maintained pathways, signposting and maintaining the natural ambience. The option to introduce more fitness equipment in strategic locations within the park areas and adjacent to pathways could be explored further.
Dog owners not controlling their dogs	This ranked highly in the comments received relating to parks, indicating there is a potential need for more education and re-enforcing obligations in respect of dog control and picking up excrement.

Key Themes	Implications
Maintenance and width of footpaths / dual use paths is raised as a concern	This was also identified as a concern through the comments received and re-emphasises the importance of the ongoing maintenance of assets both within and outside of the Towns control.
Reference to poor lighting, particularly in respect of personal safety.	It is important to ensure wherever possible users have the capability and confidence to use paths and parks throughout the day. This can be achieved through passive solar lighting adjacent to park entries and along defined pathways.
Claremont Community Hub and library was identified as the most popular facility and valued by a lot of respondents but also criticised for its limited space, lack of car parking, opening hours and availability of stock.	The variety of services and location is seen as a significant benefit but the limitations related to the service being offered is clearly an issue which is constrained by the building design and space. A decision will need to be taken on whether it is important to retain the current facility or to explore an alternative approach which is more cost effective but maintains the level of service to patrons.
While Claremont Aquatic Centre was also identified as a popular facility it was criticised for it age, limited flexibility, cleanliness and diversity of use.	The variety of services and location is also seen as a significant benefit associated with a centrally located aquatic centre. Options should be explored to enhance the car parking. The facility has been the subject of previous master planning which has not reduced the services on offer. This will however need to be addressed if an aquatic facility is to be maintained within the Town where there are potential increased accessible water spaces and competition associated with Christ Church / Methodist Ladies College and Scotch College.
The lack of toilet facilities at Lake Claremont	A need for a toilet within close proximity to the Friends of Lake Claremont shed building
The retention and improvement of accessible green spaces	This re-emphasises the comments referenced above in the need for the Town to manage and maintain current infrastructure and where possible seek to embellish with additional supporting infrastructure to increase activation.
Enhancing the diversity of activities across a range of user groups including children, the youth and seniors.	This will necessitate greater levels of partnership working with other service providers, user groups and acknowledged private entities located within the Town who have the ability and potential resources to assist (i.e. private schools, Claremont Football Club and RAS)
Enhance disability access	The need for the Town to invest in maintaining existing infrastructure and to enhance disability access was emphasised in a variety of comments related to the broader infrastructure base.
The requirement for an indoor recreation centre	Based on the benchmarking, provision of hall space within the private school sites located within the Town and those in close proximity but in neighbouring local governments, the provision of additional indoor court space could not be justified.

6.3 One to One Meeting Outputs

The one to one meetings focused on existing facility infrastructure and POS with a range of organisations based in the Town. The potential opportunities to work in partnership with the Town to offset ongoing community needs through providing increased accessibility to non-Town assets where possible was explored.. Table 20 references the key considerations which emerged:

Table 20: One to One Meeting Outputs with Selected Local Organisations

Consultee	Opportunities
Scotch College	• Would welcome the use of their facilities when not required for collegiate use. • The majority of their infrastructure is available on a commercial rate. • Grounds are made available on a bookings basis. The College see no problem working with the community regarding the booking of facilities. • They have recently introduced a new swimming club into the community (The Highlanders) • Identified need: They consider they are one hockey turf short in the area. • They would be prepared to consider a composite maintenance contract across all sports space.
Royal Agricultural Showgrounds	• They are committed to staying on site but will need to rationalise their landholdings. • Currently there is a community Men's Shed on site and a community garden. The RAC consists of 60 affiliated societies within the organisation. They connect very strongly with regional WA. • Future potential opportunities include a POS / sports facility which may be provided as part of a future redevelopment, subject to an approved re-zoning.
Methodist Ladies College	• They currently have limited sports space within their control although work effectively with Christ Church Grammar School to jointly develop the aquatic infrastructure. This is managed by a private operator who encourages community use. • The campus is really open and they do have a lot of community using the courts without authority already. Fremantle Netball Club use sports hall and it is used throughout the day and booked into the evenings by college and outdoor users. • Needs relate to the closed access for ICSA sport. MLC offer 18/19 sports but a run for shorter seasons due to the lack of access to facilities.
Christ Church Grammar School	• The College is heavily invested in the community partnerships as they consider it is an important component of the school. • Child protection is there single biggest objective which is a focus for all activities within the site. • Reference was made to the newly developed aquatic facility and the high demand for Water Polo. This space is accessible by the

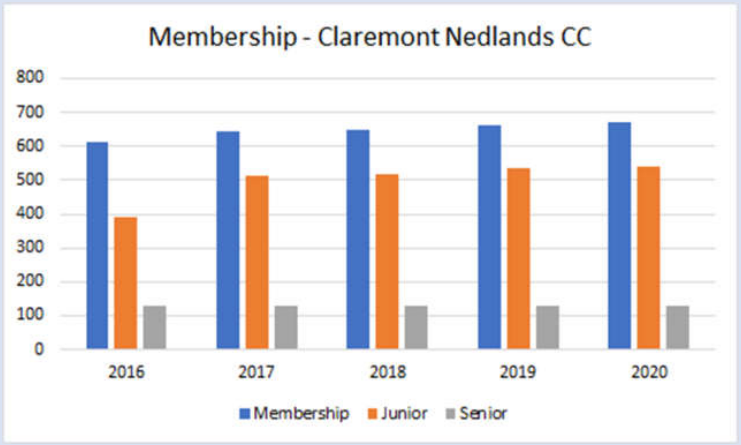
Consultee	Opportunities
	community as is, when available, the performing arts building which is intended to be developed • Need: Concern was expressed that there is no hockey turf within the Town and the sharing of a hockey turf is a potential opportunity to satisfy an emerging local need
Claremont Tennis Club	• Currently looking at its landholding due to the current financial pressures (maintenance of the courts is the highest cost). • They have an older club but not with a strong junior base. Scotch College is effectively the junior club. Only 6% of juniors transfer to senior members. • The preferred position is to move the clubhouse and re-align it to site between court 10 and the bottom courts. The idea would be to improve the functionality of the club but the cost may be prohibitive and not necessary. • Relocation would however free space up for the option of Padel Courts (also bocce / patenque). The bowling club at Bayview Terrace could also be relocated. • The club is currently used by a number of community groups but the extent of usage is limited.
Friends of Lake Claremont	• The emergence of the group dates back to previous use of the site and has been a good collaboration with the Town. • The group have achieved over $3/4M of grants to manage and maintain the area and re-plant / restore it to its original status. • Previous Master Plan planting has been completed. At a cost of approx. $400k. • They do not want to go into the commercial side – they wish to stick with what they do best. • As a conservation category wetland there is a 5 year management plan for Lake Claremont Site – work has now started on the review. The Bushfire Management Plan is integrated within the mgt plan for the site • They have no pressing needs although there have been discussions relating to the provision of and education centre and potential installation of a composting toilet.

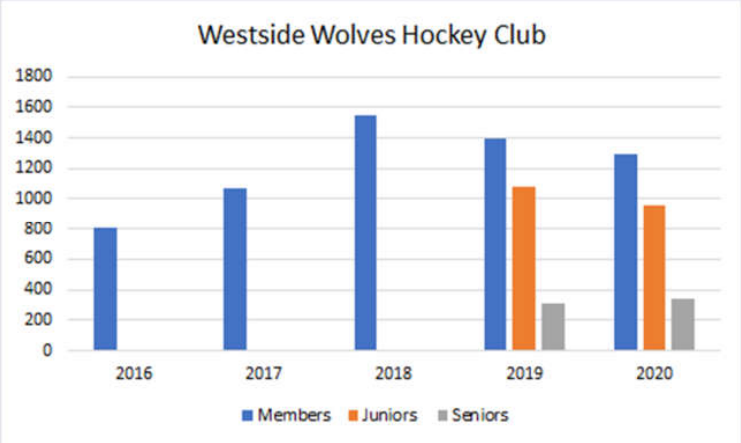
6.4 Selected Club and Facility Management Outputs

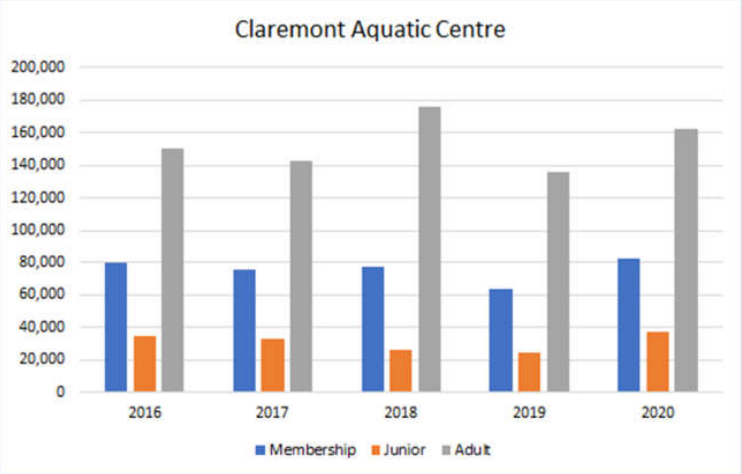
In addition to the above, selected club / facility questionnaires were completed to ascertain membership / usage levels, current constraints and future aspirations. Table 21 references the key considerations which emerged:

Table 21: Selected Club and Facility Management Outputs - Overview

Organisation	Implications
Claremont Nedlands Cricket Club	• Currently a premier cricket club • Typical age profile of 5 to 65.

Organisation	Implications
	• Club numbers are generally stable with growth in the juniors (just over 30% reside within the Town).  • The lease the McKenzie Pavilion from 1st Oct to 31st March annually. • Little opportunity for the development of additional sporting fields in the Western Suburbs (2ha in size required)
Claremont Community Hub & Library	• Lending figures indicate between 3,300 and 4,900 transactions occurring monthly in 2021. The usage figures are volatile because each COVID-19 shutdown makes the return of library programs slow to recover. • The facility provides for regular activities including children (storytime, rhyme time, crafternooners, school holiday programs), adults (conversation sessions English, German, French, Italian, Chinese) book club meetings, Mahjong, Art Group and Knitting Club
Golf Oracle, Golf Maintenance	• Currently manage the golf course with a typical age profile of 16 to 80 years. • They would like to provide more practice facilities, (driving range, short game chipping area) and have indicated they would like an extra 1-3 ha for extra training and practice facilities. The adjacent parkland is identified as providing the potential opportunity.
Claremont Recreation (Bowling) Club	• They currently provide for competitions, social bowls and venue hire within two grass greens and a clubhouse facility. • The catchment is identified at 10km with 14-98 being the age range provided for. • Membership over the past three years indicates a gradual reduction from 120 in 2018 to 104 in 2020. Approximately 40% of current bowlers reside within the Town. • The biggest constraint is the high cost of maintaining the greens and surrounds ($83k per annum). Concerns were raised over maintenance costs and level of Council support which has reduced from $42k to $19k annually. • All infrastructure is considered to be adequate.

Organisation	Implications
	• Needs are identified as shade, decking with seating, storage space and a kitchen renovation. This would enable the club to provide a better service to members.
Westside Wolves Hockey Club	• A hockey club with members ages ranging from 4- 70+. A relatively equal male female representation. The basic catchment area is across the Western suburbs. • Membership over the past three years indicates a gradual reduction from a high of 1,547 in 2018 (pre-Covid). Approximately 21% of current members reside within the Town.  • The Club believes its core membership base is relatively optimal at the present time. • The lack of artificial grass with a clubhouse is seen as the biggest inhibitor to growth. The challenge is their turf is not located with their grass pitches at Cresswell Park.
Claremont Museum	• The Museums promotes the education of local Claremont history to daily visitors through exhibitions, public programmes and through a local history research facility both in person and on-line (all ages). • The education program for primary students is always offered first to local schools. Most participants in the history talks are local but visitors and researchers are from across the country. • Visitations vary from over 5,000 in 2016 when it was fully open to just over 1,100 in 2019 and below 500 in 2017 and 2020 when the facility was partially closed. • There are three distinct themes that were identified that may inhibit the growth of the Museum as a service to the community: 1. A lack of internal space in the summer months which means the program cannot expand; 2. The need to hire storage resulting in limited artifact storage and 3. The lack of a digitisation of collections enabling a wider audience to access the collection. Investment has since been made in some of these areas to enable the potential expansion of the program and enhanced storage. • Reference is made to options to increase activation including the provision of mobile coffee truck in the summer, small on-site storage and the creation of larger internal space.

Organisation	Implications
	• The program and facilities could always expand and improve with increased funding, however for a small local government the Town is actually doing very well in this area.
Claremont Aquatic Centre	• Claremont Aquatic Centre operates as a class 1 outdoor pool that operates 12 months of the year. • The main catchment area is a 10km radius and the centre caters for learn to swim, lap swimming, aqua aerobics, birthday parties, family fun days, water walking, squad swimming, synchronised swimming, water polo, splash pad activities, freediving and professional development (lifeguarding) • Membership has shown a recent upturn as has adult and junior throughput with almost 200,000 visits annually. The centre provides for a wide catchment with only 10% or less of users living within the Town.  • Due to the current available pool space the future growth during peak times is minimal. • Need: It is stated additional lane space is needed to expand current programs. Group fitness could be expanded if the club room were expanded. The public BBQ is in need of replacement and there is a need to increase the fixed shaded areas over the pool deck. An estimated cost for these works is $400k and would increase family orientated activities including birthday parties and club events. There is however some capacity for the private schools to contribute to demand for water space in the Town as evidenced already with the joint Christ Church/MLC aquatic facility assisting to provide water polo training facilities.
Showgrounds Community Men's Shed (Gate 8 off Ashton Avenue)	• The facility is located within the Royal Agricultural Showgrounds (RAS) site to provide opportunities for members to work on their own projects (woodworking), work on Shed activities, or socialise / recreate with other members. A variety of other activities are undertaken from art through to computing and social media, photography and cooking. • The Shed arose from the opportunity to utilise the former Farm Animal Kingdom pavilion on the RAS site. A formal lease was agreed in March 2019 for a twenty-year period at a nominal annual rental with the Shed was

Organisation	Implications
	officially opened on February 27th, 2020, supported by six Rotary Clubs being Dalkeith, Nedlands, Crawley, Matilda Bay, West Perth, Bay View / Claremont and Western Endeavour, who provide guidance and seed funding. • The Showgrounds Community Men's Shed (SCMS) has an overarching Management Committee which is supported by various Program Groups. • The Shed is open on Weekdays and Saturdays from 9:00am to 4:30pm (not Public Holidays). • Membership is annual from November at a cost of $150 or a six year fee of $750 or a 20 year fee of $1,500. The Shed also sells produce to enhance its financial viability. • From September 2021 a new Community Liaison Co-ordinator role was created to provide a single point of contact for local community based organisations and local government to exchange information with the Town of Claremont, develop joint initiatives and facilitate partnerships with other like-minded groups.

All of the above facilities and community groups provide valuable community resources for residents from within the Town and neighbouring local government areas. All with the exception of the Men's Shed utilise Town own and controlled facilities.

The one to one meetings held with other groups also highlighted the range of resources available within the Town. These included those organisations which provide access to Town residents to a variety of infrastructure and opportunities, some of which incorporate access to community resources outside of Town control. In developing the POS and Community Facility Strategy it has been important that these partnerships are recognised as providing ongoing and valuable resources.

All of the resources identified provide a collectively higher level of community services and asset available to Town residents than that which could be solely provided by a local government entity. Where possible, services and facilities provided by others should be recognised as a mechanism to offset the ongoing need for investment and duplication should be avoided. This will enable the Town to focus on more pressing priorities and target investment accordingly.

7. Options and Opportunities

The consultation process involved a range of approaches to assist in ascertaining the potential future need of the community. It is evident that there are a number of partnerships within the Town and alternative aspects of service delivery which emerged through the consultation process. These need to be assessed against the earlier analysis and projected future needs to enable the Town (Council) to clarify where gaps exist and identify options and opportunities available to considered as priorities for future resourcing. These include:

- Public Open Space: It is evident that residents value existing POS and wish to see it protected. There are however concerns raised in respect of the quality and functionality of the existing space which could potentially benefit from:
    - A greater level of embellishment which may 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 (i.e. improved functionality combined with a high level of accessibility within the Town, which is currently the case is likely to provide a better community outcome).
    - Increased level of native tree and bush cover to enhance the natural areas and provide shade and shelters to protect from the sun or rain.
    - Enhanced signage related to the conservation and heritage value (both Aboriginal / Noongar cultural interpretive signage and relating to early European settlers) of existing POS and associated community buildings.
    - Potential rationalisation and improvement of key public spaces (Claremont Park while used annually to host the Christmas and concert events and providing use by the Freshwater Primary School for sporting events would benefit from structured master planning).
    - A mixture of seating both under shade and in the sun for the colder times of the year.
    - Increasing the level of solar ambient lighting around walking paths to increase activation and provide a layer of passive security for users.
    - A strategic approach to the replacement and development of play infrastructure which is responsive to the natural environment and a variety of different age ranges from toddlers through to teenagers.
- Sustainability at the core of future investment. Council have committed to future proof the design of its facilities. This includes greater use of solar and wind energy, re-use of waste plus a need to look at methods to minimising the use of water on POS / turf. This needs to be re-enforced within the strategy as the gradual increase in the use of sustainable energy and reduction in water use is critical in maintaining localised natural resources for future generations.
- Sporting Space: It is recognised, based on industry standards that the Town has a shortfall of up to one football / cricket oval. It is highly unlikely that sufficient land could be acquired to address that requirement given current constraints and the need to protect land of high natural biodiversity value. Potential opportunities may be realised by:
    - Entering into agreements with existing private schools to gain access at available times to their existing oval space or
    - Entering into an agreement with the RAS, subject to future planning and rezoning, to secure an oval space as part of the potential redevelopment of the land.

- Sporting Clubs: It is evident that there are specific needs which should be addressed in respect of sporting clubs. Clarity is required on the following matters:
    - The future of Claremont Bowling Club: It needs to be re-enforced that it is not the responsibility of the Town on an annual basis to provide financial support to any sporting club. Nor is it the responsibility of the Town to replace the current infrastructure. Fairness and equity amongst sporting users groups need to be stated. It is important that the club are in a position to manage and maintain the asset they are responsible for. This may require the provision of a different management approach, rationalisation of existing infrastructure, a ground redevelopment or relocation. All of these aspects will need to be explored and potentially tied into the master planning of Claremont Park.
    - The future of Claremont Tennis Club: The tennis club have indicated they are assessing alternative approaches to the longer term development and future of the club. It will be important for the Town to facilitate this process to protect the long term viability of the asset.
    - Westside Wolves Hockey Club. There is a clear desire for the hockey club to develop a turf. Based on the POS analysis the only potential options to secure such investment without deleteriously impacting upon POS provision is to secure a partnership with one of the private schools within the Town. Both Scotch College and Christ Church Grammar School have expressed a desire to develop a turf. The Town should facilitate this approach to explore potential opportunities.
    - Claremont-Nedlands Cricket Club: The club have expressed a desire to find additional oval space. An opportunity may exist in the medium to long term at the RAS, subject to its redevelopment potential being realised. The Town should facilitate this approach.
- Dog Walking areas: There is a need to ensure dog walkers adhere to basic standards of behaviour. While the strategy does not suggest this is applicable to all dog owners, basic standards of behaviour will need to be re-enforced for those who ignore the advice. The signage (combined with interpretive, wayfinding and heritage signage) is considered adequate but may need to be supplemented with promotional literature. This can also apply to areas where anti-social behaviour is prevalent.
- Walking and cycling paths: It is evident from feedback through the various community consultation processes that the dual use path provision requires consistent monitoring and upgrading (i.e. specifically areas to the west of Lake Claremont). A considered annual investment program will need to be put in place (potentially in partnership with the Dept of Transport) to ensure this investment can be managed effectively and within limited financial constraints.
- Claremont Aquatic Centre: The facility is a highly valued resource. Although the general throughput is comparatively low for an all year round aquatic facility in comparison to industry benchmarking, there is potential to enhance the customer experience and increase dry-side use. Investment is necessary to incorporate a greater rationalisation of the site and enhanced group fitness functionality.
- The current library and community hub: The facility is small and while valued as a service is limited in its capability. Many of the modern lending library capabilities are limited due the internal constraints of a heritage building and customers identify accessibility / car parking as a significant issue. Consideration should be given to reviewing the current provision to identify alternative and more cost efficient ways in which the service can be retained while improving its reach, accessibility and extended alternative community services (i.e. meeting room, community activity and social connectivity options). This may incorporate an expansion of the existing site or a redevelopment elsewhere within the Town. Potential opportunities include:
    - The extension of and integration with the Town of Claremont Administration Building and additional land owned / controlled by the Town associated with Claremont Park (including

integration of kindergarten / community space / St Johns WA – Western Suburbs Division).

- Extension of community space into the Typika site to expand the library service and community hub – ground floor development.

- Lake Claremont: Under a sperate process the Lake Claremont Management Plan is under review. This has proved to be a valuable tool in managing the wetland area biodiversity effectively in partnership with the community. It has also assisted in securing continued investment and support from other external agencies. This will require the ongoing support of council in fostering the positive community outcomes and to ensure future plans for significant wetland infrastructure is supported and guided through the state approvals processes as is the need for toilet facilities to service the requirements of the Friends of Lake Claremont.
- Indoor court space: It has been identified as a need by some respondents through the consultation process. Basketball in particular is identified, but court spaces would also support provision of indoor netball, badminton and volleyball (and other indoor multi-court users). While there is a deficit of public indoor court space within the Town, when the wider area is considered, a need could not be justified for such an investment. The more viable proposition would be to formalise community access to available private school facilities within the Town (which is currently the case on an ad hoc basis). The obligation of Council should be to assist in facilitating this and consider whether a more formalised approach is necessary. This could be combined with access to oval space, performing arts and additional aquatic infrastructure.
- Youth provision - Skate parks / pump tracks: There is a relatively high proportion of 15 to 25 year age cohort within the Town. It is evident with the closure of a previous skate / wheeled sport facility that there is a lack of youth centred activity. This has been re-affirmed by the assessment of provision against recognised community facility provision standards / guidelines. Consideration should be given to identify a specific youth centred precinct where social and recreational youth activity could be supported. This could incorporate temporary / transportable infrastructure such as pump tracks and mobile skate ramps which have the capability to be located on hard standing / car park areas to test the viability of more permanent provision.
- Seniors provision: The need for a dedicated seniors service was identified through the consultation process. The level of seniors provision is however reasonable within the Town for a variety of social and recreational activities (i.e. access to facilities such as the Claremont aquatic Centre, Library and Community Hub, Claremont Bowling Club, Claremont Tennis Club, Men's Shed etc.). It is not considered that a dedicated seniors space is necessary but the service should be an integral part of multi-functional facilities (referenced below).
- Usage data: It was evident through the review process that there is limited understanding over the usage and throughput across the range of community facilities owned / controlled by the Town of Claremont. Greater reliance could be placed on consistent annual surveys across users of all facilities to assist in understanding the level and type of throughput, together with a greater understanding of the actual social return on the investment made by Council. There is potential to add value to the current limited throughput data collected, in particular for Claremont Aquatic Centre and the Library and Community Hub to align to known capacity and industry benchmarking.
- Upgrade and Renewal: Based on the assessment process undertaken and the outputs from the community surveys and one to one meetings, the focus of the council in respect of its current and future assets should be on upgrade renewal and replacement rather than on significant new build. This should incorporate the master planning and ongoing investment in selected POS and sporting facilities. Where facilities and services are provided by others (i.e. private schools, RAS, Claremont Oval grandstand), the focus should be on where possible providing greater security to community groups in accessing those facilities at times which are suitable.

- Multi-functional use: Future investment in Council assets should be targeted at multi-functional shared facilities which services the needs of a number of community and / or sporting groups. This is particularly relevant when considering potential development opportunities identified above.
- Accessibility: It is important that the Council continues to assess and ensure compliance with disability access requirements across all facilities. Adherence to the principles outlined within the Disability Access and Inclusion Plan should be re-enforced and where possible buildings, POS and access to natural areas should be upgraded to meet that obligation. With an ageing demographic and high number of seniors an annual investment program is essential in addressing these considerations.
- Standards of Provision for community buildings / infrastructure: Aligned to the requirement under accessibility and multi-functional use, the Council are to re-enforce and specify the standards of provision it is seeking to achieve. This is also to be aligned to asset management planning upgrade and renewal program with the aim of improving functionality of council assets.
- Program to support and assist voluntary organisations: It is evident that voluntary organisations within the Town require assistance and support on an ongoing basis. This level of support will vary depending on the current position of each voluntary organisation. Due to limited Council resources this will need to be consistent across all clubs, groups, associations in assisting them in securing grant assistance, long term site planning and maintaining good governance. Good practice has been established with Friends of Lake Claremont and more recently with Claremont Men's Shed. This ongoing communication approach will assist in identifying challenges and providing, where possible, resolutions at an early stage.
- Leases: It is considered that all leases of Council land / buildings should be reviewed on a regular basis to ensure that they are fair and equitable. This should also be used as a mechanism to ensure the management of assets and obligations of user groups is clearly understood and where necessary interventions undertaken to resolve anomalies.
- Lake Claremont Golf Course: The commercial operator of the golf course has indicated a desire to expand usage by developing learn and play from within local schools programs and provision of more practice facilities, (driving range, short game chipping area – 1-3 ha). Care needs to be taken to ensure the formalised sporting use does not adversely impact on the passive recreational nature of Lake Claremont and will require this aspect to be considered in more detail while ensuring the integrity of the Lake Claremont Management Plan is maintained.
- Guiding Principles for future community development: It is important, as a mechanism to assess future investment, that the guiding principles identified within the strategy are re-enforced as a policy.
- Increasing accessibility to POS: To explore initiatives and adopt planning practices to facilitate the provision of new open space areas. This should include negotiated access to private open space provided through development processes and those available through private schools. The Town is relatively unique in the extent of private open space provided by others which is publicly accessible.
- Adoption of a POS and Community Benefits Local Planning Policy or Scheme Amendment to address developer benefits for consideration of height or plot ratio discretion.

8. Recommendations and Implementation

The ongoing consideration and development of POS and community facilities is necessary to ensure all members of the community have access to a range of facilities and services which support the sustainable and effective growth of the Town of Claremont and its diverse community. The recommendations have been split into Town wide recommendations (which relate to key principles, policies and processes) and to site specific recommendations.

8.1 Town Wide Recommendations

The analysis has identified a number of areas of *'Best Practice'* which should be addressed in supporting the development of POS and community facilities to meet the needs of the current and future population of the Town of Claremont. These are referenced in Table 22 below:

Table 22: Recommendations: Across the Town of Claremont: Strategic, Policy, Processes and Planned Investment

Principles Associated with the Development of Community Facility Provision	Monitoring
General Development Principles and Standards	
1. Guiding Principles for the Use and Future Development of POS and Community Facilities: The Town will ensure the provision of community facilities is in line with the following identified guiding principles of development: • Equality of Access. • Non-discrimination on age, gender, sexual orientation, race, colour, etc. • Wherever possible, promoting self-sufficiency of community organisations by establishing appropriate governance and financial management structures. • To work in partnerships to develop opportunities across community clubs, organisations, associations or other recognised bodies to maximise the return on limited resources. • To ensure effective and efficient management of assets.	Annual Asset Management Review. User feedback and reporting processes
2. The Councils Commitment to Supporting Clubs, organisations, associations or other recognised bodies: The Council is committed to providing support to voluntary organisations which operate within or conduct activities within the Town of Claremont. Due to limited financial and staff resources, this is restricted to ongoing officer facilitation and support of current and future facility planning and development but not an ongoing financial commitment to the maintenance of the assets, membership base and services provided.	Annual Asset Management Review. Lease agreements

Principles Associated with the Development of Community Facility Provision	Monitoring
3. Multi-Functional Facility Developments: Town investment in community facilities will only be considered (except in exceptional circumstances) where it is proposed to develop a multi-functional shared facility which services the needs of a number of community groups and can be appropriately identified and confirmed.	Annual Asset Management Review. Ongoing user needs assessment.
4. Standards of Provision in Public Open Space: The Town will work towards developing appropriate levels of infrastructure embellishments on public open space in accordance with the standards of provision identified within this plan. This is to include differing seasonal needs and will be subject to community consultation prior to installation. These are to be gradually implemented through an established program of investment prioritised in accordance with the Long-Term Financial Plan.	Annual Asset Management Review. User feedback and reporting processes.
5. A Commitment to Financially Contribute to Community Facilities: As part of any new development being considered, the Town will seek, wherever possible, a commitment (financial and in-kind) to the development of new infrastructure from user groups / clubs / organisations.	Annual Review. Annual Reporting Process agreed with user groups.
6. General Accessibility: The Town will ensure that the development of new or upgraded/modernised infrastructure adheres to the principles of the Disability Access and Inclusion Plan and in accordance with the State's *Age Friendly Community Framework* to develop and maintain a high level of equitable access to facilities for all members of the community.	Annual survey of facilities and identification of anomalies with users and building functionality.
7. POS and Community Building Sustainability: Council are committed to explore greater use of solar and wind energy, re-use of waste and minimising the use of water on POS / turf to facilitate a previous stated intent in maintaining localised natural resources for future generations.	Annual Asset Management Review.
Developments to be gradually implemented through an established program of investment prioritised in accordance with the Long-Term Financial Plan.	
8. Rationalisation of existing facilities: Where existing community facilities are identified as being under-utilised, the Town will identify opportunities for alternative community use to ensure the optimum utilisation of the land and buildings is generated.	Annual Asset Management Review. Annual Budget setting process informed by outcomes.

Principles Associated with the Development of Community Facility Provision	Monitoring
9. **Culture and Arts Provision:** A theatre / small performance venue should be considered to enhance the current service offering provided within Claremont Station Precinct. Ongoing consideration should be given to the potential use of heritage buildings for alternative arts and cultural use (i.e. artists in residence, performance spaces and low cost studios). Expanded programs and activities will be explored to enhance the relevance and viability of the Claremont Museum.	User feedback and reporting processes.
10. **Wayfinding and Interpretive Signage Strategy:** Council is to develop a Wayfinding and Interpretive Signage Strategy associated with all of its footpaths and dual use pathways. This strategy will seek to identify appropriate signage and implementation of end of trip / supportive cycling infrastructure to align with neighbouring local governments and in the case of Lake Claremont, the intent of the Friends of Lake Claremont. The strategy will also consider educational components related to the behavioural aspects associated with dog owners and responsibilities of all users of POS.	User feedback and reporting processes.
11. **POS enhancements and increased Native Tree and Bush Cover:** Council will support the enhancement of existing POS with increased tree and bush cover in accordance with an agreed program of investment	Annual Review.
12. **Playground Enhancement Program:** Council will support the gradual replacement and enhancement of existing playground infrastructure and the strategic identification of new infrastructure (in accordance with a separate review process) and aligned to an agreed program of investment	Annual Review.
Strategic Interventions to Deliver the Optimum Return on Investment	
13. **Town Prioritisation:** Council will develop and apply a weighting system to request council assistance (whether under existing funding programs or other requests for support). This will be required to enable Council to prioritise resources to be allocated to the use of existing facilities, the management of assets, grant submission processes and provision of services. Applications which align with the guiding principles will be given the highest priority.	Implementation of assessment criteria. Feedback from organisations and clubs.
14. **Commercial Partnerships**: Wherever practicable, Council will enable and/or facilitate development by not-for-profit or commercial entities who wish to establish a service within The Town which meets an identified or perceived need within the Town.	Gradual implementation program reports and performance managed against desired outcomes.

Principles Associated with the Development of Community Facility Provision	Monitoring
15. **Asset Maintenance and Replacement:** Council will continue to regularly review all leased and licensed facilities to ensure they are appropriately managed and maintained in accordance with recognised standards for lifecycle costing.	Phased Implementation Strategy – report against outcomes
16. **Alternative Service Providers:** Council will undertake a review of alternative service providers to ascertain the potential opportunity to work in partnership to deliver facility infrastructure which has been identified as a need. This will include the RAS and Claremont Football Club but may also include faith/religious organisations, seniors' providers, youth groups and cultural organisations. Council will investigate the identification and securing of potential land or co-location opportunities that may provide an agreed community facility / service.	Market Evaluation. MRS approval processes
17. **Community Use of Private School Sites:** To offset the current deficit in access to the provision of sporting space across the Town, private schools will be approached to identify opportunities for community use that are consistent with their objectives and a shared use framework which is to be drafted in partnership with the individual schools / colleges.	Shared Use Agreements established and subject to ongoing review (Number) and Usage Reports.
18. **General Community Group Space Requirements:** Council will endeavour to facilitate community groups utilising existing Town-owned and managed facilities or within any new multi-functional inter-generational community facilities in the future.	Survey of users.
19. **Increasing accessibility to POS:** The Town is committed to exploring initiatives and adopt planning practices to facilitate the provision of new open space areas. Options include the consideration of: • Partial road closures / activation of road reserves as viable POS in sections of road where traffic management plans identify closures may assist traffic management. • Constructing viable POS over drainage reserves by using underground storage tanks where appropriate. • Develop an appropriate and tangible community benefits assessment for apartment development related to additional plot ratio and heights where the incentive is sufficient to attract investment into the desired community benefit and is broadly commensurate with the additional development entitlement. Privately Accessible Public Open Space (PAPOS) with at grade pedestrian access agreements are to be considered where appropriate. • The adoption of a POS and Community Benefit Policy/Scheme requirements • Formalising community use of existing private school facilities where appropriate to secure ongoing community access.	Implementation of initiatives and ongoing review of success / challenges.

8.2 Site Specific Recommendations

Table 23 overleaf includes specific recommendations relating to site specific developments / considerations that have been based on the future growth projections of the Town.

The recommendations are prioritised in accordance with the following:

- Immediate (I): 1 year in planning and implementation (Year one of the POSCFS).
- Short Term (ST): 1-5 years in planning and implementation (Year one to Five of the POSCFS).
- Medium Term (MT): 5-15 years in planning and implementation (Year Five and onwards of the POSCFS).
- Long Term (LT): 15 years plus in planning and implementation (Long Term development and land allocation).

These subsequently will need to be broken down into key tasks and resources / timelines specifically set against each task.

Table 23: Site and Facility Specific Recommendations

Recommendation/Action	Priority	Responsibility	Monitoring
20. Library and Community Hub: Council will review the current facility and services to identify alternative and more cost efficient ways in which the service can be retained while improving its reach, accessibility and extended alternative community services. This may incorporate an expansion of the existing site or a redevelopment elsewhere within the Town.	I		Review Undertaken
21. Claremont Park Precinct: Council will undertake a full master planning exercise on Claremont Park to incorporate the Town's Administration Building, Claremont Park, Claremont Bowling Club and associated infrastructure (including the potential integration of kindergarten / community space / St Johns WA – Western Suburbs Division). The aim of the master plan will be to explore increased functionality and use of Claremont Park while also exploring the potential opportunity to develop an integrated community hub to offset potential shortfalls with the Library and Community Hub	ST		Budget Setting Master Planning Process Ongoing Engagement Process
22. Claremont Bowling Club: Council is committed to reviewing the future viability of the club as part of the Claremont Park Master Plan and assist in putting in place an appropriate management and governance structure with the aim of securing its future viability. Alternative options will be considered for the club in relation to its current location and potential opportunities to relocate as	ST		Ongoing Engagement Process

Recommendation/Action	Priority	Responsibility	Monitoring
part of a consolidated community hub.			
23. **Claremont Aquatic Centre:** Council is committed to continually invest in Claremont Aquatic Centre to increase usage to meet emerging community need and reduce the operational deficit. In the short term this will include investment in enhancing dry-side activity and increasing the level of shade and improved customer experience within the site.	ST		Annual Review of budgets and User Survey Data
24. **Claremont Tennis Club:** Council will support and assist in facilitating a review of the current club infrastructure to ensure the long term viability of the club within the Town is secured. Options to be explored will include a rationalisation of the existing site to increase functionality and reduce ongoing operational costs. Alternative mechanisms to introduce new income streams will be explored and the potential expansion of the facility to accommodate Padel Sport or alternatives.	ST		Ongoing Engagement Process
25. **Royal Agricultural Showgrounds:** Council will continue to foster relationships with the Royal Agricultural Society Board and officers and explore the future development opportunities to maintain their presence within the Town. The potential redevelopment of the RAS, subject to potential MRS amendment / rezoning provides an opportunity to deliver additional community facilities and sporting / recreational space for the current and emerging Town of Claremont population including the ongoing requirement for oval space of Claremont-Nedlands Cricket Club.	MT		MRS Process Ongoing Engagement Process
26. **Westside Wolves Hockey Club:** Council may explore the potential opportunity of developing a synthetic turf pitch with associated fencing, floodlighting and associated shared community facility potentially in partnership with existing private schools within the Town. The Council is committed to support the club maintain its home base within the Town and also the further development of the sport.	MT		Ongoing Engagement Process
27. **Sporting Space – Neighbourhood level:** There is insufficient POS Sporting Space at a neighbourhood level within the Town. It is considered an additional neighbourhood space should be provided through partnering with the private schools and ensuring access to their sport and recreational facilities are readily accessible when not required for collegiate use.	MT		Ongoing Engagement Process
28. **Lake Claremont (Friends of Lake Claremont):** Council is committed to the development and implementation of the ongoing review of the Lake Claremont Management Plan in conjunction with Friends of Lake Claremont and relevant state government departments to secure controlled	MT		Management Plan Implementation

Recommendation/Action	Priority	Responsibility	Monitoring
recreational access and minimise potential damage. The Council will commit to working in partnership to improve current infrastructure supporting the work of the group.			Ongoing Engagement Process
29. **Lake Claremont Golf Course:** Council will explore commercial opportunities with the current operators of Lake Claremont Golf Course to identify whether there are opportunities to expand the current use which is consistent with the Lake Claremont Management Plan.	ST		Ongoing Engagement Process
30. **Youth Provision:** Council recognise the deficit currently in the provision of youth infrastructure. A separate process will be instigated to explore the potential opportunities to develop a youth precinct within the Town aligned to existing POS infrastructure.	ST		Ongoing Engagement Process
31. **Dual use paths, tracks and trails:** Council is committed to an ongoing investment in the maintenance and improvement of tracks and trails within the Town. Opportunities will be explored to secure additional funding through state government, and where appropriate, federal government to expand and improve connectivity throughout the Town.	I and Ongoing		Dept of Transport Liaison Ongoing Engagement Process

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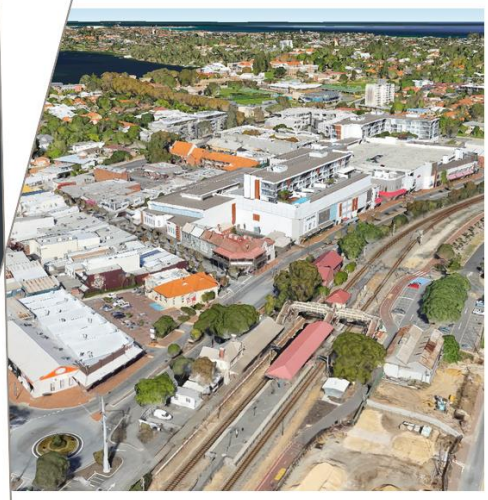
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Claremont

Traffic, Transport & Parking Strategy

CW1089600



Prepared for
Town of Claremont

18 March 2022

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1 Introduction

This Traffic, Transport and Parking Strategy (TTPS) is intended to define the existing and future transport requirements for the Town of Claremont across all transport modes, according to the needs of the individual land uses, precincts and corridors. It supports the Claremont Town Centre Activity Centre Plan to provide solutions to meet the transport and movement elements of government policies.

The Strategy is designed to be consistent with the Department of Planning's *Guidelines for Preparation of Integrated Transport Plans* and to focus on an integrated transport model, which includes land-use decisions, parking, public transport, road and pedestrian/cycling infrastructure.

The outcomes of the Strategy include a direction for the ultimate transport provision for the Town based on assessment of the existing network at the neighbourhood, district and regional level, and a detailed understanding of the growth potential across the LGA. This transport vision aims to ensure that the system can meet the needs of residents, employees and visitors even while the environment and transport opportunities change.

The following Strategy is an opportunity to create a high-quality integrated planning and transport environment that supports economic, environmental and social activities. Within town centres, mixed-use areas, local communities and near transport nodes, the pedestrian environment drives the design of the network, informed by the road environment and adjacent land uses. Other modes provide crucial links or efficient access within precinct boundaries and there is a balance required between pedestrian demands and the requirements of other modes.

The Strategy provides a guide to navigating the challenges faced, as we seek to develop a safe, accessible and connected, environmentally friendly and enjoyable place in which to live, work, and recreate.

Key Terms

A **mode** is a way of doing. In this context, mode refers to the different ways by which people travel to destinations. Driving, walking, cycling and catching public transport are all examples of transportation modes.

Mode share describes the proportion of people using each of the various types of transportation modes.

Mode shift refers to changing mode share by affecting people's choices about how they travel. This is typically achieved by encouraging people to use active and sustainable transport options rather than continue to use private vehicles.

Mobility is the capacity for all people, including children, the elderly, people with prams, people who use wheelchairs and people with disabilities and people without disabilities, to freely move through spaces.

Places are locations with specific combinations of and interactions between land uses, activities people undertake, kerbside environments, building architecture, urban design elements and transport needs.

Movement refers to the passage of people along streets and roads. The *level* of movement is understood in terms of the *number of people* moving, including pedestrians, cyclists, people catching public transit, and those in cars, rather than just the number of vehicles per day.

1.1 Aim and Objectives

Network and infrastructure changes within the Town are necessary to address the key drivers of change. An overall vision for the network was developed through the engagement process and was used to guide the recommendations in this Strategy.

To achieve the goals of the TTPS, the Town will have to change from the status quo, due to the fundamental constraints in the carrying capacity of the network, and in recognition of the increased opportunities for alternative transport. These transport aspects are inextricably linked with the future development of the Town's centres.

A set of strategies have been developed to support this change and shape the direction of how people use transport networks within the Town of Claremont. The strategies are based on:

- The key drivers of change, aim and objectives of the TTPS;
- Community consultation and engagement with stakeholder groups;
- The strategic direction for the Town as expressed in local and state planning documents; and
- Local and international experience and best practice.

In line with the Town of Claremont Strategic Community Plan '*Claremont Ahead' 2021-2031* Vision statement, *"The Town is a progressive, respectful, sustainable local government supporting a connected, flourishing community."* The objectives of the Town of Claremont Transport, Traffic and Parking Strategy are:

- Consider the strategic direction of the Town and provide transport analysis, solutions and implementation measures enabling the Town to achieve its strategic intent.
- Achieve an integrated and effective transport system that services the needs of its residents, businesses and visitors whilst demonstrating capability to respond to dynamic growth and change opportunities.
- Provide appropriate level of transport analysis and detail to support the preparation of the Claremont *Town Centre Activity Centre Plan*.

The recommended actions found in the Action Plan (AP) of the TTPS have been designed to achieve these objectives, and support the vision. Many recommendations are explicit regarding the objectives identified above while other actions relate implicitly to these themes. Additionally, many of the actions contribute to the achievement of multiple objectives.

1.2 Methodology

The methodology used for this strategy generally aligns with the Department of Planning's *Guidelines for Preparations of Integrated Transport Plans*.

Part One "Where are we at?": Report includes outcomes of the data collection and SWOT analysis where the Strengths, Weaknesses, Threats and Opportunities were identified in the context of the existing land use and transport conditions across the Town.

The Summary Matrix from the SWOT analysis can be found in **Appendix B.**

Part Two "Where do we want to be?" focuses on stakeholder engagement to guide the vision and priorities. Relevant stakeholders within the Town were consulted to assess their strategic direction and development intentions. Project stakeholders included State Government agencies and the Town of Claremont Project Team.

The outcomes of the stakeholder engagement can be found in **Appendix C.**

Part Three "How do we get there?" includes forecasting, analysis and this strategy. The TTPS provides parking, transport and policy recommendations as part of the Action Plan (**Appendix A**).

To achieve a coherent direction and achievable outcome, the Strategy is presented as follows:

- Transport, land use and policy context (**Section 2** and **Section 3**)
- Outcomes of Stakeholder consultation (**Section 4**)
- Key drivers of change (**Section 5**)
- Existing and target mode shares (**Section 6**)
- Key focus areas (**Section 7**)

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- Parking strategy, assessment and policy (**Section 8**)
- Behaviour change and emerging technologies (**Sections 9** and **10**)
- Performance measurements (**Section 10.3**)
- Funding opportunities (**Section 12**)

1.3 Key Policy Alignment

A number of key statutory and strategic documents were consulted to inform the TTPS. At the local level, the vision and ambitions of the following strategic planning documents are referenced to understand the context of the Town and the values the Town supports. A summary of the contents is provided in **Table 1-1**.

Table 1-1 Summary of Reviewed Planning Documents

Document	Summary of Content
Claremont Ahead Strategic Community Plan 2027	It has five key goals: Leadership & Governance; People; Liveability; Environmental Sustainability; Prosperity. Many of the strategies are implicitly or explicitly supported by the TTPS, including the following: ▪ Promote and support initiatives that improve traffic flow ▪ Provide clean, usable, attractive and accessible streetscapes and public spaces ▪ Support local safety and crime prevention ▪ Take a leadership in the community in environmental sustainability ▪ Plan for the development of attractive and thriving activity nodes to support small local business ▪ Raise the profile of the Claremont Town Centre as a visitor destination
Sustainable Living Action Plan 2018-2020	Identifies five key areas of focus, including transport. Regarding transport, the Town aims to: *Support and encourage more sustainable transport options for getting in and around Claremont.*
Town of Claremont Local Planning Scheme No. 3 (LPS3)	LPS3 prescribes a minimum number of parking bays to be provided by a development. Departure from this minimum requires justification, and is at the discretion of the Town. Only minor variations to the parking provision are generally permitted without invoking cash-in-lieu provisions. The parking rates provided are the same for the whole of the municipal area. This suggests that application of these rates is likely to result in over-supply in dense Activity Centres, and under-provide in residential areas.
State Planning Policy 4.2 Activity Centres for Perth and Peel	This State policy establishes objectives and goals for ongoing development of the area, guidelines for the expected style of built form and an implementation framework for orderly improvements to infrastructure and land over time. The Town Centre is identified as an activity centre under SPP4.2 and establishes a foundation for objectives and goals for ongoing development. One of objectives is to 'maximise access to activity centres by walking, cycling and public transport which reducing private car trips.'
Perth and Peel Transport Plan (Transport @3.5 Million) 2016	This Plan recognises that influencing travel choices is an important tool in managing congestion. Obtaining travel plans is one of a number of strategies that will be employed to ensure transport infrastructure is being used efficiently. Some strategies for influencing travel choices listed within the plan are listed below: **Travel plans** – major commercial and residential developments in and around activity centres will have plans to encourage sustainable travel options and manage traffic; **Parking strategies** – through supply and demand management techniques, strategies will be introduced to dissuade parking and promote public and active travel options; and **Travel Smart and Your Move programs** – will be extended to more workplaces, schools and households to inform people about their travel choices and encourage voluntary changes in travel behaviour.

Additionally, the following documents have been considered:

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Table 1-2 Additional Documents Reviewed

Stirling Highway Local Development Plan	Connecting Claremont 2009-2014
Claremont North East Structure Plan	Loch Street Station Precinct Structure Plan
Swanbourne Local Centre Planning Study	Central Metro Perth Sub Regional Planning Strategy
Bike Plan draft as part of the Perth Bike Plan Strategy	Private school traffic and movement studies
Claremont Parking Strategy	State Planning Policy 5.4 - Road and Rail Noise
Town of Claremont Policy Manual	METRONET – Claremont Station Precinct
Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development	WESROC Transport Study for proposed Congdon Bridge replacement
Development transport studies – Bethesda Hospital North East Precinct transport work undertaken by DevelopmentWA	Transport Modelling Guidelines for Activity Centre Structure Plans

2 Context

Transport systems are crucial in creating connection and supporting opportunities for people to access all aspects of daily life, including work, education, shopping, leisure, healthcare and other services. Efficient, equitable networks support the fair and effective movement of both people and goods. Ensuring that our transport networks support this equitable and efficient mobility means combating a number of challenges, including population growth and congestion pressures. Additionally, there is a growing concern for the environmental costs caused by transport.

In the current context, private vehicles frequently offer the most convenient and attractive way to get around. This is due to historic patterns of car-centric considerations and design. As the world changes, active and sustainable options are increasingly important.

An accessible and connected Town means that people can get around however they choose with minimal barriers, and they are not dependent on a private vehicle to do so.

2.1 About the Town of Claremont



Population and Housing

10,000 people live in the Town

The population is forecast to grow to approximately **14,400** by 2036

The median age of people in the Town is **44 years**, with 23% of residents being people aged **65+**, and with 16% of residents being children aged **0 – 14**.

4,750 dwellings

Average of **2.3** people per household

The Town

1 town centre and **2** local centres

5 schools

18 parks and reserves

Western Australia's **leafiest urban council**

Transport Environment

3 train stations (Swanbourne, Claremont and Showgrounds Stations) within the Town. An additional train station (Loch Street Station) is located outside the eastern boundary.

2,650 Activity Centre car parking spaces, plus residential on-street parking throughout the Town

48km of roads

87km footpaths

Average of **1.8** vehicles per dwelling

Current Mode Share

Across the Town, the following observations have been made about how the community travels:

3% of residents cycle to work

6% of residents walk to work

16% of residents get to work using public transit, including buses and trains.

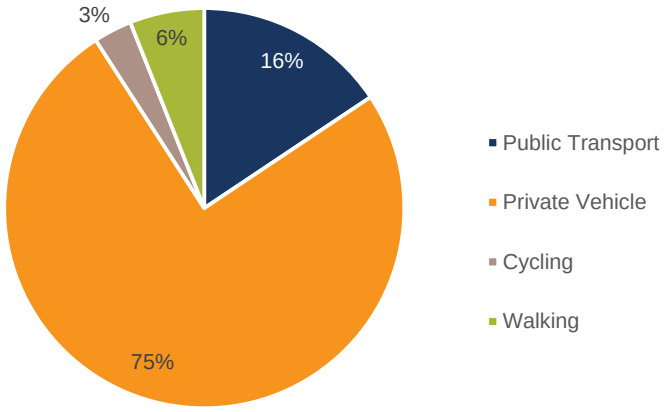
75% of residents use private vehicles to get to work, either as driver or passenger

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2.2 How Residents Move Around

As is common throughout the Perth metropolitan area, residents in the Town of Claremont overwhelmingly use a private vehicle to commute to work.

Figure 2-1 Residents' Method of Travel to Work



Source: ABS Census Data 2016

The location of employment for the residents of Claremont was analysed to determine the ease in which travel to work could be moved to non-car modes. As can be seen in **Table 2-1**, the most prevalent work destination is the Perth CBD, which suggests that a significant proportion of trips could be made by public transport, cycling, or a combination of sustainable modes.

In addition, **21%** of residents work within the Town of Claremont. These trips would therefore be under 3km in length, and are ideal for travel by active transport modes, or by public transport where routes align.

Table 2-1 Place of Work for Claremont Residents

Location	Percentage
Perth City	24%
Claremont	21%
Subiaco	10%
Nedlands	8%
Stirling	5%
Combined Suburbs <2%	32%

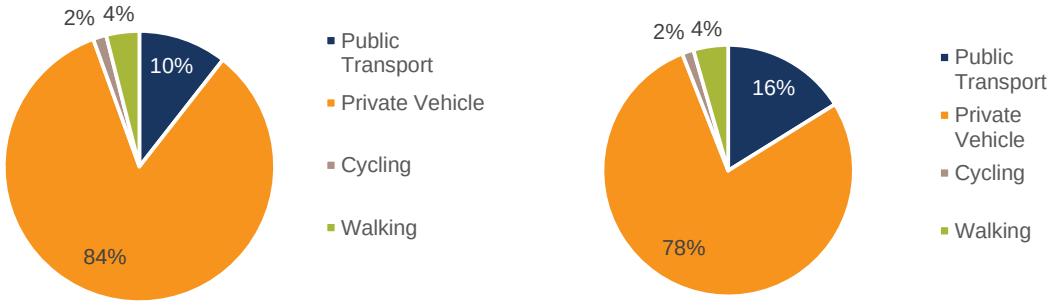
Source: ABS Census Data 2016

Across the Claremont LGA, the majority of employees use private vehicles for their commute (**Figure 2-2**). Though there are multiple train stations and high frequency bus services along Stirling Highway to provide coverage, public transport is still a less convenient, less flexible mode than driving.

This is despite the level of congestion along Stirling Highway which significantly increases travel times during peak periods.

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Figure 2-2 Mode of Travel to Work – Claremont LGA (left) and Claremont Town Centre (right)



Source: ABS Census Data 2016

2.3 What is the Town's Role in this Plan?

The Town is the key point of contact for residents, schools, community groups, and local businesses. The Town is responsible for balancing the needs of these groups and ensuring that Claremont continues to thrive as a leafy, vibrant and welcoming place.

It has authority over a series of localised infrastructure including local streets, footpaths, shared paths and cycle infrastructure, and street furniture including lighting. The Town also has the capacity to influence transport mode choice by supporting behaviour change programmes.

Visitors generate significant activity in the town centre and at destinations throughout the Town. The needs of visitors to the Town are often different from those of residents and employees. The Town has a role in supporting the visitor experience with both information and infrastructure.

The Town additionally has the capacity to govern parking, including through public parking pricing and residential parking permits, and through Local Planning Scheme requirements for development. Managing parking has been demonstrated to be one of the most effective means of promoting mode shift.

Ultimately, the Town has finite funding with which to effect change, meaning considerations of cost and identifying additional funding mechanisms should be explored where possible. There are also a number of ways in which transport choices can be influenced that do not require large amounts of funding, including amendments to the Town's Local Planning Policies and statutory instruments.

The Town has an important role in Local Planning Policies to state government bodies including Public Transport Authority (PTA), and other bodies that control movement to and through the Town.

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2.4 What Role do Others Have?

The Town does not have control over some aspects of the broader transport system, including decisions made by state government bodies such as Main Roads Western Australia (MRWA), PTA and Department of Transport (DoT). The responsibilities of these bodies are summarised below in **Table 2-2**. The Town has an important role in advocacy with these bodies.

Table 2-2 Roles of Others in the Traffic, Transport & Parking Strategy

Department	Responsibilities
MRWA	▪ Management of Primary Distributor roads across the State of Western Australia. In the Town of Claremont, this includes Stirling Highway ▪ Approval is required for traffic signals, signs and lines on all roads
PTA	▪ Train services ▪ Number and frequency of bus routes throughout the Town ▪ Ensuring that bus stops comply with the Disability Standards for Accessible Public Transport, including constructing level concrete hard-stand boarding areas and up to 3m of pathway connecting to existing footpath networks ▪ Supporting the implementation of transit-supportive infrastructure by LGAs, including roadside bus shelters ▪ Work collaboratively with MRWA and local government to introduce bus priority lanes
DoT	▪ Working collaboratively with local government to develop strategic cycling networks for the region ▪ Providing grant funding for implementation of Western Australian Bicycle Network (WABN) routes

While the Town's Local Planning Scheme can have broad influence over acceptable land uses and zoning, the Town does not directly control many elements of private land use, nor does the Town control private market-led development.

2.5 What Role does the Community Have?

To achieve effective outcomes, the community will need to understand and embrace broader strategic goals about sustainability above a desire to maintain the status quo. Each individual must make their own choices about the ways they travel, and the combination of these decisions defines the function of the transport network.

Small changes to travel choices can have big impacts on health and sustainability outcomes: not just environmental sustainability, but on the local economy and infrastructure as well. These changes include replacing short car-trips with active modes and public transit - walking 500m to the local park, taking the bus to the shopping centre, cinema, or to work, or cycling 5 minutes to meet friends for coffee.

This Strategy promotes increased safe and efficient opportunities for the community to use and enjoy active and sustainable transport modes.

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3 Activity, Land Use and Transport

This TTPS considers the patterns of growth and land use changes occurring and proposed in surrounding local government authorities as well as the broader impact of metropolitan wide strategic transport planning and major development proposals.

The nature of development across the Claremont LGA is predominantly suburban, with local commercial developments serving the nearby catchment. There are two important exceptions to this: the Claremont Town Centre and the cluster of private schools (Scotch College, MLC, Christ Church Grammar) to the west of it. These serve a regional function, with a catchment that extends well outside the Local Government Boundary.

The primary shopping complex (Claremont Quarter) provides the largest commercial footprint within the Town Centre and is framed by a walkable street and lane network with shop fronts providing quality pedestrian amenity. It includes office/business, residential, service industry, entertainment, recreation, health and welfare as a complement to the shopping and retail.

MLC and Christ Church Grammar are located immediately adjacent to each and immediately accessible from Stirling Highway. This proximity reduces the impact of school traffic on residential communities, but results in a large additional transport task for the strategic network. Scotch College, located on Shenton Road to the north of the Town Centre, has a more immediate effect on the local road network. All three schools have excellent access to rail services from either Claremont or Swanbourne Stations.

The axis running between these schools, along Stirling Road, Stirling Highway and Queenslea Drive operates as the most congested section of the network – and one of the most important for active and sustainable transport.

Recent Development Approvals for all schools have involved the preparation of the Traffic Management and Transport Plan aimed to reduce the amount of school related traffic generation in peak periods and encourage alternative mode share (train and public/private bus services) from outside the locality and pedestrian/cycle access from within the local community.



The growth in residential and employment development across the Perth Metropolitan Area, particularly in Centres along Transit and Activity Corridors, requires the creation of high person-mobility roads. The current allocation of space – dedicating the majority of the road reserve to private vehicles - is the least space efficient option from the perspective of people mobility, while simultaneously reducing the opportunities for pedestrian-scale activation. To support the future development of the Town and its surrounds, fundamental assumptions regarding the allocation of space will need to be challenged.

City-wide strategic planning tends to be about routes and connectivity, ensuring that people can link their homes, schools, employment and recreation by a variety of modes based on their needs, and with sufficient frequency and safety to ensure the viability of these mode choices.

The private car is likely to continue as the primary mode of choice for the foreseeable future, due to its flexibility and on-demand nature. The road network will need to be robust enough to accommodate background and local traffic, without adversely affecting the operation and safety of other modes.

3.1 Development Planning

Development within the Town of Claremont is expected to be concentrated within only a few Centres: Swanbourne Neighbourhood Centre, the Ashton Avenue Neighbourhood Centre, and the Claremont Town Centre. Outside of these Centres, significant infill development is unlikely (other than along Stirling Highway).

As such, this Transport and Parking Strategy focuses on the impacts and needs of these Centres. The mix of land uses within Centres influences trip generation, employment generation, hours of visit, the length of stay, and parking requirements among other issues.

The successful integration of transport modes and land uses requires different types of infrastructure to support local activity and regional mobility. This can create conflicts where a constrained road corridor must cater for a wide range of access and mobility needs.

Therefore, the Town's road corridors have been characterised using two network models: The TransPriority network hierarchy model, and the Link & Place model.

3.2 TransPriority

The Town's competing transport needs have been investigated through the 'TransPriority' framework (based on the Victorian SmartRoads model). In this methodology, the user hierarchy for each road is informed by large-scale land-use planning, within a broad framework.

The fundamental premise of TransPriority is that a road should operate under a hierarchy of use, where infrastructure is provided to support that use. In the context of these high-traffic corridors, the existing priority is for cars – with the limitation that future demand is likely to outstrip the capacity of car-based transport.

The existing TransPriority Map reflects the current infrastructure provision for each mode. This designation is ***relative*** to the general standard provided across the Town and does not presume that the infrastructure is ***sufficient*** to support that mode.

- **Private Vehicles**: have been included in the Existing TransPriority Map where Main Roads WA's *Functional Hierarchy* classification is Local Distributor or higher, and where road function is not otherwise limited.
- **Freight**: has been included in the Existing TransPriority Map for any road with Tandem RAV Classification 1 or higher.
- **Bicycles:** routes have been included in the Existing TransPriority Map when a marked cycle lane, high-quality shared path or other strategic cycling infrastructure is present.

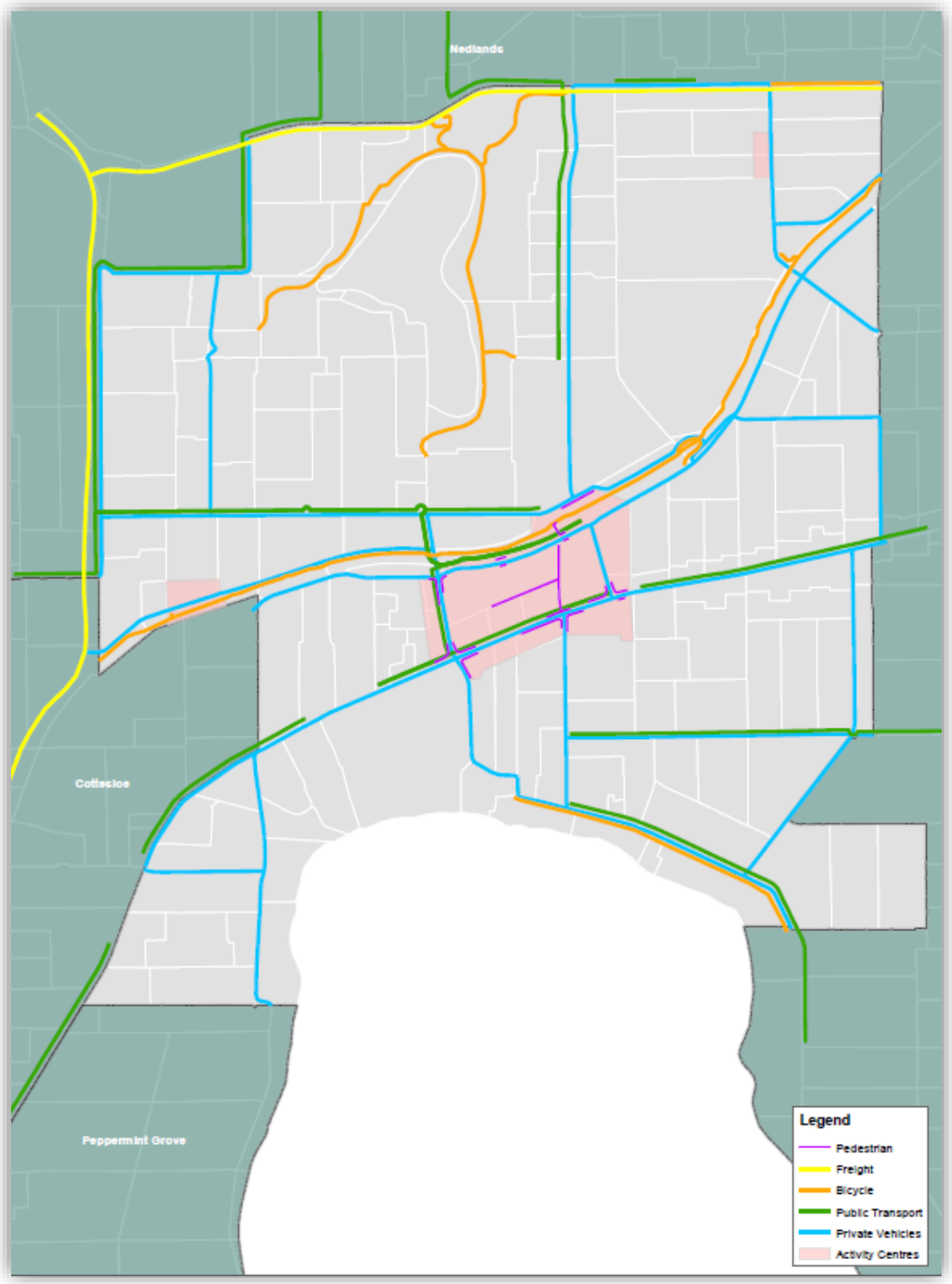
  At any point where bicycles have to merge with vehicle traffic outside of a 30km/hr environment, bicycle priority within the Existing TransPriority Map has been removed.
- **Pedestrians:** have been included in the Existing TransPriority Map only within Activity Centres where pedestrians are provided with wide paths and safe crossing opportunities, consisting of (at a minimum) central medians islands to allow crossing of one lane at a time or signalised crossings. Pedestrian priority measures outside of Centres may be present, but have not been included in this mapping.
- **Public Transport**: priority is shown in the Existing TransPriority Map along strategic Transperth routes. Where bus stops are located within embayments along high traffic corridors, these sections of the route have been removed. Embayments reflect prioritisation of private vehicles over bus transport - as they are intended to facilitated uninterrupted vehicle movement. This is frequently the case along Stirling Highway.

  Note that while the train line is an important transport route to and through the Town, it operates within a dedicated corridor that lies outside the road network, and has not been shown in this mapping.

A future hierarchy must therefore preference mobility for people, not cars, through greatly improved public transport infrastructure. Cycling infrastructure also provides a high capacity option, particularly in peak periods.

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Figure 3-1 Existing TransPriority



A general example of a TransPriority hierarchy for streets in the Town might look something like this:

Stirling Highway	Bay View Terrace (Town Centre)
Peak	Peak
Priority is afforded the below in order of consideration:	
Private vehicles	Pedestrians
Freight (as of right)	Parking
Public transit	Cyclists
Pedestrians	Private vehicles
Cyclists	Service/delivery
There is no priority given for the following:	
Parking	Public transit

3.3 Link and Place

Streets play multiple roles, with roads and streets in the Town having a range of functions for both activity and for movement. Activity is a direct result of land use, with the type and intensity of activity defined by the land use choices within the Precinct or Corridor, and contributing sense of place for particular areas.

In the Link and Place framework, a typology is developed which categorises all streets in the network according to their specific combined place and movement function. The combination of place type and movement scale is expressed in the matrix below (**Figure 3-2**).

Different streets in the Town are intended to support different intensities of activity. Activity may include shopping, dining, lingering, recreating. Activity is linked to the place function of a street, with areas having a high intensity of activity typically being defined as having high place functions in the Link and Place framework.

The Link and Place framework seeks to consider the appropriate forms of transport infrastructure required to support these different typologies.

Figure 3-2 Link and Place Matrix



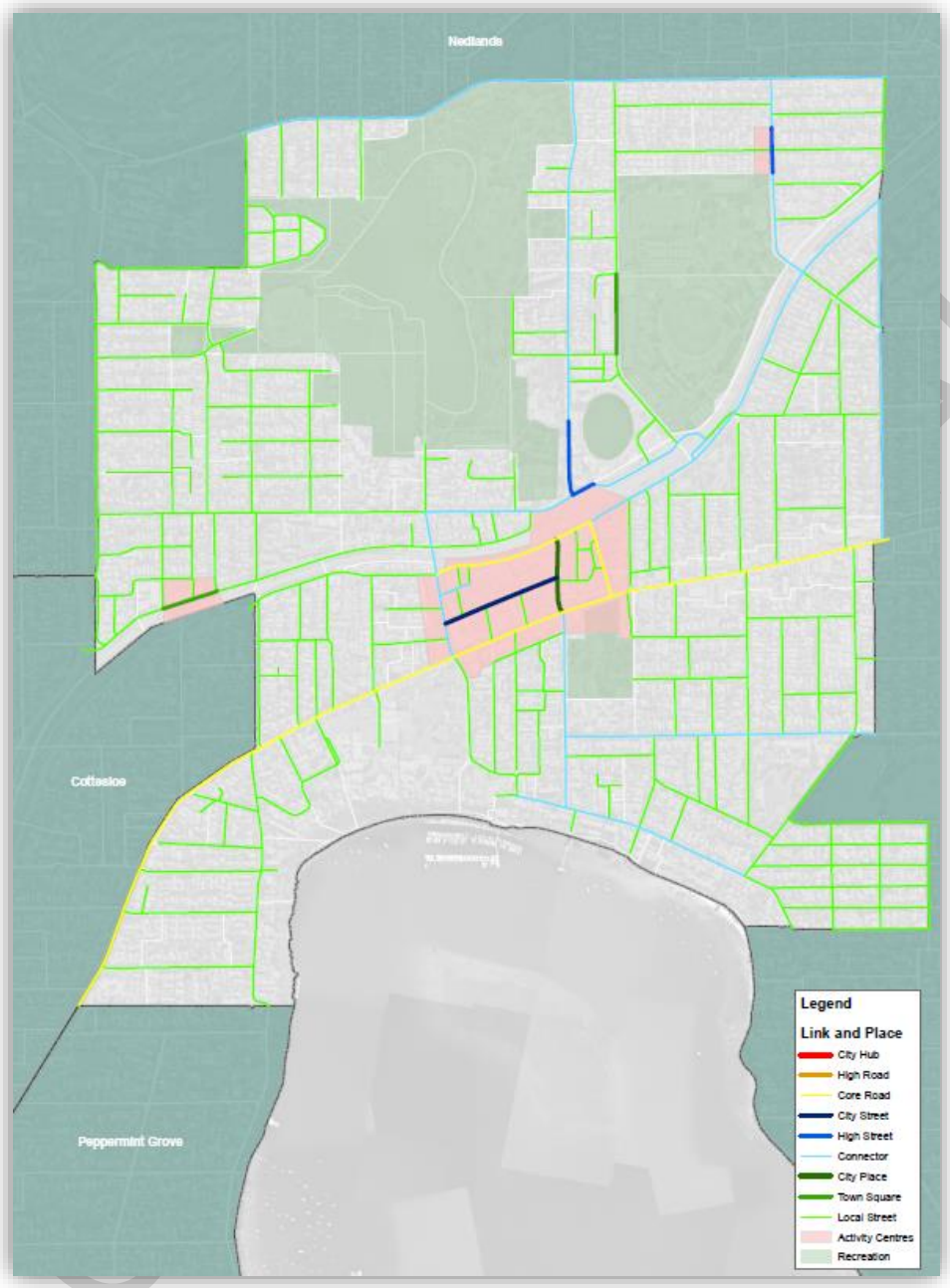
Where activity levels are high (i.e. road has a greater 'place' function), infrastructure is designed to improve pedestrian amenity, street trees, furniture, alfresco dining opportunities, on-street parking etc. The street therefore acts as an extension of the land use. This is typical in town centres, and exemplified by the shared nature of Bay View Terrace.

Conversely, a road that serves primarily to provide mobility would be built to ensure efficient travel for appropriate modes. This might involve bus lanes, access control, bike lanes etc. all of which focus on the movement of people through an area. This is typical of arterial roads ***between*** Activity Centres, including Gugeri Street.

There are many locations which function as activity corridors as well as mobility corridors. Careful consideration is required to ensure that the transport infrastructure is consistent with the desired environment. This may involve construction of high-capacity but slow-speed traffic lanes, well-defined pedestrian crossing points, and deep footpaths/verges to create pedestrian amenity and shade (where street trees are present).

This environment is typical of arterial roads ***through*** activity centres such as Stirling Highway.

Figure 3-3 Link and Place



In each of these instances, it is primarily the land use that defines the requirements for infrastructure. However, this method also allows us to interrogate land use planning; identifying changes that might be required to ensure the corridor performs its necessary function (e.g. relocating highly active land uses away from a traffic-focused mobility corridor).

The resulting Link & Place Map (**Figure 3-3**) represents an understanding of the existing integrated land use/transport system. It is noted that the function described ***may not be desirable*** and may not reflect the future for the corridor or precinct.

3.4 Areas of Conflict

Of particular interest are those streets which perform a significant mobility function, while also being adjacent to high-activity land uses.

These streets include segments of significant north-south and east-west corridors through town centre environments, where high-activity land uses compete with high-volume traffic demands.

Much of the decision-making for transport infrastructure within the Town will be determined by the interplay between transport mobility and activity in these areas of conflict.

The **Claremont Town Centre** is the most critical example of areas with opportunity for conflict. This includes Stirling Highway, Gugeri Street, Stirling Road, Leura Avenue and minor streets within the Centre.

3.5 Parking

Parking is an essential component of both the transport and land use system, and is unique in that behaviour can be influenced directly at the planning and policy stage rather than solely through infrastructure provision.

A location's parking requirements are related to a wide range of characteristics including density, land use and mixture, proximity to alternative transport options and location within the broader land use fabric.

- **Land use** defines the requirement for car parking quantum and location: short stay and on-street parking close to retail precincts, long-stay commuter parking on the periphery of the centres near to employment centres and along regional access routes.
- **Development density and land use mix** determines the viability of internal trips, which are much more likely to occur by active modes – generating activity without the need for parking infrastructure.
- **Accessible, high-frequency public transport** presents an alternative to residents living further afield. Providing viable opportunities to forgo driving to work results in a lower vehicle ownership, which translates into an overall change in travel behaviour.

For this reason, the TTPS considers parking requirements to be different within the Claremont Town Centre than in other development precincts, due to the intensity and mix of land uses, as well as the opportunities for internal trip capture and alternative transport.

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4 Stakeholder Consultation

To prepare this Strategy, the Town undertook extensive engagement with the community and various stakeholder groups.

Initial consultation for the development of the TTPS occurred in early 2019. A snapshot of the Town was produced as a reference for community and government stakeholder groups. This snapshot detailed the strengths, weaknesses, opportunities and threats for the Town's transport networks. Comments in response to this document were received both online and during workshops.

Feedback received covered a range of issues and transport modes at a variety of levels, spanning from high-level, regional or district concerns, to fine-grain concerns regarding specific street segments and developments. Stakeholders were primarily contacted by phone and email in the first instance, with in-person meetings arranged where possible.

Table 4-1 Stakeholder List

Stakeholder List
Stakeholder representatives, including:
▪ Main Roads Western Australia (MRWA)
▪ Department of Transport (DOT)
▪ Department of Planning, Lands and Heritage (DPLH)
▪ Public Transport Authority (PTA)
▪ Royal Agricultural Society of WA
▪ Hawaiian Property
▪ Key landowners within the town centre
The following stakeholders provided comment via email or telephone:
▪ Department of Transport
▪ City of Nedlands
▪ Town of Cottesloe
▪ Shire of Peppermint Grove
▪ Bethesda Hospital
▪ St Quentin's Apartments
Additional stakeholders were approached for comment, including:
▪ Scotch College
▪ Methodist Ladies College
▪ Christ Church Grammar School
▪ Claremont Football Club

Stirling Highway was seen as a challenge and an opportunity by government and community stakeholders. The constrained road space was felt to be at capacity and the density uplift was a concern in this regard. Neighbouring LGAs acknowledged it is an on-going cross boundary issue.

The Town of Claremont raised concerns about a range of transport-related issues, including:

> The operation of **critical intersections** and the impact of limited capacity on congestion and delays.

> Timing of future **road widening** along Stirling Highway, and potential **alternative routes** for destination traffic to the Town Centre.

> The need for **parking management of on and off-street parking** with parking systems to assist drivers in finding bays in the Town Centre, and **parking provision** requirements for peripheral Centres.

- **Slower speeds** on residential streets near the Town Centre and a **pedestrian focus** on streets such as St Quentin Avenue was mentioned for the benefit of families, the aging community and to address congestion.

This feedback from the community and stakeholders has been used to define the key drivers of change which necessitate and contextualise the TTPS.

5 Key Drivers of Change

5.1 Congestion

Community and stakeholder engagement revealed a vision for the Town's future transport network and infrastructure that responds to the challenge of promoting mode shift away from private vehicles towards public transport and active modes of transportation. These are ways to address network congestion pressures while promoting health and safety for all users. It is well known that increasing road capacity does not eliminate vehicle congestion with evidence showing it increases the number of cars on the road (generated demand). The most effective way to reduce vehicle congestion is to manage travel demand by encouraging people to change how and when they travel. This is consistent with the proposed form and function of the Stirling Highway corridor, which has been reduced from a future 6-lane road to a 4-lane divided carriageway, with an additional emphasis on pedestrian crossings and localised bus priority at key locations.

Increased residential development within the Town Centre will drive change to sustainably manage and plan the road network to reduce congestion. The approach of the TTPS is to support the mobility of all users without the need to rely on private vehicles. Reducing congestion pressures requires network and infrastructure changes to induce a mode shift away from private vehicle; such as those proposed for the redeveloped Stirling Highway corridor.

Residential streets are places in their own right, while also provide active connection to key community destinations. Support pedestrian amenity along these routes through additional street trees, lighting and street furniture emphasises the role of neighbourhood streets as enjoyable places for people. There is a strong call from the community to reduce the traffic impacts on local streets. These streets are mostly two lane and low speed environments but also circulate traffic around the core Town Centre and at peak times, traffic on these roads is substantially 'clogged.'

Claremont Town Centre supports the liveability, amenity and economic success of the community. By improving pedestrian infrastructure, reinforcing priority for active and sustainable modes and building attractive streetscapes, people are better able to enjoy these places.

5.2 Parking

Vehicular traffic to and from the Claremont Town Centre predominantly uses Stirling Highway and various collector roads and local streets. Commercial and business activity associated with the Town Centre exists on the south side of Stirling Highway, although the Highway forms a barrier to safe and accessible pedestrian movements. Parking remains a concern and the need to manage on and off-street parking efficiently is vital to a successful Town Centre that draws visitors and businesses to the area.

There are opportunities to support effective public parking by using land assets owned by the Town within and at the periphery of the Town Centre. Construction of public parking stations can be supported through the application of cash-in-lieu funds administered under the LPS.

5.3 Population Growth

By 2031 the Town's population is forecast to reach 13,500 residents (14,600 by 2041). Population growth will increase travel demand within the Town and the wider Perth Metropolitan Area. This growth is anticipated to be focused on a few locations, particularly in the Town Centre and the Ashton Avenue Precinct and along Stirling Highway.

This intensification of residential development has many advantages in supporting the local commercial development and the use of public transport, but inevitably results in an increasing need for transport of all types.

Managing additional travel demand associated with land use change and population growth will be a challenge for the Town.

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5.4 Infrastructure Projects

The Town's transport environment is changing with significant projects such as the Claremont Station Project. This is an opportunity to re-vitalise the connection between the station and the Town Centre, encourage public transport usage and improve the Town's pedestrian and cycle networks.

Large investments in active and public transport infrastructure can encourage the community to make significantly fewer trips by car, alleviating pressure on the local road network.

Intensification of Activity Centres creates an environment where development can help fund public parking facilities, streetscapes and transport improvements, through a robust cash-in-lieu scheme.

In the long term, upgrade works along Stirling Highway can be used to prioritise bus transport and present a better environment for safe and attractive walking and cycling along this key transport corridor and promote improved pedestrian safety in the Highway crossings.

6 Mode Share Targets

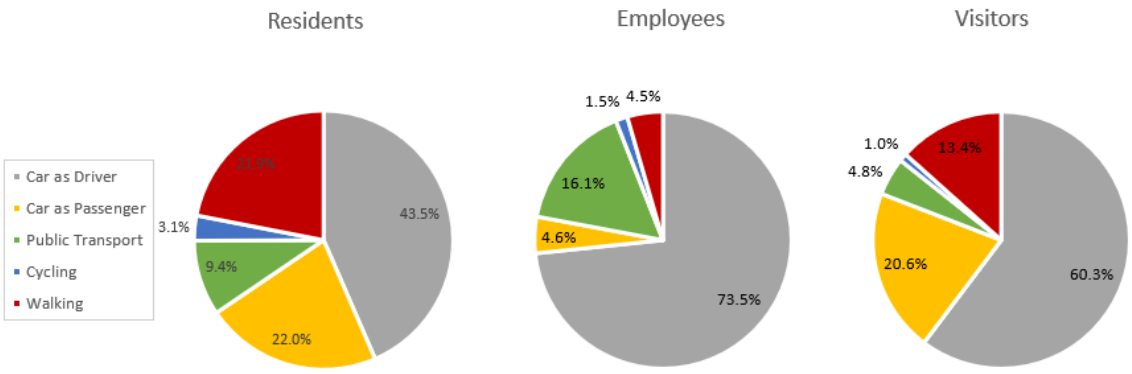
The State Government's *Perth and Peel@3.5million* and the *Central Sub-Regional Planning Framework* identify extensive growth in development and population across the Town of Claremont and throughout the entire region.

This growth will generate additional transport demand that must be assigned to a movement network already approaching capacity. However, there is insufficient remaining road capacity to accommodate the transport needs of the community and regional growth requirements if travel remains in its current form. The current focus on moving cars and trucks in traffic lanes will ultimately result in debilitating congestion if left unchecked.

6.1 How Targets are Set

Mode share data indicates that the private vehicle remains the predominant means of employees accessing Claremont as well as residents accessing their work places. This comprises of residents at **44%** and employees at **74%**. Comparatively, public transport comprises only **9%** for residents and **16%** for employees.

Figure 6-1 Existing Mode Shares – Town of Claremont



Source: ABS Census Data 2016

Data used to develop these pictures of existing town centre mode share and future mode share targets include existing land uses, Master Plan projections, parking surveys, and road capacity information

A number of indicators were used to identify future mode share targets for residents and staff of the Town. These were based on sustainable outcomes and are related to parking, road network capacity, cycling end-of-trip facilities and public transport needs.

To fulfil the requirements of the future mobility task, mode shift is necessary from driving to more 'space efficient' modes: public transport, walking and cycling. Changes will need to be made by residents, employees and visitors and supported through the provision of alternative transport, densification of mixed-use centres and appropriate management of parking.

The Town's local centres and town centre are the places most capable of accommodating these changes, and so a future mode share target has been proposed particularly for the Claremont Town Centre. This mode share is considered to be both feasible and sustainable, taking advantage of parking supply constraints and regional alternative transport provision (improved public transport and high-quality cycling infrastructure) to achieve the Town's objectives.

It is understood that the road network within Claremont has a limited capacity, and that a combination of regional and local development will inevitably increase the traffic within this system. This Strategy has developed specific private vehicle mode share targets that acknowledge the limitations of the road network. These targets consider the capacity limits for peak-hour trips which have been determined through traffic modelling, the mixture and density of development, availability of alternative transport and the surrounding land use context.

Where required, improvements to transport provision have been recommended to support changing behaviour. It is understood that Centres will need to be supported through sustainable transport improvements to ensure sufficient access is provided to achieve their development potential.

6.2 What are the Aspirations of the Plan

Strategic level analysis indicates that future land use and transport changes will result in a general trend moving away from the car. The most significant impact will come from a mode share change from private vehicles to public transport for employees, and by encouraging more local visitors to walk to their destinations. There are also substantial benefits that can be gained as electric bicycles and scooters become more prevalent. These devices provide a viable alternative to both public transport and private vehicle options over a short to moderate distance (<10km)

To mediate the congestion on the road network, it's necessary to reduce the role of the private vehicle in fulfilling the mobility task. This can be done by promoting and investing in sustainable transport modes, in addition to disincentives to private vehicle use. These 'pull' and 'push' factors combine to help achieve the ultimate goal of a more efficient and sustainable transport outcome, as well as improving the Town's amenity and value. The link between infrastructure provision and mode share targets should be consistent and transparent, and should clearly flow into policies that inform the nature of development.

The following mode share targets have been set according to detailed modelling of land use, parking and trip generation, but fundamentally based around a simple concept:

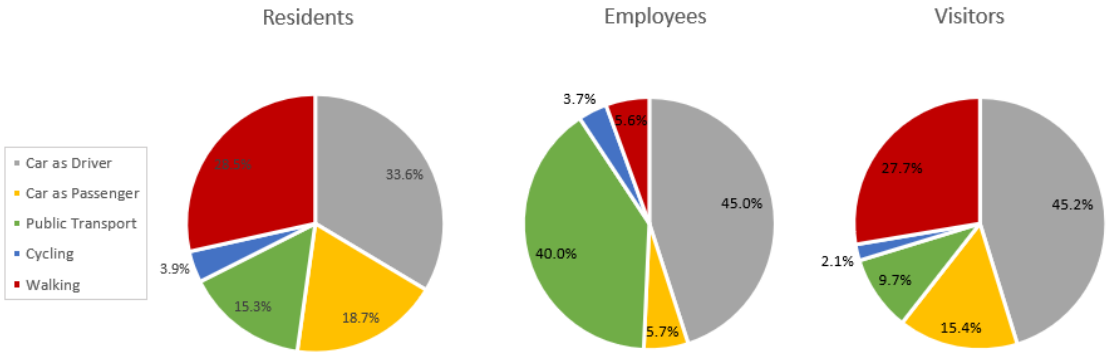
1. Network capacity is limited
2. Employee and visitor car trips can be influenced by parking supply and pricing mechanisms
3. Resident car trips will be restrained by peak period delays
4. Mode shift is only feasible if alternative transport is available.

Therefore, the targets set for employees and visitors reflect ***no net increase in driving trips***, leveraging the increased internal trip capture that results from residential and employee density, as well as considerable mode shift for external trips. This will be supported through the use of attractive cash-in-lieu provisions which allow reallocation of resources to more efficient centrally-managed public parking, and upgrades to infrastructure that promotes sustainable travel.

While parking restrictions are not proposed for residential development, it is likely that the continued congestion along the Stirling Highway corridor, as well as the increased density of development in the Town Centre, will resolve into lower rates of residential parking provision and very low peak period trip generation.

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Figure 6-2 Future Mode Share Targets – Claremont Town Centre



As it grows through to the 2031 and 2041 horizons, the Town of Claremont has the potential to become an even more accessible destination; improving environmental, health and economic outcomes for everyone.

7 Key Focus Areas

7.1 Pedestrian Infrastructure

Pedestrian travel is much more localised than other transport modes, but vital for the function of land use and transport systems. Outside of town centres, high quality pedestrian facilities support residential travel to shopping and schools, connection to public transport facilities and recreation. An attractive and safe pedestrian realm results in improved health and social outcomes for residents. Attractive pedestrian environments also improve economic outcomes, attracting more residents and businesses to the area.

Pedestrian activity and connectivity are critical factors in the effectiveness and vitality of activity centres and corridors. For this reason, the pedestrian environment must be carefully considered, particularly along primary pedestrian routes. This includes construction of high-quality paths, shade trees and street furniture to provide amenity. By allocating suitable resources to the pedestrian environment, the use of pedestrian modes will grow, reducing the demand for other modes as well as the requirement for parking.

Parts of the Town Centre have well-developed pedestrian priority, such as Bay View Terrace. This is seen by a slow posted speed limit, traffic calming features including street parking, street furniture and tree plantings.

7.1.1 Community Scorecard

In general, the Community Scorecard performance index provides a reasonable indication of performance. The performance index for the Town with respect to footpaths and cycleways is below industry standard.

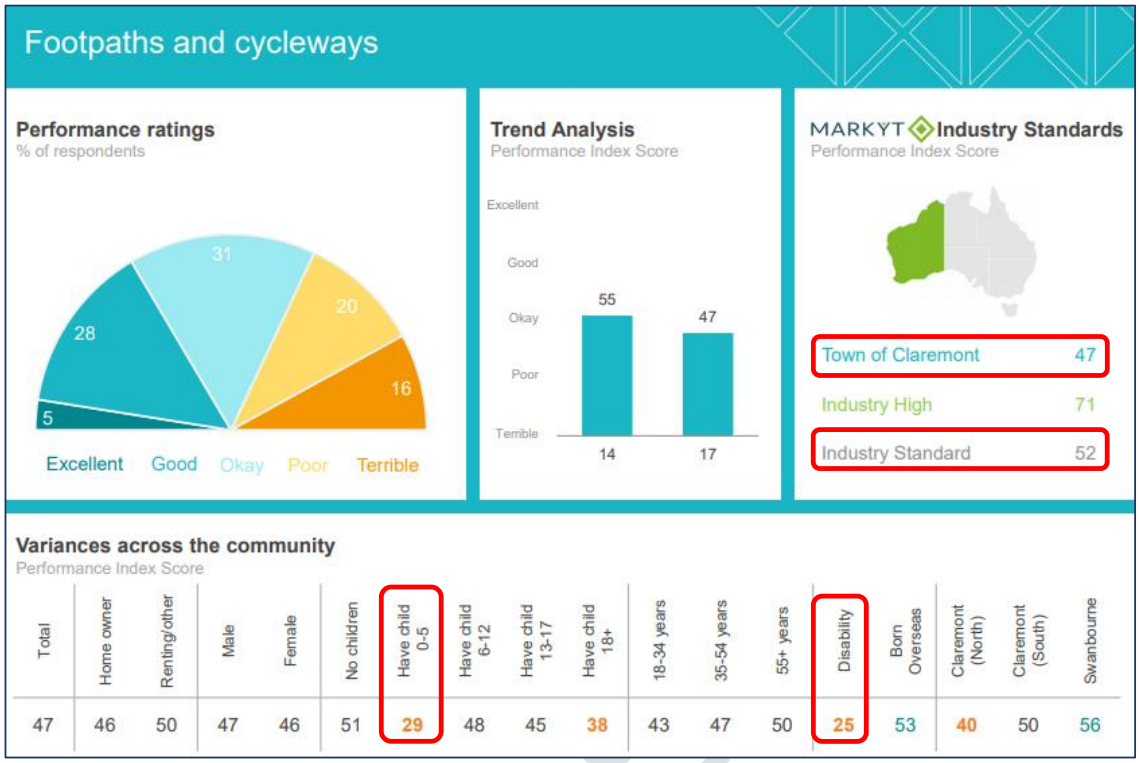
The variance reported in the Community Scorecard for category ‘Footpaths and cycleways’ indicates that people with disabilities, and those with children under 5 (and thus more likely to use prams) are most dissatisfied with the footpath and cycleway conditions (**Figure 7-1**). In general, mobility devices and prams in particular are affected more by path maintenance, location and density of crossing points including mid-block crossing opportunities, as well as higher vulnerability in shared spaces.

Though there is a comprehensive pedestrian network, the quality is of concern to the community. This is being addressed through a targeted upgrade program to replace the old 1.2m wide slabs to 1.5-2.5m wide concrete (3.0m in the Town Centre) paths.

Areas of key pedestrian needs have been identified for the existing network, consisting of:

- within Activity Centres and from peripheral parking to employment destinations;
- along and across Activity Corridors;
- along and across Transit Corridors, and along adjoining minor streets within a 200m walking distance;
- within a 400m walking catchment of schools, shopping precincts and recreation venues, oriented towards the destination; and
- within 400m of a train station or high-priority transit, oriented towards the node.

Figure 7-1 Community Perceptions on Footpath and Cycling Infrastructure



Source: Markyt Community Scorecard

7.1.2 Pedestrian Level of Service

Pedestrian Level of Service (LoS) is a useful measure of the distance pedestrians are willing to walk depending on the type of activity (shopping, commuting, recreation) and the quality of the built environment.

The table below is the serviceability matrix outlining the distance and relevant LoS associated with different types of pedestrian journey. It shows that the greater the environmental control along the path (e.g. shade) the further pedestrians are willing to walk to get to their destination.

This has consequences for all transport modes, because every person starts and ends their journey as a pedestrian. The quality of the pedestrian experience therefore effects mode choice in a huge number of ways, from how far people are willing to park from their destination to whether they will catch public transport.

Different people might be willing to accept lower LoS infrastructure (commuters are willing to walk further than retail customers).

	Distance Pedestrians are Happy to Walk			
Conditions	LoS A	LoS B	LoS C	LoS D
Climate controlled (inc. tree canopy)	400m	800m	1200m	1600m
Covered walkway (e.g. awnings)	250m	400m	500m	750m
Unprotected path	150m	300m	400m	500m
Through car park	100m	200m	300m	400m

Source: Adapted from Smith and Butcher, 1994

For an example; a visitor to the Town might be happy to walk 400m from the Station along a comfortable tree-lined street, but that distance might drop to 100m through a hot, exposed car park.

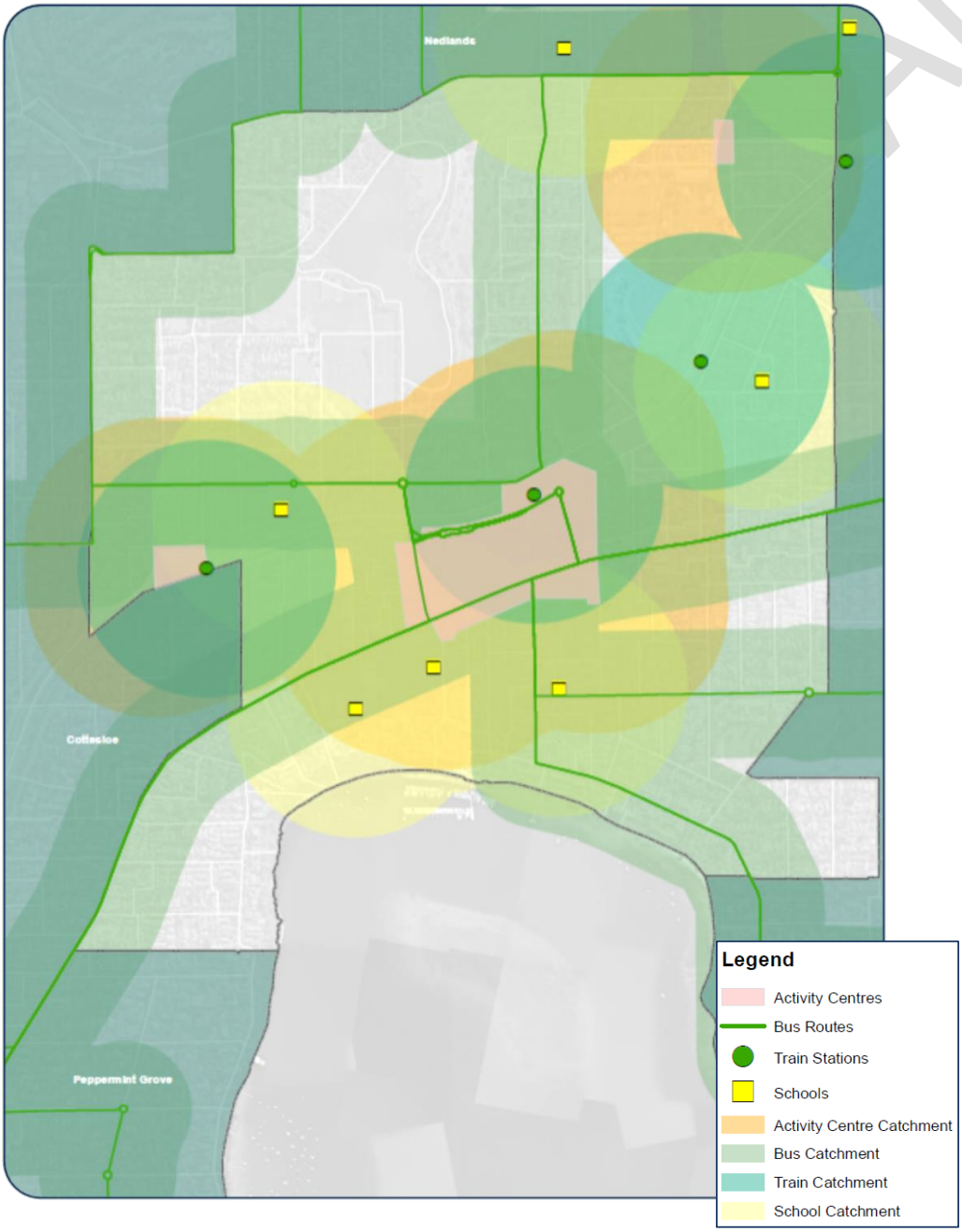
Routes along pedestrian desire lines should correspond with the highest Level of Service possible, particularly with respect to crossing opportunities.

Figure 7-2 shows a nominal pedestrian catchment around schools, train stations, activity centres and bus routes using simple distance metrics (400m to most destinations, 200m to bus routes). Note that some people may not be willing to walk 400m, but others would walk far further – the map below attempts to show areas where pedestrian priority infrastructure would be most needed.

Within the Town Centre pedestrian priority should be extended, including along side streets and lanes. This may include reduced traffic speeds (both design speeds and posted speeds). As development on Stirling Highway moves away from the 'Highway retail' design model there is an opportunity to create active, attractive street-frontages which include features enhancing pedestrian amenity, such as awnings to provide additional shade.

In residential areas, where footpaths have not been constructed, additional street trees can be used as traffic calming devices to ensure slow vehicle speeds and safe on-road walking environments.

Figure 7-2 Pedestrian Catchment Map



7.1.3 Pedestrian Opportunities

There are a number of opportunities to improve the pedestrian environment across the Town. However, these improvements tend to be fine-grained; intimately related to the local activities and adjacent land uses. As such, prioritising particular upgrades requires a holistic understanding of the network.

For this reason, a Pedestrian Plan is recommended, extending the work completed within individual Activity Centres to define a comprehensive pedestrian network across the Town, and clearly expressing priorities for investment related to the quality of existing infrastructure, usage profile, demographics etc.

Some specific recommendations related to pedestrian infrastructure are given below, for consideration:

- Within the Town Centre there is an opportunity to extend pedestrian priority, including along side streets and lanes. This may include reduced traffic speeds (both design speeds and posted speeds). The interventions along Bay View Terrace shows how effective such works can be.
- Providing additional priority at crossings could enhance pedestrian access to Claremont Station. This may include modifying the existing Gugeri Street crossing to incorporate pedestrian detection, which would allow the signal to trigger when it senses a pedestrian waiting at the crossing, or to cancel the 'walk' signal if a pedestrian has already crossed.

Figure 7-3 Pedestrian Crossing to Claremont Station



Source: Google StreetView

- The development of the bus interchange on Gugeri Street provides an opportunity to activate the northern side of the Claremont Quarter shopping centre, creating a better pedestrian environment connecting through to Bay View Terrace.
- As development on Stirling Highway moves away from the 'Highway retail' design model there is an opportunity to create active, attractive street-frontages which include features enhancing pedestrian amenity, such as awnings to provide additional shade.
- In residential areas where footpaths have not been constructed, additional street trees could be used as traffic calming devices to ensure slow vehicle speeds and safe on-road walking environments.

Recommendations

Consider Pedestrian Level of Service in all transport and planning decisions

Extend pedestrian priority within Claremont Town Centre with reduced traffic speeds and additional crossing opportunities

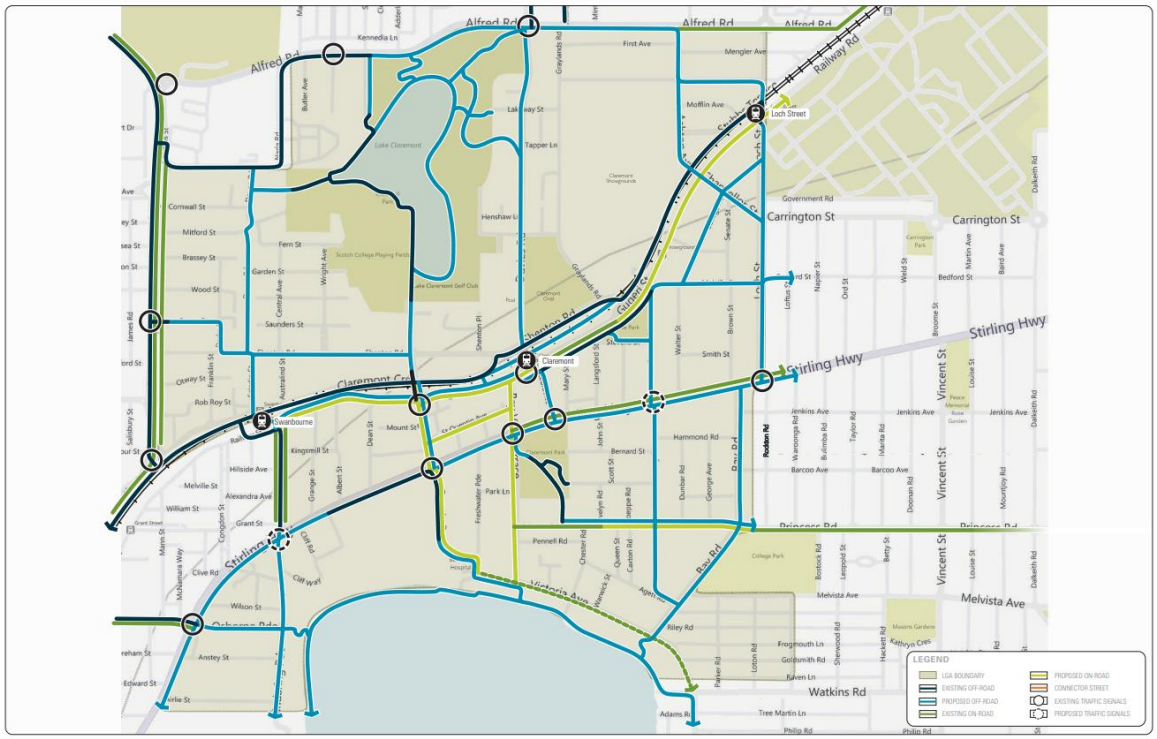
Update Local Planning Policies or Council Policies to support walking environments. For example, LV125 – Footpaths, to include continuous footpath requirements to support safe systems indicating pedestrians have priority

Develop a Pedestrian Plan to progress infrastructure improvements towards a compressive, high-quality, safe pedestrian path network.

7.2 Cycling Infrastructure

The Town of Claremont's most recent strategic cycling document was produced in 2011, superseding a 2004 document that was never formally adopted by Council. The 2011 draft Plan reviewed the extent and sufficiency of bicycle infrastructure and recommended changes based on establishing a cycling network which improved safety, and linked communities and facilities for all types of cyclists (see **Figure 7-4**).

Figure 7-4 Proposed Cycling Network

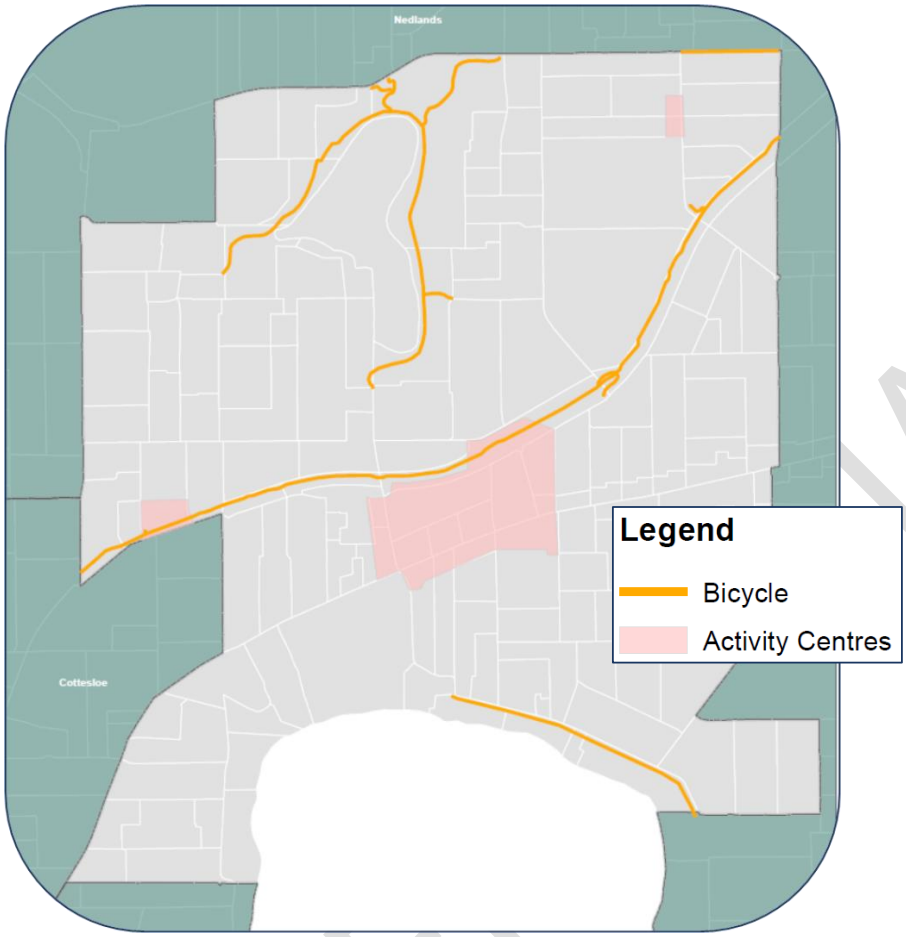


Source: Claremont Bike Plan 2011

Figure 7-5 shows the status of cycling priority routes as defined by the Existing TransPriority Map. These routes consider high-quality shared paths and significant on-road segregated bike lanes. This assessment identifies substantial gaps in the developed provision of infrastructure for cyclists throughout the Town.

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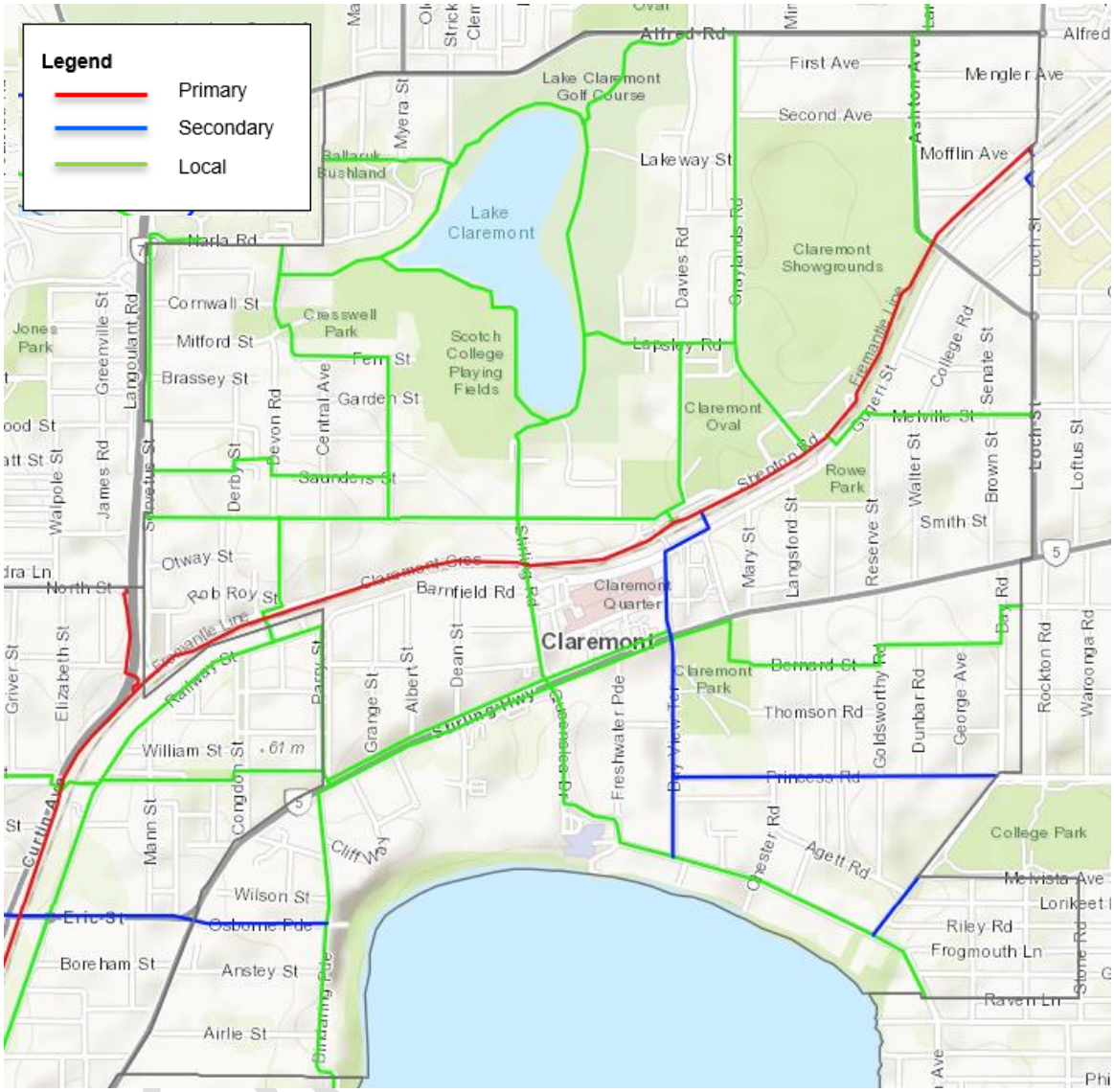
Figure 7-5 Existing Bicycle Priority



In 2021, the Department of Transport released the Long-Term Cycling Network (LTCN), developed in collaboration with 33 local governments. The intent of the LTCN network is to ensure that State and local governments are working towards one continuous cycling network, reducing the strategic burden on local bike plans. The Town's Bike Plan should be reviewed to align works with the identified strategic priorities described in **Figure 7-6**.

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Figure 7-6 Long Term Cycling Network



Source: DoT Long-Term Cycling Network

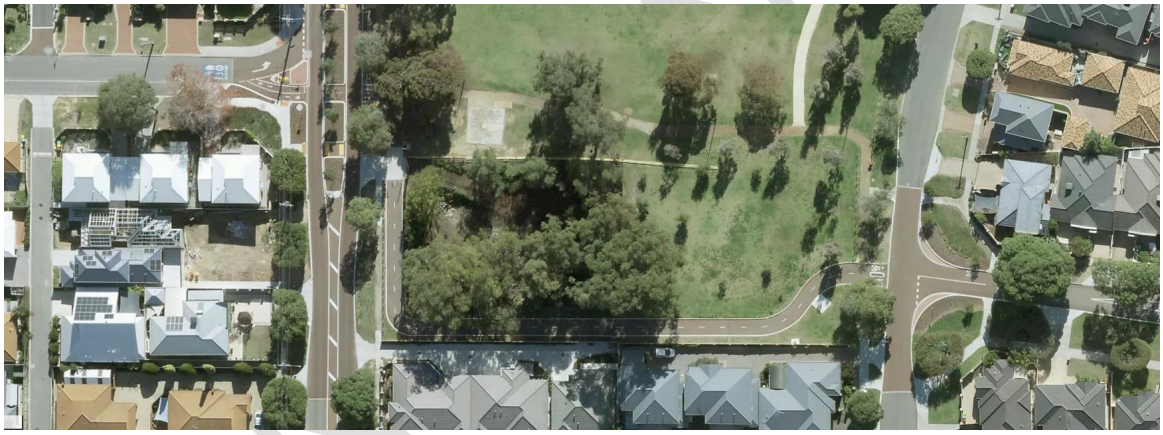
The Principal Shared path functions as a high-quality strategic link between the Perth CBD and Fremantle, but there are no solid links between this path and the Swan River. The designation of Stirling Highway as a Local Route must be recognised as an aspirational plan, requiring extensive upgrades to transform this corridor into a safe and attractive route.

A revision of the Bike Plan should consider the function of the network, and the opportunities for improving cycling mode share. Some specific considerations are provided below:

- Creation of new strategic links to the PSP and other key activity and local centres. This includes external cycling connections outside of the Claremont LGA. The LTCN will provide additional opportunities for local connections, and there may be significant scope to increase the number of commuter cyclists with the development of safe and attractive last mile connections.
- Cycling-specific wayfinding information and signage may be developed to promote cycling access, including distance/journey time information, and graphical representation.
- Expansion of DoT's Safe Active Streets program to support safe cycling on residential streets throughout the Town as part of regular street works or specific road upgrade programs.

- As infrastructure improves so will the viability of public bike (or e-bike) hire schemes. This opportunity may be realised only in partnership with a private firm, but can be supported through allocation of public space and other supportive policies. In particular, there is a long-term opportunity for electric bikes (e-bikes) and scooters to replace private motor vehicle transport. Charging stations for e-bikes may be considered in this context.
- Given the upgrade of rail frequency associated with the Perth Airport rail return link will encourage development of hotel accommodation within the Town Centre, co-location of e-bike facilities for bike hire should be encouraged.
- The Claremont Station Project will upgrade connections through and around the station, improving cycling connectivity in the Town Centre. This includes the recent construction of the Underpass to provide connection to the Principal Shared Path, and DDA compliant access to the Station platform.
- Crossing facilities along the bike network should be audited, focusing on high-traffic crossings. In these locations the upgrade requirements may ultimately reduce traffic capacity (i.e. due to the introduction of a pelican crossing, kerb extensions etc. This impact should be considered in the context of the total movement capacity for the network, the improvements in safety, and the environmental, social, economic and health impacts of active transport.
- Passive wayfinding through design is also a valuable tool to define the high-quality network. This is particularly important where cyclists must be directed to a particular safe crossing point or destination. A good example of this is shown below, **Figure 7-7**, where a relatively complex series of turns is greatly simplified through the use of differential paving in support of signage and linemarking.

Figure 7-7 Example of passive wayfinding – Moorland Safe Active Street, Stirling



Source: Metromaps

There is an opportunity to encouraging cycling through additional behaviour change programs and initiatives. In particular, the DoT Travel Smart initiatives are effective in educating residents about their travel options.

In terms of planning, requiring Travel Plans for developments could allow for larger developments to develop specific and targeted active and sustainable transport solutions including promoting cycling.

Recommendation

Review the Town's Bike Plan to implement the Long-Term Cycling Network's identified strategic priorities with consideration of: appropriate network links to destinations, wayfinding implementation, infrastructure consistent with the current standard, focus on improving network crossings (intersections and safe mid-block), extend existing infrastructure to fill network gaps, ensure connection with transit nodes

Ensure policies support e-bike, standard bike, scooter etc. hire schemes to enhance micro mobility

Require Travel Plans for developments to allow for larger developments to develop specific and targeted active and sustainable transport solutions including promoting cycling

Continue the implementation of the Safe Active Street between UWA and Claremont

Engage with DoT's Your Move team to develop behavior change programs and initiatives

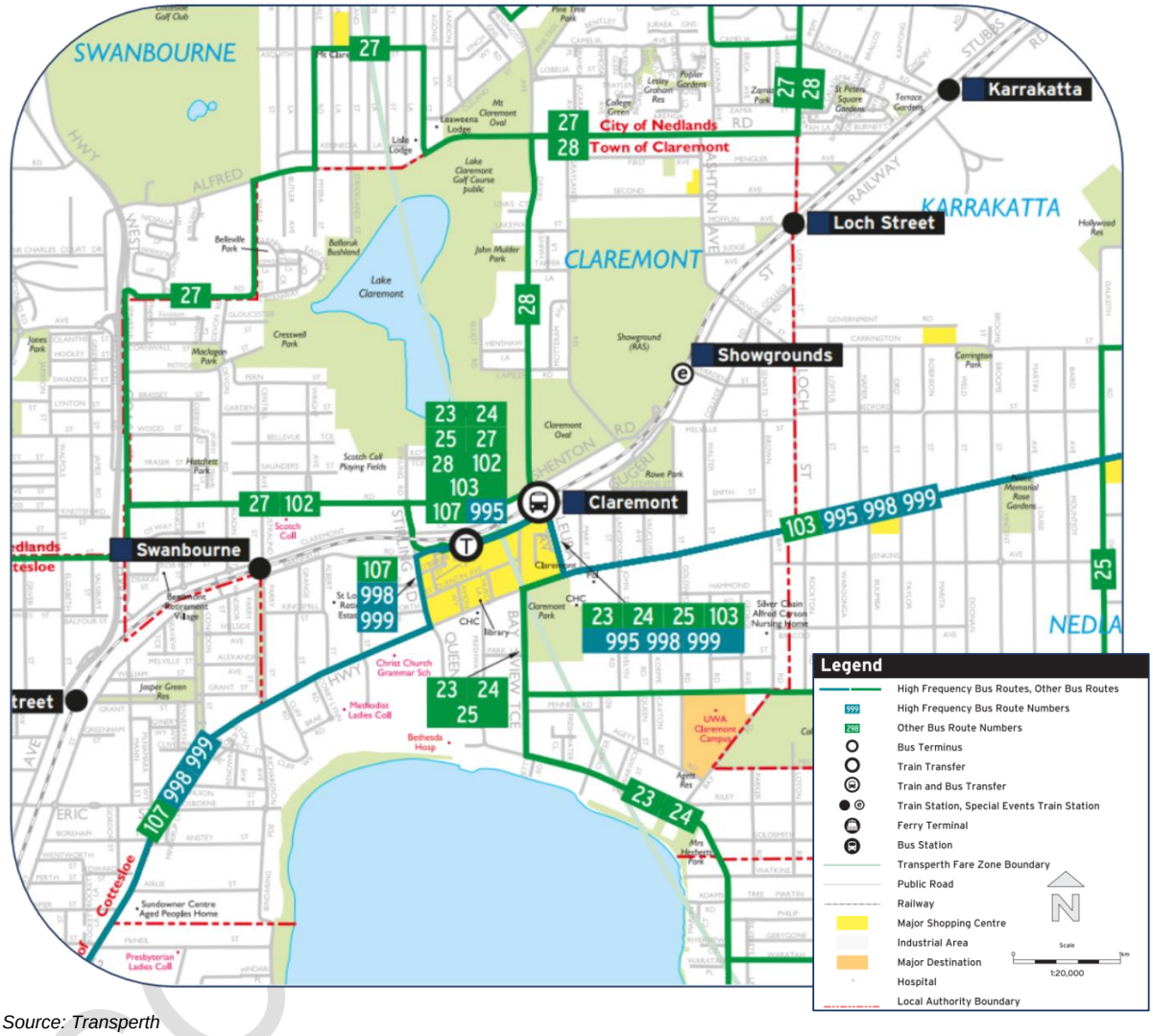
Develop a marketing campaign//education programme to increase community awareness of existing public transit and walking/cycling options to destinations within the Town.

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7.3 Public Transport Infrastructure

The Town is serviced by a range of public transport options including the Perth to Fremantle train line, two high frequency bus routes along Stirling Highway and eight standard bus routes.

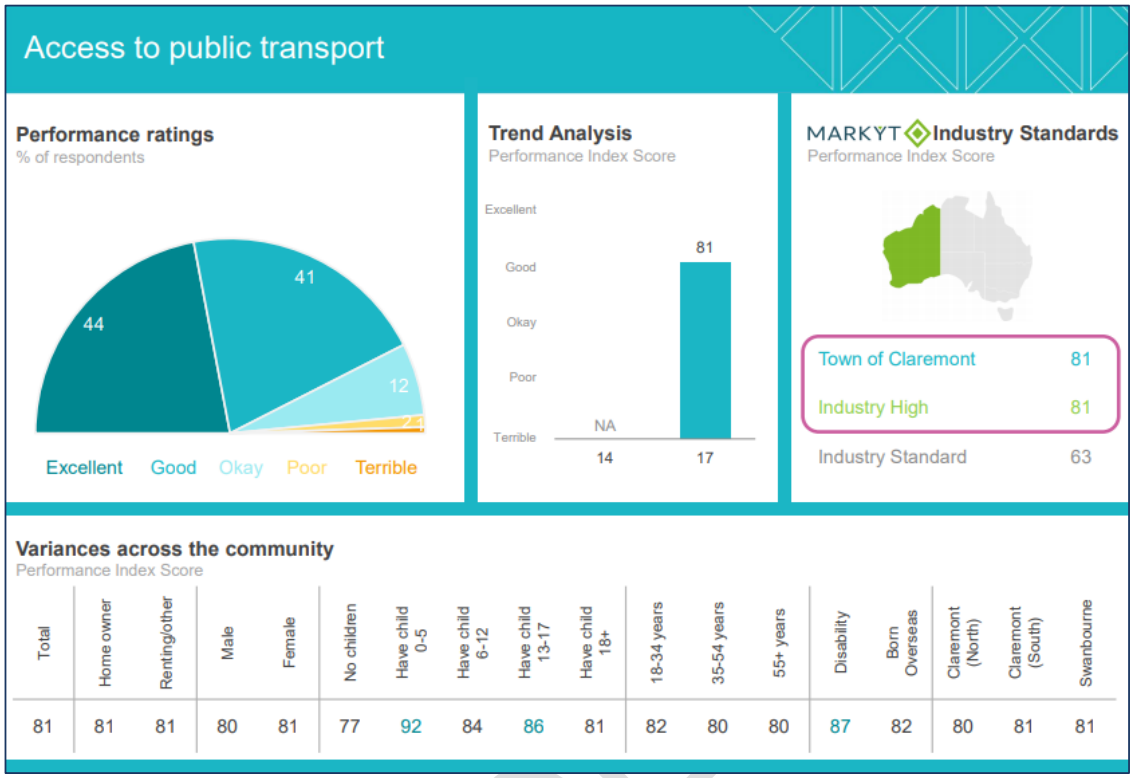
Figure 7-8 Public Transport Authority Service Map



Source: Transperth

A baseline for the subjective performance of public transport in the LGA can be seen in the outcomes of community surveys on access to public transport. The MARKYT Community Scorecard (**Figure 7-9**) for 2019 reports an industry high performance standard of 81 for access to public transport in the Town. Overall, 85% of respondents rated access to public transport within the Town as either 'Excellent' or 'Good'.

Figure 7-9 Community Perceptions of Public Transport

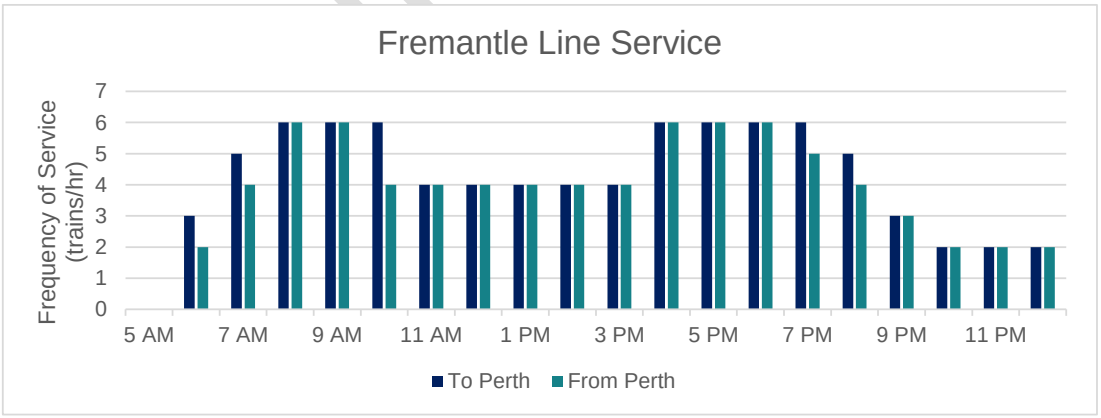


Source: Markyt Community Scorecard

7.3.2 Train Service

The Fremantle line, which connects Fremantle to Perth City, passes through the Town of Claremont, stopping at three stations within the LGA: Swanbourne Station, Claremont Station and Showgrounds Station (special events only). The Loch Street Station is located at the eastern boundary of the Town.

Figure 7-10 Train Service Frequency



Public Transport Authority (PTA) is developing additional infrastructure to support bus interchange opportunities in proximity to Claremont Station.

Claremont Station has been identified as the connection location for the Forrestfield-Airport Link (METRONET project), which will provide an opportunity for increased service frequency between Claremont and Perth Stations (up to 5 additional services per hour during peak periods), as well as direct access to the Perth Airport.

Figure 7-11 Extract from METRONET network map

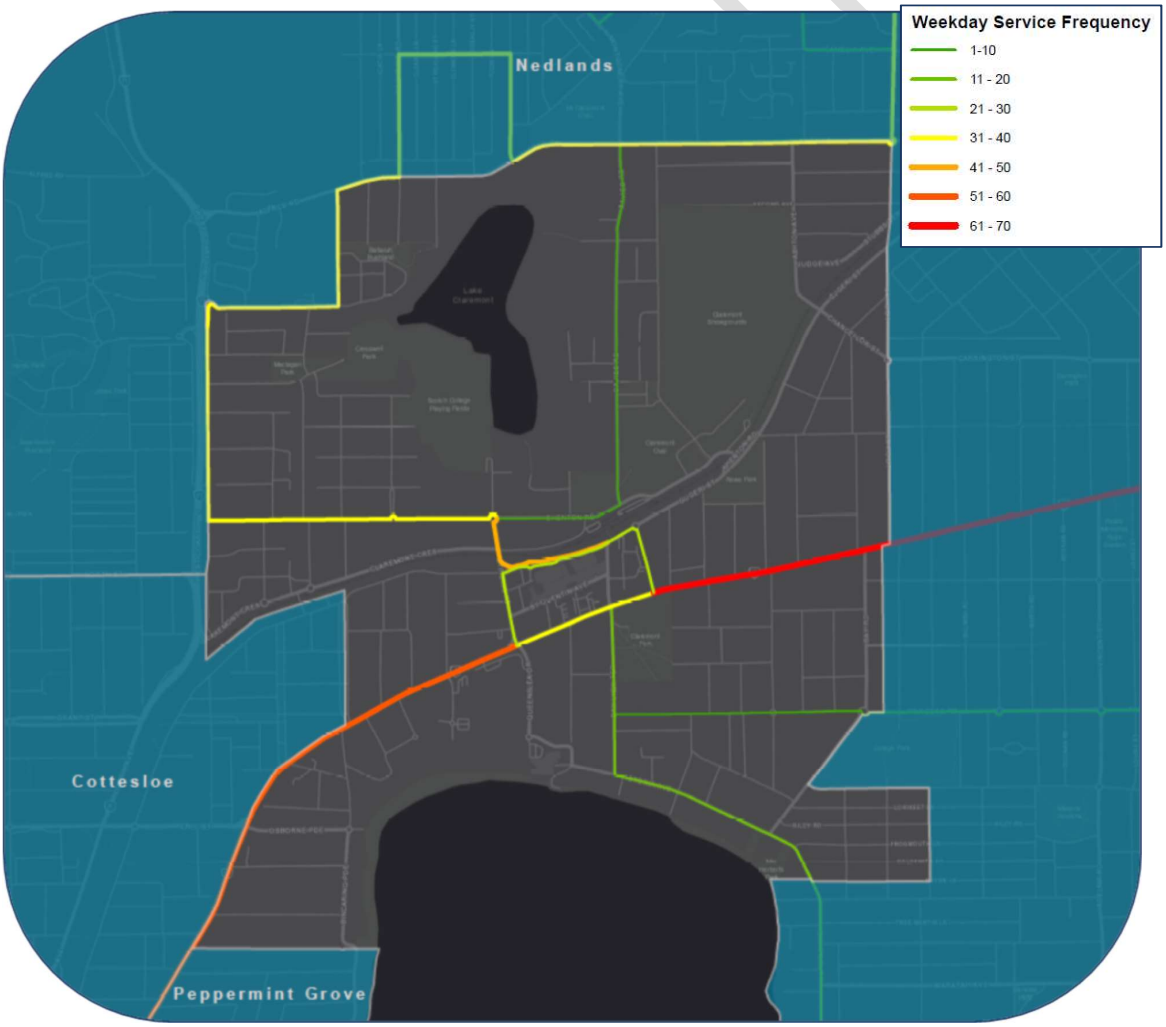


Source: METRONET

7.3.3 Bus Service

The bus network provides decent coverage across the Town; however, the frequency of services is mixed. The following heat map indicates the frequency of services across a typical weekday, by number of services in peak.

Figure 7-12 Weekday Bus Service Frequency



The purpose of the bus routes within the Town of Claremont is primarily to provide coverage service within the residential catchment, with a particular emphasis on access to the Claremont Town Centre and Claremont Station. While it is noted that some residential communities do not have access to frequent service, the proximity and density of rail stations within the LGA means that effective public transport options are available for the majority of residents.

7.3.4 Bus Infrastructure

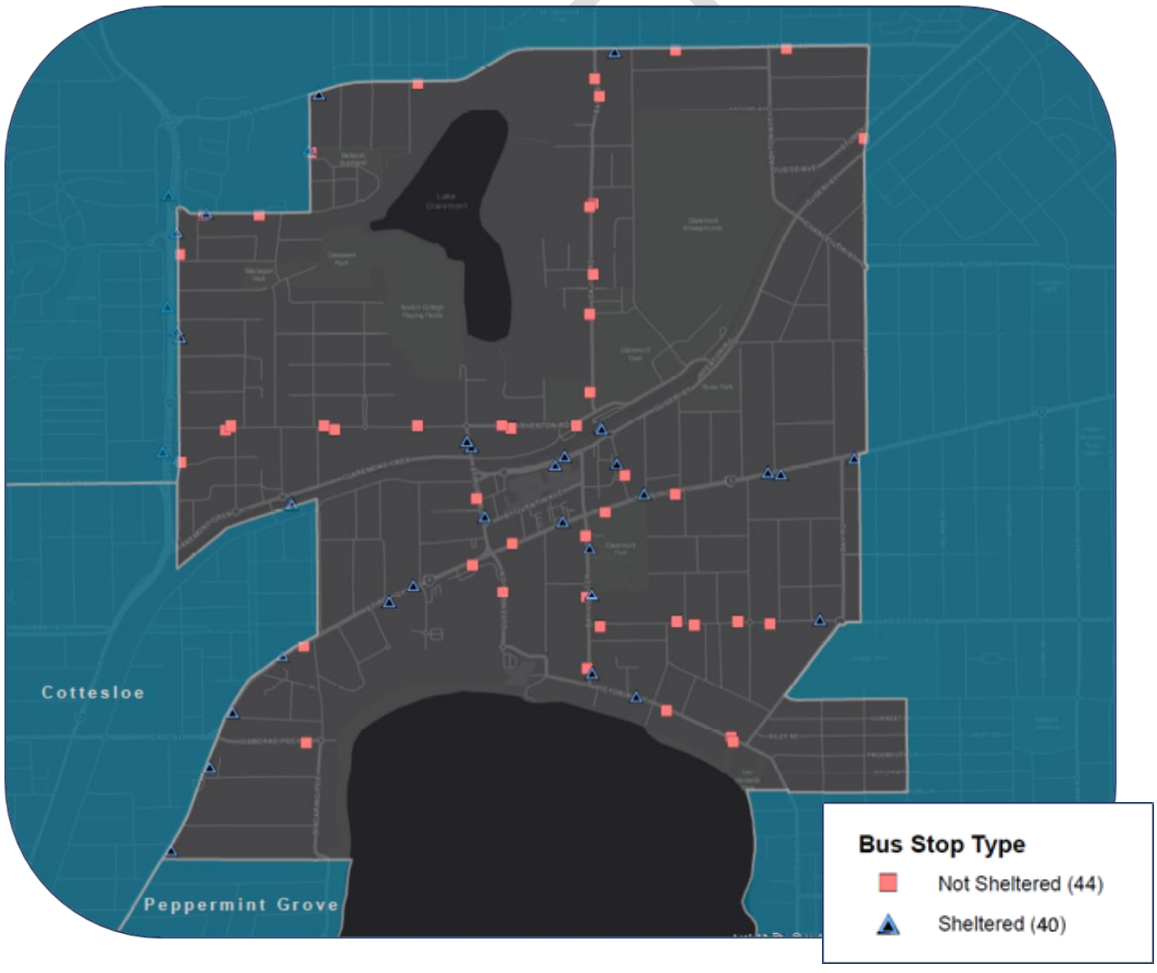
Bus infrastructure includes bus lanes, bus queue jumps, and high-quality stops. There is an opportunity to further emphasise high-capacity transit along Stirling Highway by providing additional priority infrastructure, including bus lanes, bus-sensing traffic signals and enhanced bus shelters.

A dedicated bus lane (westbound) along Stirling Highway terminates within the City of Nedlands, generally aligning with the University of Western Australia campus. Despite the volume of peak period buses along Stirling Highway, there are no bus priority lanes or intersection queue jumps within the Town of Claremont. In order for people to see public transport as a viable option, it must be competitive in time, convenience and perceived cost.

Stirling Highway has been identified as both an 'Urban corridor' and a 'High-frequency public transit corridor' in the *Central sub-regional Planning Framework* for *Perth and Peel @ 3.5 million*. This designation is consistent with the need for upgrades to support much greater access to public transport including dedicated bus priority lanes through the Town of Claremont.

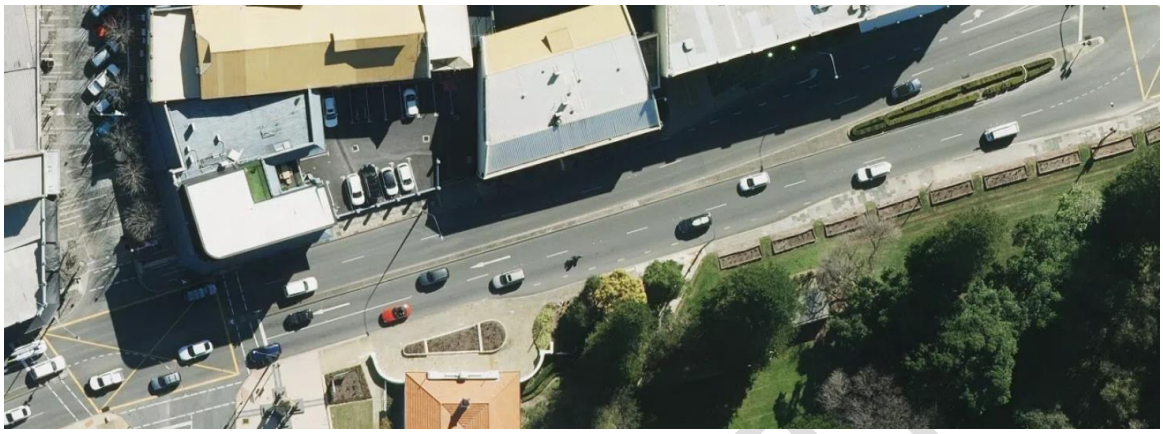
Figure 7-13 shows the location of bus stops in the Town. It is not only important to locate stops in appropriate places, but it is also key to provide bus stops with amenities such as benches and shelter from the weather. The PTA's Bus Shelter Subsidy Program can assist the Town with improvements to bus stops.

Figure 7-13 Bus Priority Infrastructure (Bus Stops)



The existing bus stop located on Stirling highway adjacent to the Town of Claremont administration has been constructed as a partial embayment, approximately 1.2m wide. Buses service this location every 45-60s during the roadway peak periods.

Figure 7-14 Existing bus embayment adjacent to the Town of Claremont offices



Given the location and function of this bus stop, the existing facilities are not considered to be sufficient. Current geometry results in vehicles squeezing between stopped buses and moving traffic, overtaking buses within the kerbside lane and failing to give way to buses entering and leaving the embayment.

This bus stop is proposed to be removed following completion of the new bus interchange on Gugeri Street (see below), with services rerouted as shown in **Figure 7-8**.

7.3.4.2 Bus / Train Interchange

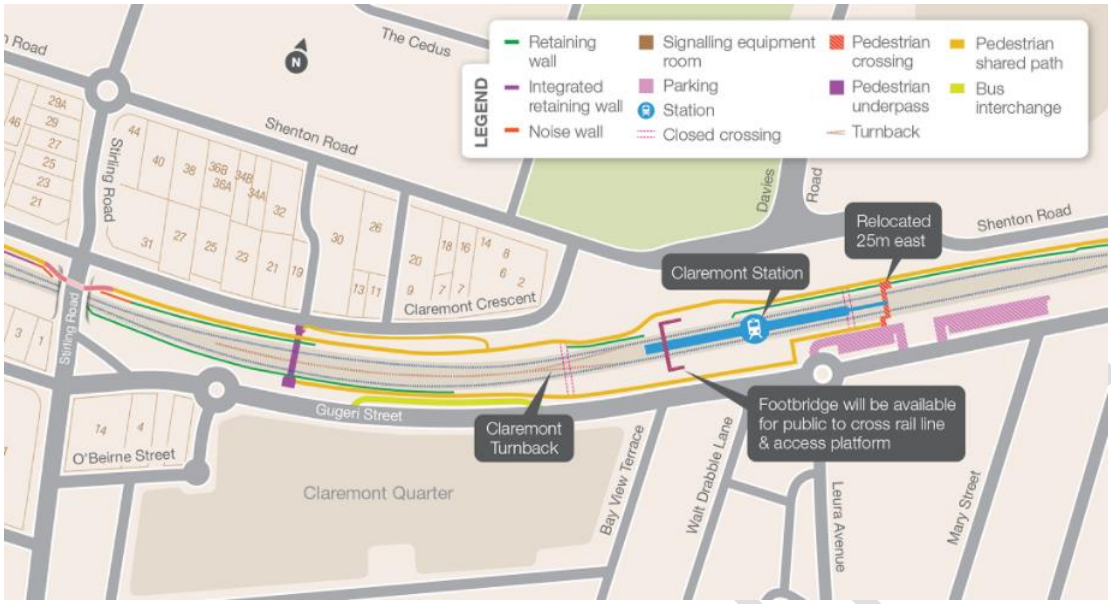
Opportunities for interchange between bus and train are available via Claremont Station at the Gugeri Street bus station, which serves nine bus Routes including the new high frequency 995 service. This station is currently undergoing a largescale upgrade, including the improvements to bus stop infrastructure (see below, **Figure 7-15**) , layover space and pedestrian connections.

Figure 7-15 Gugeri Street bus interchange



The bus station features easy access by buses via roundabouts at either end, and by pedestrians at the signalised crossing point adjacent to the shopping centre car park entry, as well as the newly constructed underpass to the west of the Station.

Figure 7-16 Claremont Station upgrade project featuring the Gugeri Street bus interchange



Source: METRONET

7.3.4.3 Bus Priority Infrastructure

Any improvements along the Stirling Highway corridor must be undertaken in a consistent manner; a limitation that has held up infrastructure upgrades identified in the *Stirling Highway Activity Corridor Study* (SHACS) in 2012 and adopted as an MRS Amendment (1210/41) in 2017.

Bus priority (queue jump lanes) have been identified as part of the SHACS (Stirling Highway Access Corridor Study), for intersection approaches including Eric Street (eastbound, see **Figure 7-17**), Stirling Road (eastbound and westbound, see **Figure 7-18**), Leura Avenue (eastbound and westbound, see **Figure 7-19**), and Loch Street (eastbound and westbound, see **Figure 7-20**).

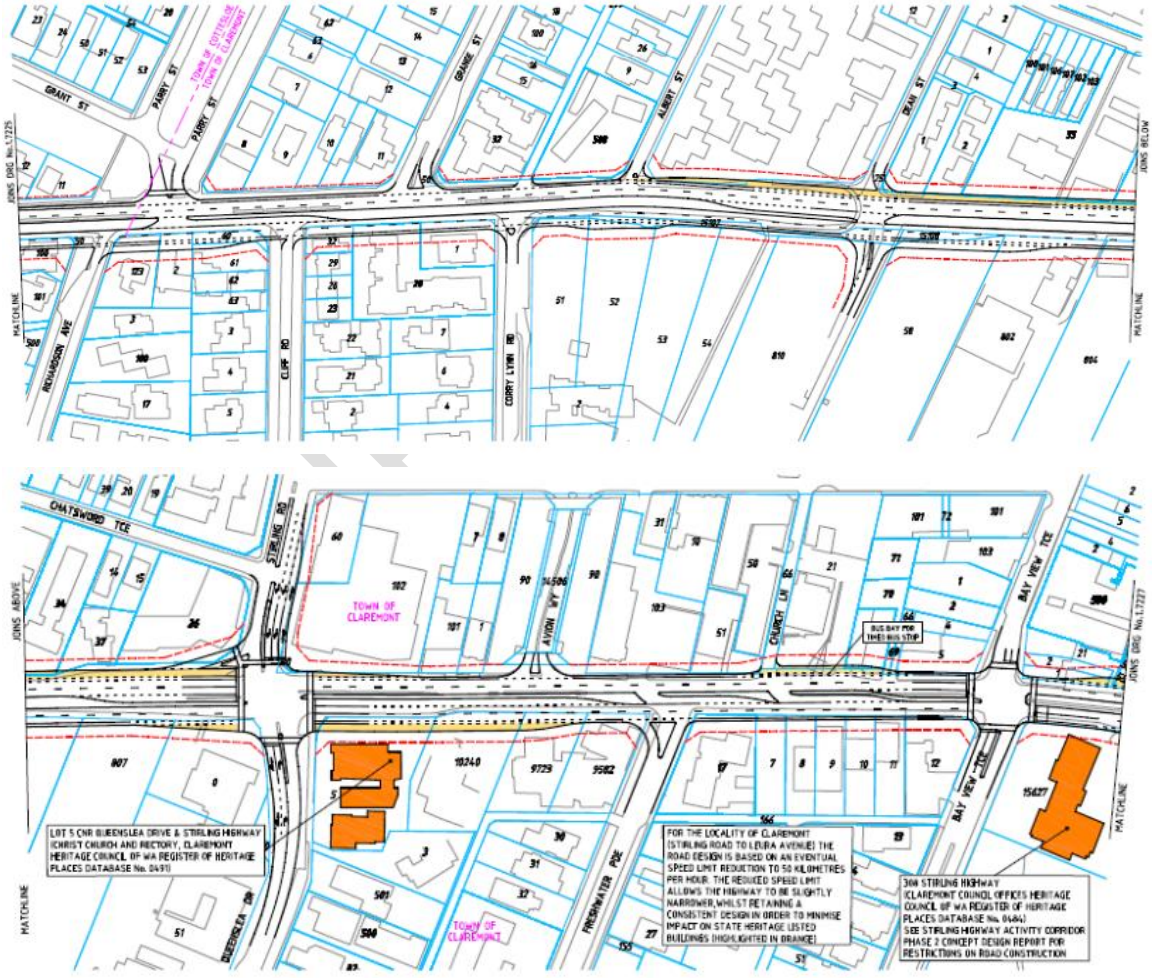
Figure 7-17 SHACS carriageway design @ Eric Street





Source: Extract from "Planning for Increased Residential Density along Stirling Highway"

Figure 7-18 SHACS carriageway design @ Stirling Road



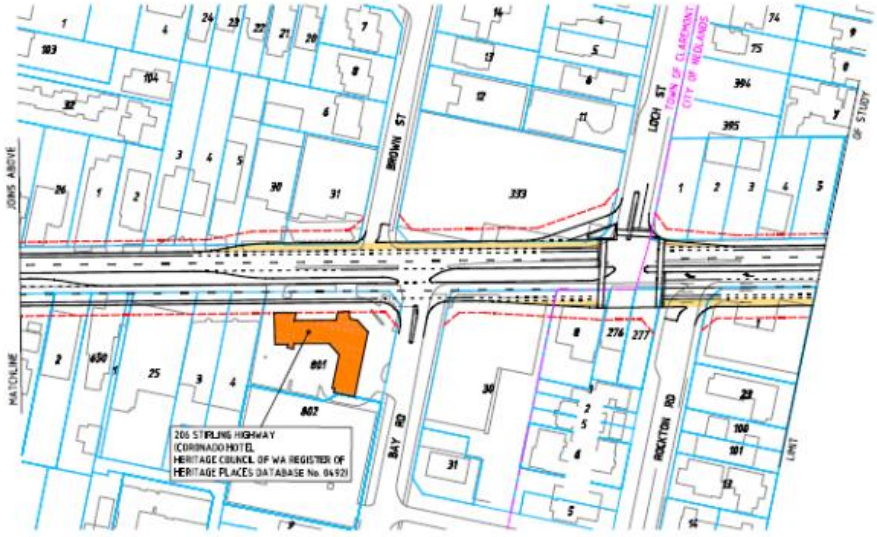
Source: Extract from "Planning for Increased Residential Density along Stirling Highway"

Figure 7-19 SHACS carriageway design @ Leura Avenue



Source: Extract from "Planning for Increased Residential Density along Stirling Highway"

Figure 7-20 SHACS carriageway design @ Loch Street



Source: Extract from "Planning for Increased Residential Density along Stirling Highway"

These upgrades are one component of the long term corridor strategy for Stirling Highway, but could greatly improve travel times for bus transit during peak periods. The substantial disruption to current function and land use along the corridor means that these upgrades are likely to occur only in the long-term, but ultimately could unlock the potential for a significant increase in people-carrying capacity for Stirling Highway.

Recommendations

Investigate PTA's Bus Shelter Subsidy Program for funding to install roadside bus shelters

Advocate for bus priority infrastructure on Stirling Highway in coordination with or preceding SHACS upgrade works

7.3.5 Combined School Bus Service

The western suburbs contain several private schools with overlapping catchments. These schools include Scotch College, Christ Church Grammar and MLC within the Town of Claremont, St Hilda's Anglican Girls' School and Iona Presentation College in the Town of Mosman Park, and Presbyterian Ladies College in Peppermint Grove. These schools are served by a combination of standard PTA Transperth Bus services, deviated services and private school bus services.

The Transperth Route 107 runs between Fremantle Station and Claremont Station, and is supplemented by the Route 702 Special Service bus (a truncated Route 107 service) from Claremont Station to Iona Presentation College Junior School.

Table 7-1 Transperth Routes to School – leaving/arriving Claremont Station

	Southbound	Northbound
Morning	Route 702: 8:13am Route 107: 8:12am, 8:33am	Route 107: 8:10am, 8:45am
Afternoon	Route 107: 3:18pm, 3:43pm, 4:19pm	Route 107: 3:28pm, 4:00pm

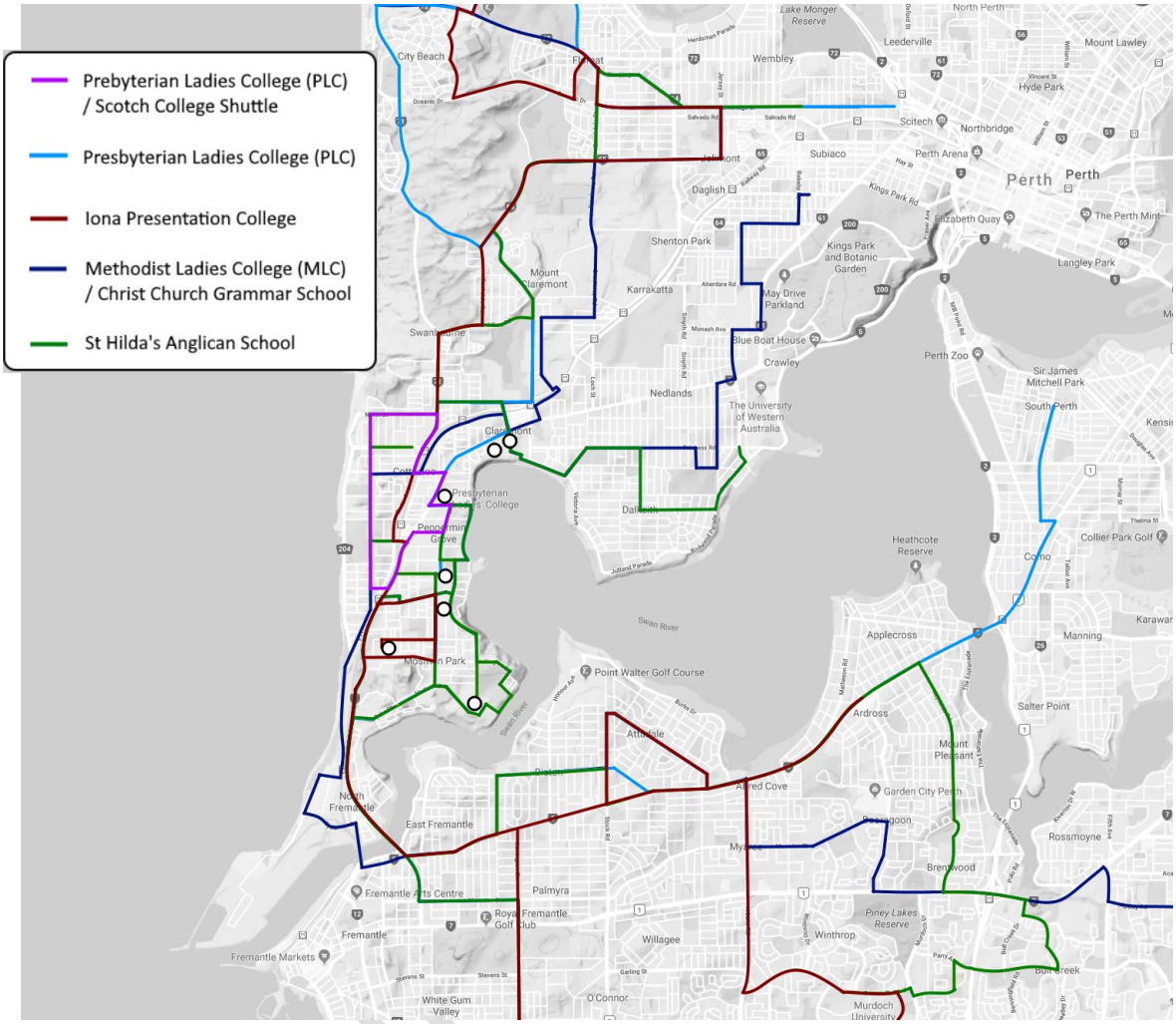
However, these services function primarily for long-distance commuting by students interchanging from the Fremantle Line to school, with limited opportunity for them to operate as a collector service.

To supplement these Transperth services, schools operate limited private services collecting students from locations as distant as Karrinyup, West Leederville, Willetton, North Coogee and Subiaco. However, since these buses are particular to an individual school, some of the efficiencies of the service are lost.

This map (**Figure 7-21**) shows the private bus routes operated by each of the schools within the grater Western Suburbs area. While some of these services *are* shared (e.g. PLC/Scotch, MLC/Christ Church), there is also a lot of redundancy.

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Figure 7-21 Private Bus Routes for Claremont Schools



One potential improvement would be for schools to combine existing private funding to create more effective services for these long-distance trips, with greater efficiencies and reduced travel times for students. This would be maximised if consolidated stops were provided adjacent to key community destinations (retail/restaurant hubs etc.), to strike a balance between minimising last-mile distance for students and travel time for the service.

In addition, there is an opportunity to expand the local loop service (currently run by PLC) to include connections to Scotch College, MLC and Christ Church (and potentially St Hilda's and Iona). This service would allow a sizeable local catchment of students to access the school via a direct bus, and demand could be sufficient to run multiple closely-spaced service to create some choice for arrival time. The Town would have a role in providing support for this combined service, currently facilitated by Transport Management Plans associated with Development Approvals for Scotch College, MLC and Christ Church Grammar School.

It is understood that the existing routes are related directly to student enrolments and may need to be modified on an annual basis. For this reason, an 'optimal' arrangement has not been recommended. However, experience suggests that the consolidated student catchment would allow for improvements to services while also being more cost-effective.

Recommendation

Lead discussions with private schools to combine their existing private funding to create a more effective service for the long-distance trips. Expand the PLC local loop to include connections to Scotch College, MLC and Christ Church

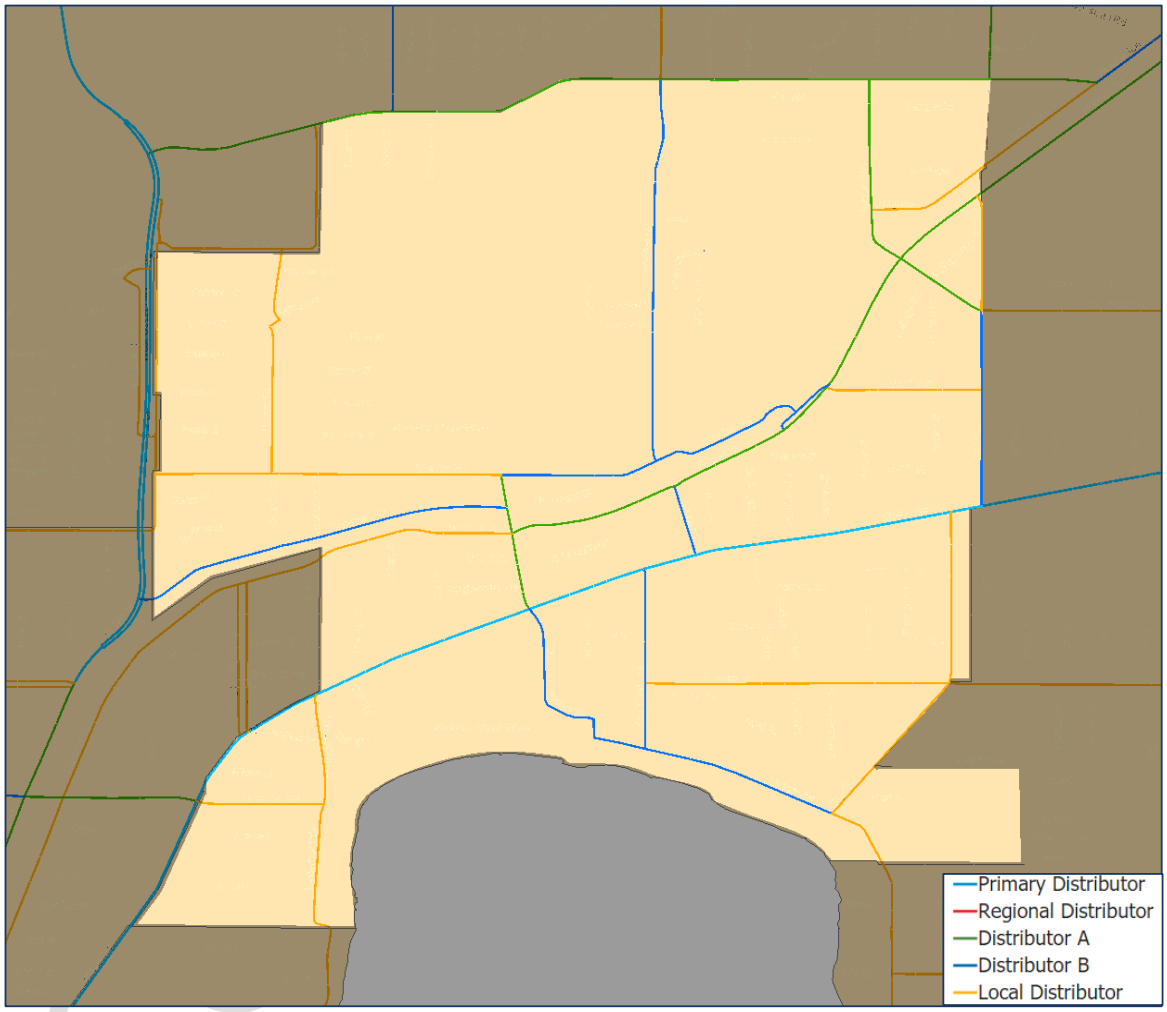
7.4 Private Vehicle Movements

7.4.1 Road Hierarchy

The private vehicle function of the road network is partially defined by its position in the Main Roads Functional Hierarchy (MRFH).

However, the MRFH considers road function only in terms of private vehicle and freight movement.

Figure 7-22 Main Roads WA Road Hierarchy

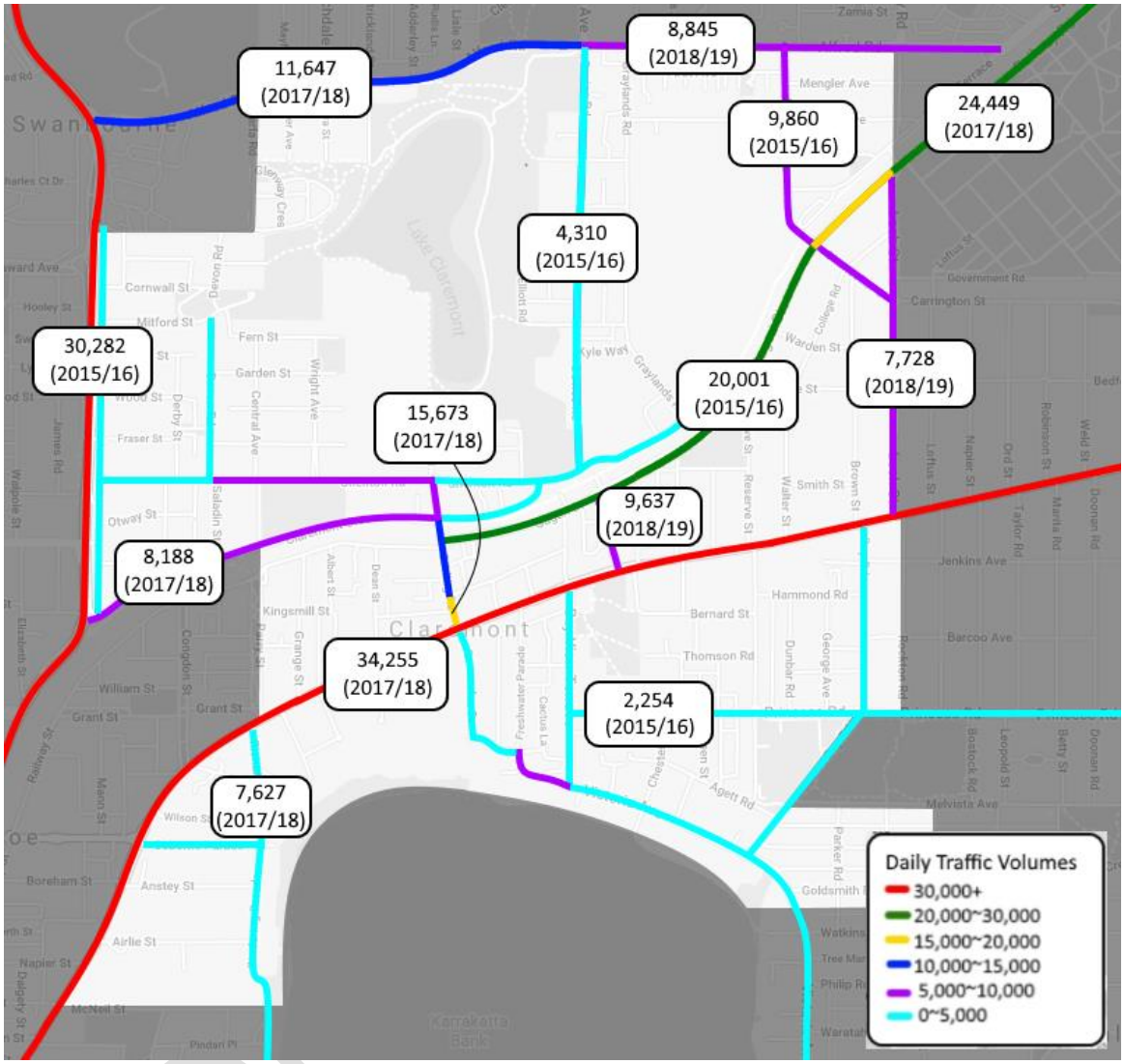


7.4.2 Traffic Volumes

Traffic volumes along key roads throughout the Town are at a level that suggests demand is at or near the practical capacity during peak periods (see **Figure 7-23**). This implies that any future growth in transport demand cannot occur under as 'business as usual' scenario; there is limited road space to support more cars travelling at peak times. Congestion is common along Stirling Highway, with long peak-period delays within the Claremont LGA. This can be attributed to an increasing demand for traffic from outside the LGA boundary passing through the Town, as well as internal traffic generated by residential development.

Stirling Highway is a significant part of the Claremont Road network carrying substantial amount of traffic, to and from the LGA. It also acts as a thoroughfare for a large amount of traffic travelling to neighbouring suburbs. With such a vital role to play in the Town of Claremont's road network, effective and even flow of traffic on Stirling Highway is of the utmost importance.

Figure 7-23 Daily Traffic Volumes

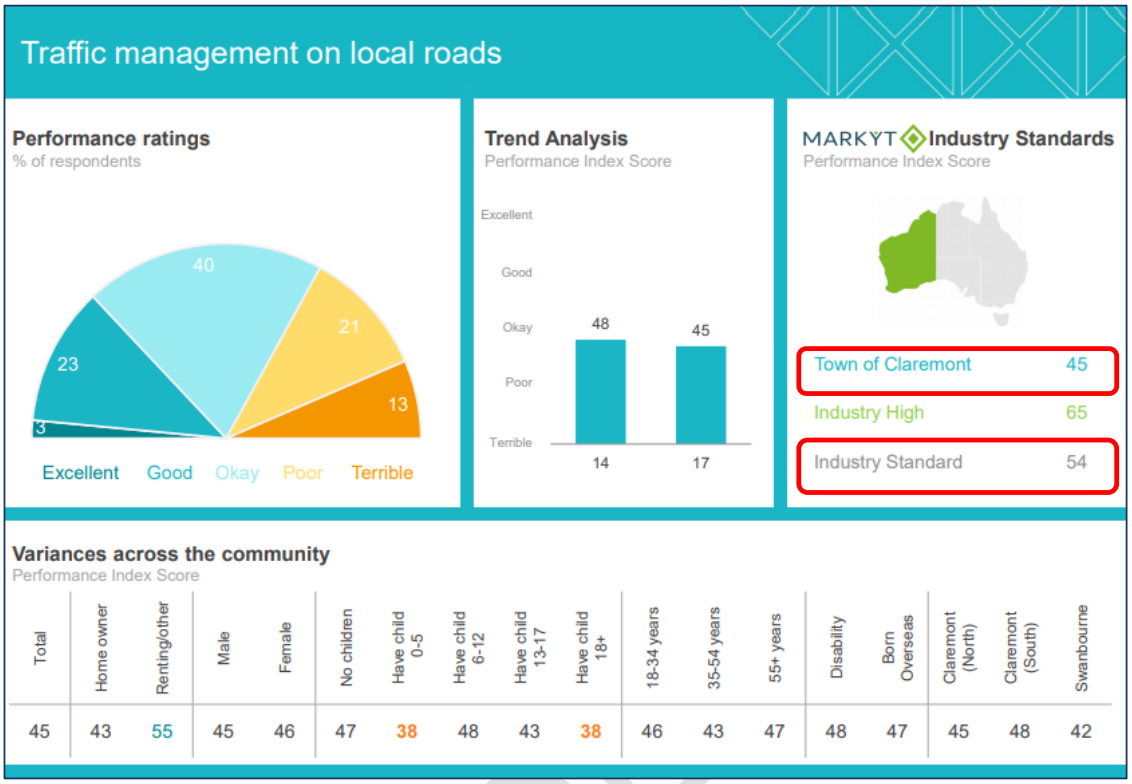


7.4.3 Congestion

Traffic congestion occurs when peak period demand exceeds the carrying capacity of the road. However, for the purpose of strategic decision-making capacity it is generally considered for daily traffic.

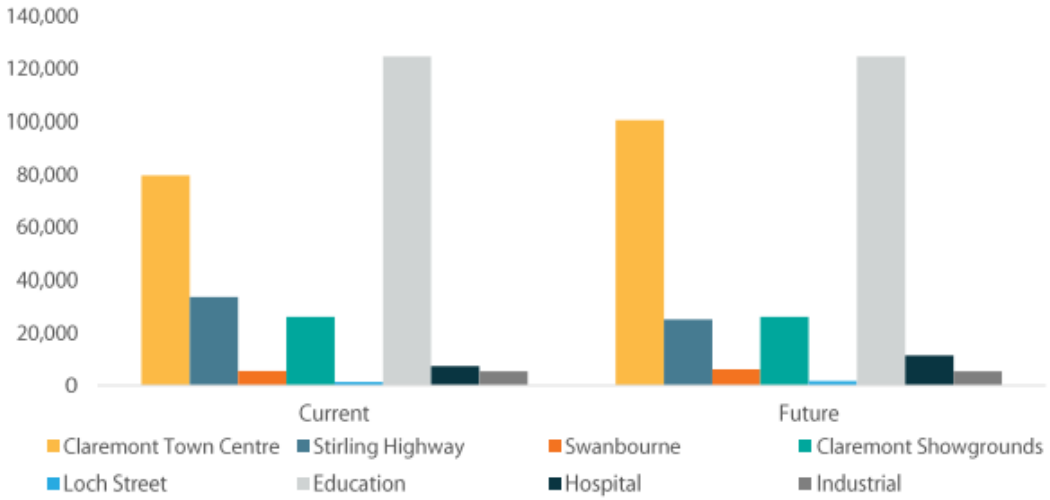
A baseline for the subjective performance of traffic management in the LGA can be seen in the outcomes of the most recent community survey on attitudes towards traffic management on local roads (**Figure 7-24**). The performance index provided is lower than the industry standard, which has been developed in consideration of Councils across Australia.

Figure 7-24 Community Perceptions of Traffic Management



Source: Markyt Community Scorecard

As development continues within the Town, and particularly as a result of the Claremont Town Centre, the pressure on this network will continue to grow. The degree of development growth is clearly shown in the outcomes of Pracsys' *Local Commercial and Activity Centres Strategy* which identifies moderate change for the majority of Centres; but a substantial increase in commercial floor area for the Town Centre itself.

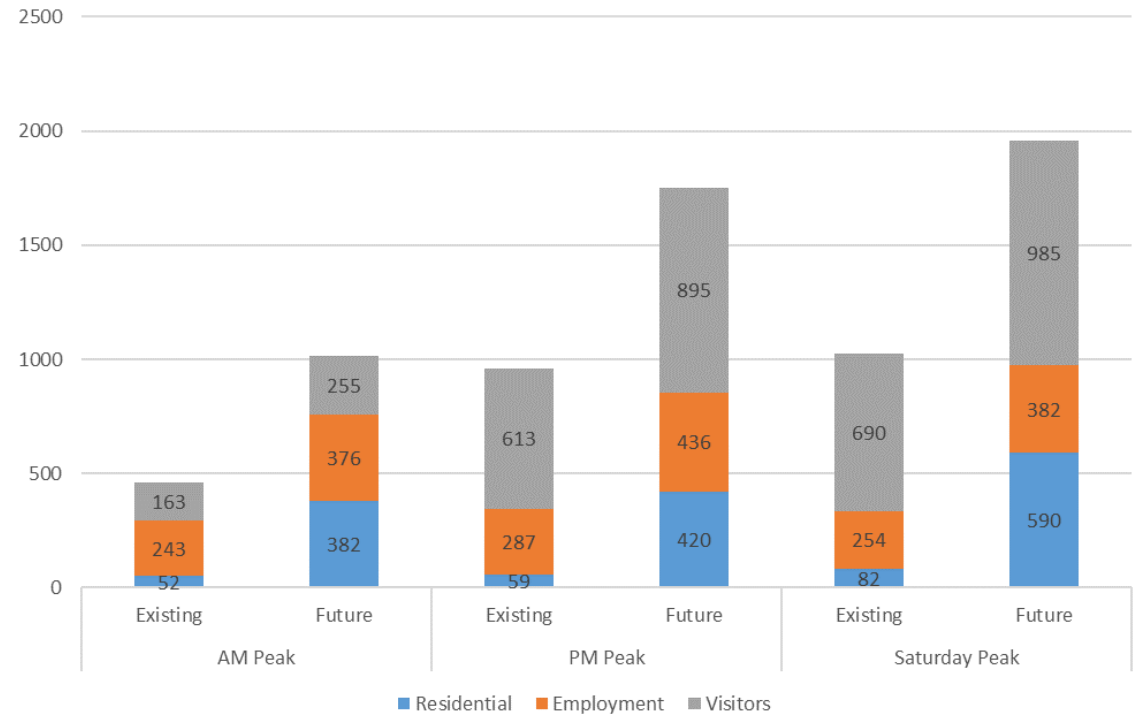


Cardno has used an analysis tool to break up the trip generation for the various PLUC categories to estimate the magnitude and proportional generation for residents, employees and visitors to the Claremont Town Centre, which are the primary constituents of traffic growth within the LGA.

Understanding which users make up the traffic demands during peak periods can help identify solutions to reduce congestion. These include parking supply and demand management techniques, provision of alternative transport and the benefits of dense mixed-use development, all of which reduce the desire for travel by car. Congestion itself is probably the key factor that induces behaviour change – which suggests that we need a degree of congestion to support the Town's sustainability objectives.

The results of peak period user modelling are given below (**Figure 7-25**) for the current and future build-out horizons, without modifying existing behaviour. The results show that while peak period driving trips by residents of the Town Centre itself is currently low, the substantial growth in residential density would have a large effect on congestion. In addition, the proposed development growth within the Centre can be expected to increase peak period traffic by visitors and employees by approximately 50% - note that this already considers the internal trip capture that results from increased residential density

Figure 7-25 Claremont Town Centre - traffic generation by user group (high residential growth scenario)



This modelling follows the typical distribution, with the greatest constituents of traffic summarised roughly as follows (for a typical system):

- **AM Peak**: outbound residential traffic and inbound employees
- **PM Peak**: inbound residential traffic, outbound employees, retail and entertainment visitors
- **Saturday Midday**: inbound and outbound residential movements (non-commuting) and retail/entertainment visitors.

The outcomes suggest that there would be a significant increase in traffic generation as a result of residents within the Town Centre heading out to work, school and other activities during all peak periods. The impact of Town Centre employment and visitation is much less significant.

However, this should be considered in the context of existing network capacity. Stirling Highway is effectively saturated, and while there is still some remaining potential for Town Centre trips to use Gugeri Street and Stirling Road to access the strategic network, this is also limited.

There are actually four constituents of traffic that need to be considered if a sustainable outcome is to be found. Some potential levers for change which can be modified by the Town are also described below:

- **Residential driving**: residents will continue to have excellent access to other forms of transport, and will experience the greatest impact from congestion. As such, they are much more likely to change their

behaviour – including long-term changes in vehicle ownership and use that will reap a number of benefits for the local community.

- **Employee driving**: employee demand is affected by both the impacts of congestion and the supply of long-stay parking. The level of employee parking within the Centre is already very low, and so these trips are subject to price-based demand restraint and congestion effects. The availability of high-quality alternatives to driving via bus or train will also support low trip and parking generation rates for staff.

  Parking stations at the periphery of the Town Centre provide opportunities for drivers to park without contributing to congestion on pedestrian-oriented streets, while also acting as a disincentive to park (due to the additional walking distance).

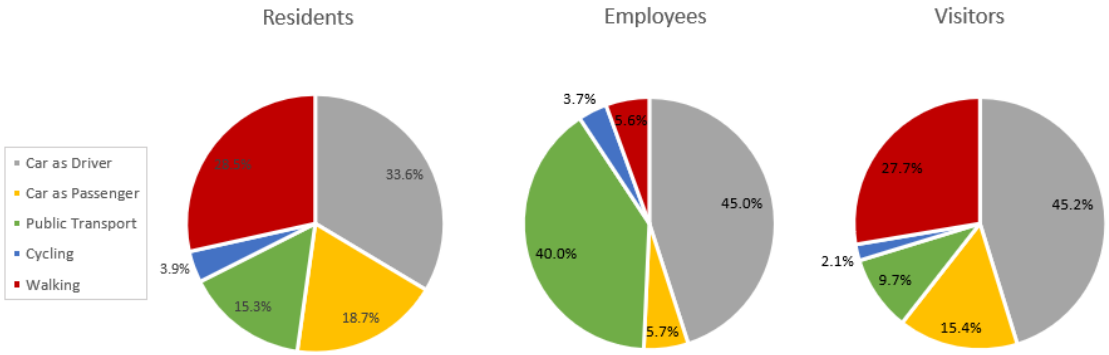
- **Visitor driving**: visitor demand by car is impacted by the availability of short-stay parking (during peak periods only). The actual demand increase for visitor driving is predicted to be relatively small, as a result of the growth in the residential catchment within the Centre itself. This magnitude of change can easily be counteracted with consistent and robust parking pricing, supported by convenient alternative transport, improved rideshare parking and quality end-of-trip facilities (including for e-bikes/e-scooters).

- **Regional traffic**: unaffected by parking supply, but may be redirected to alternative routes or shifted to public transport modes. One of the main deciders for regional traffic choice is journey time. The imposition of residential trips onto the network will ultimately have an impact on these trips, which will then tend to reroute to other routes, times of day or modes.

  Bus-priority measures such as queue jump facilities and bus lanes improve the competitiveness of public transport against driving, and will ultimately contribute to an increased uptake in alterative travel modes.

These results can be translated into policy measures for development of the Activity Centre and surrounds. The mode share target established for each group will also assist in defining the additional requirements for public transport, cycling and other facilities, with all measures consistent with the vision of the Centre and the network.

This understanding of traffic generation has been used to determine the target mode shares described in **Section 6.2** and recreated below.



This sustainable outcome still represents a substantial shift in behaviour by all members of the community. To enable the levels of activity necessary to sustain the economic vitality of the Town Centre requires employee driving to decrease by 40%, and driving by visitors to decrease by 30%. Residents, have more flexibility for their destinations and times of travel, but will still be greatly affected by the impacts of congestion on their transport options.

7.4.4 Speed Limits

The transformation of Bay View Terrace to a shared zone has created a safe and attractive environment for pedestrians and cyclists into and through the heart of the Claremont Town Centre. The catalyst for this change was the reconstruction of the space into a slow-speed streetscape, with a speed limit of 10km/hr. At this speed, driver behaviour changes dramatically; ceding space to crossing pedestrians

There is potential for this type of treatment to be replicated across the Town Centre, reflecting the desired function of these internal streets as pedestrian-friendly, attractive and walkable. By including all internal roads (Bay View Terrace plus St Quentin Avenue, Avion Way, Church lane, Bovell lane, Divers Link and O'Beirne Street), it would solidify the Town Centre as a people-oriented place; where cars are temporary guests.

Current traffic speeds are already relatively low, generally in the range of 25-35km/hr. This could be further reduced using similar techniques employed for Bay View Terrace.

Jurisdictions across the world have adopted a 30km/hr residential speed limit, which allows for integration of mixed-traffic cycling and greatly improved road safety outcomes. The Department of Transport's Safe Active Streets provide one format for restraining, but retrofitting this standard of infrastructure across the road network would be cost prohibitive. Nevertheless, creation of ubiquitous 30km/hr environments (once accepted) would be overwhelmingly positive for residents.

7.4.5 Intersections

As part of this Transport Strategy, Cardno completed a mesoscopic analysis of network capacity across the LGA, to determine the extent to which traffic growth associated with development can be accommodated during peak periods.

Modelling of the existing network indicates that key intersections at Stirling Highway / Queenslea Drive, Stirling Highway / Leura Avenue and Stirling Road / Gugeri Street are currently operating at or close to capacity during peak periods. The following diagrams (**Figure 7-26**) indicate the level of congestion for intersection approaches within the local area.

Note that these delays are based on average operation and do not reflect peak seasons or extraordinary events.

Figure 7-26 Congestion map – Claremont Town Centre



The available capacity at key intersections in the network has been calculated to determine how much additional traffic the system can carry, without upgrades. The following **Table 7-2** summarises the outcomes of this investigation, for the most "critical" locations in the network, from a capacity perspective.

Table 7-2 Remaining intersection capacity

Intersection	Traffic Growth Potential (worst of AM and PM peak hours)
Stirling Highway / Queenslea Drive	0%
Stirling Highway / Leura Ave	0%
Stirling Highway / Bay View Terrace	0%
Stirling Highway / Eric Street / Osborne Parade	0%
Stirling Road / Gugeri Street	20%
Gugeri Street / Leura Ave	10%

For the majority of locations, there is little ability for additional capacity to be unlocked through minor measures. Stirling Highway in particular is constrained in width, with any future improvements focused on opening up public and active transport capabilities, which have a much more space-effective people-carrying capability.

The results of this analysis suggest that any growth in the Town Centre that generates traffic can do so only outside of peak periods, or by displacing existing users. As such, it is likely that the Town Centre redevelopment would be primarily supported through mode shift to alternative transport (bus, train, walk cycle), and accompanied by parking management and pricing to reinforce this behaviour.

Parking restraint can be applied differently to commercial and residential development, with cash-in-lieu provisions available to reduce the parking supply for new commercial development.

Traffic modelling analysis showed that most of the through movements along Stirling Highway were found to be performing adequately. The minor roads at many of these intersections, however suffer from substantial delays across both the AM and PM peak periods. Most notable delays were observed at the intersections of Stirling Highway/Stirling Road/Queenslea Drive and Stirling Highway and Bay View Terrace.

The delays at the Stirling Highway/Stirling Road/Queenslea Drive can be attributed to the presence of the Christ Church Grammar School which can cause substantial delays during morning and afternoon school peaks. While there is some additional impact during the afternoon peak as a result of the adjacent Bethesda Hospital, this constitutes only a minor additional component to delays. Christ Church Grammar School and MLC can also be accessed from Stirling Highway via the priority access opposite Dean Street. This currently has very limited right-turn capacity, resulting in excessive delays during peak periods. The installation of a signalised intersection at this location would provide additional opportunities for controlled access and alleviate congestion at Queenslea Drive.

The delays at the Stirling Highway and Bay View Terrace intersection are predominantly due to the limited green time provided for the Bay View Terrace approach.

Some of the other notable intersections where delays were observed were Stirling Highway/Albert Street and Stirling Highway/Grange Street. Though only a few vehicles utilise Grange Street and Albert Street to exit onto Stirling Highway from MLC, the volumes of traffic along Stirling Highway provides very limited opportunities for vehicles on the minor roads to exit, thus leading to increased delays. Improved conditions within and around MLC / Christ Church Grammar School (potentially including internal access easements to create better opportunities to distribute traffic to the boundary network) would create alternatives to existing uncontrolled movements.

One additional impact that mesoscopic modelling has not captured is the traffic conflicts at the Gugeri Street / Leura Avenue roundabout. In this case, complex driving behaviours related to afternoon school and retail peak periods result in periodic failure of the existing roundabout, despite the apparent available capacity. This is related to the interactions with the pedestrian signal adjacent to the Claremont Station, resulting in vehicles queuing through the roundabout. Improvements to the signal infrastructure, such as smart pedestrian sensors, could reduce this impact. Additional changes in and around the Claremont Station, including the newly-constructed underpass, will also assist traffic movements.

Several network modifications have been discussed with the Town, which could provide alternative routes east-west from the surrounding residential catchment without requiring the use of Stirling Highway/Shenton Road. These changes would provide utility for those residents but are unlikely to substantially improve the operation of the key Stirling Highway Corridor. This is due to the substantial latent demand effects already in place along this primary route – any marginal improvements would be quickly absorbed by induced peak period use. Further discussion of these road upgrades is provided in **Section 7.4.6** below.

Recommendation

Advocate to MRWA to lower residential streets to 30km/hr, using Self Explaining Streets Guidelines, prioritizing key routes to schools.

Review speed limits within the Town Centre to reduce limits to safe speeds for a pedestrian environment

7.4.6 Road and Intersection Review

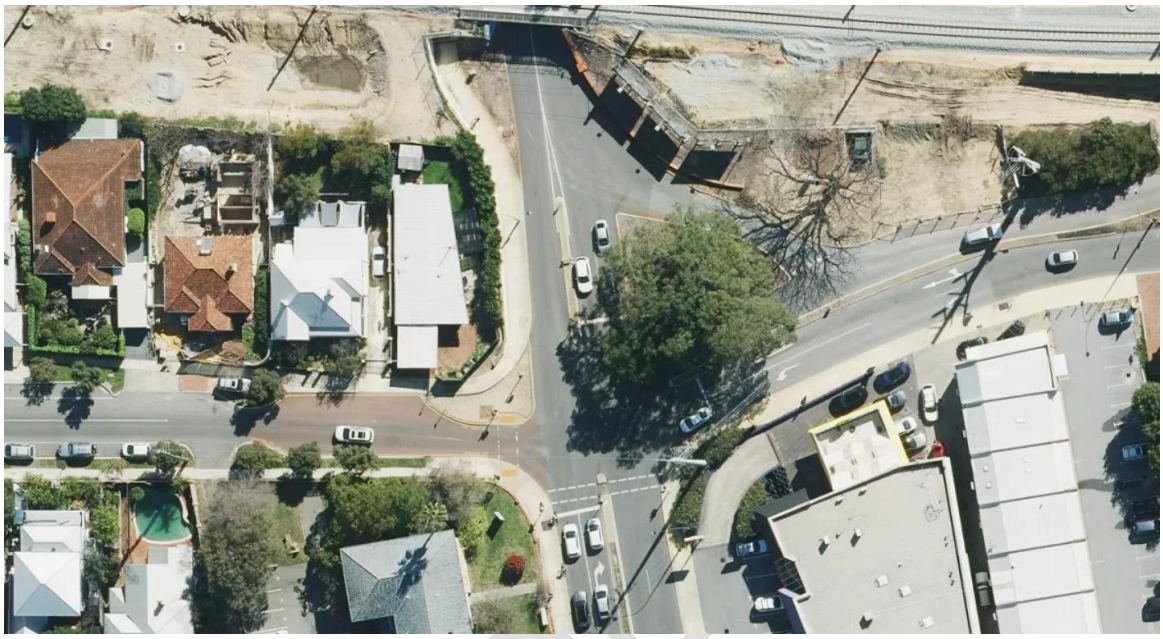
The existing road network is currently operating at (or near to) its practical capacity during peak periods. Preliminary analysis has been completed within the AIMSUN mesoscopic model environment to investigate the impact of intersection treatments on capacity and route selection and to determine what, if any, functional improvements can be made to the network.

Note that this model includes only the network within the Town of Claremont and therefore cannot capture effects that relate to decisions made beyond the LGA.

7.4.6.1 Stirling Road / Barnfield Road

Barnfield Road runs as a continuation of Gugeri Street and Railway Street, to the south and east of the Fremantle train line. Barnfield Road is currently limited to one-way westbound by a partial closure at Stirling Road. This limits its utility as a strategic link to the Claremont Town Centre and beyond.

Figure 7-27 Stirling Road / Barnfield Road – signalised intersection

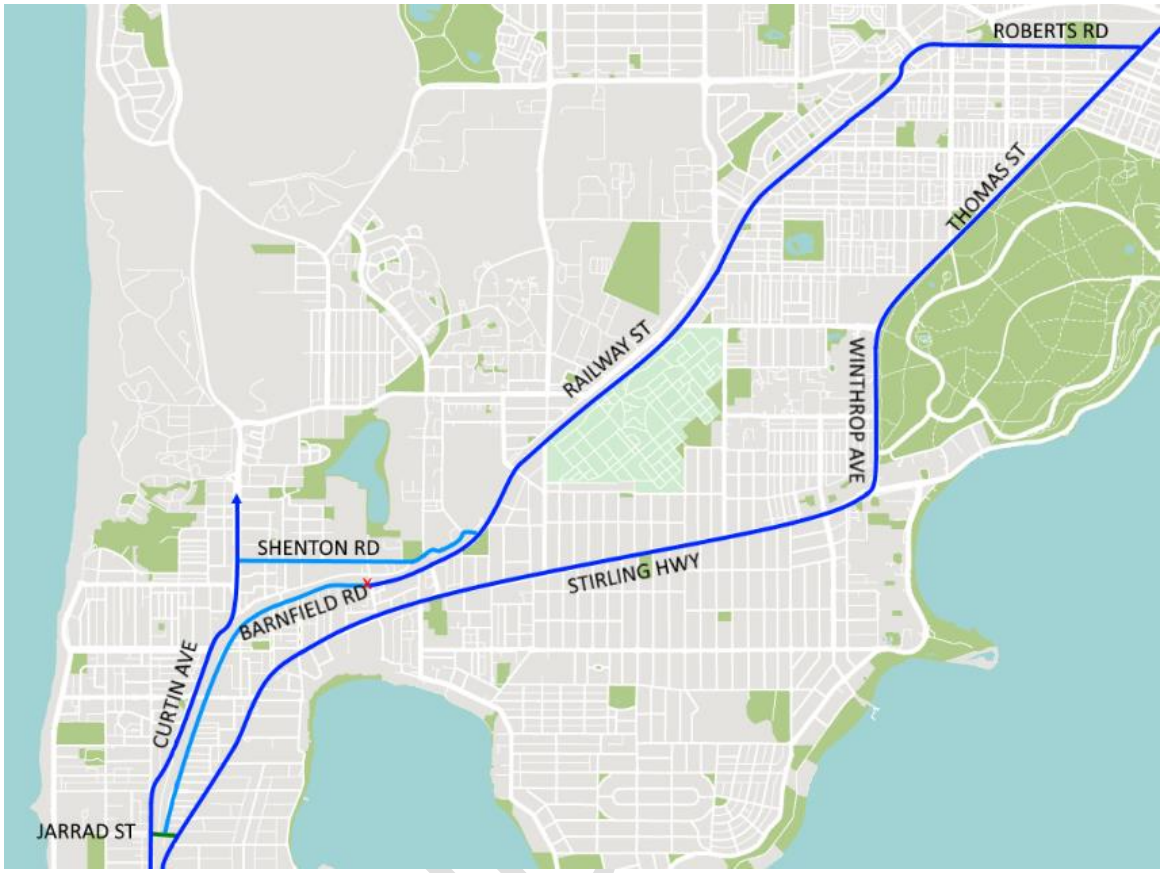


Source: Metro Map

Figure 7-28 illustrates the two nearest alternative routes from Cottesloe through to the Perth CBD. These routes run generally parallel to Barnfield Road through the Town of Claremont.

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Figure 7-28 Parallel routes from Cottesloe to the Perth CBD



The impact of the Barnfield Road partial closure is evident in the daily traffic profile, which shows that 10 times as much traffic travels westbound (2700vpd) than eastbound (300vpd). This indicates that Barnfield Road is already used to access destinations outside of the LGA, but only in one direction.

Reversing this flow direction, to prioritise eastbound movements, would provide an alternative route for traffic heading east towards the Perth CBD. This would have a positive effect on existing corridors such as Shenton Road and Claremont Crescent during the morning peak period. However, this would also have a significant negative impact on the Stirling Highway / Stirling Road intersection during the PM peak. Vehicles currently undertaking westbound movements along Barnfield Road would be forced to redistribute to alternative routes, including Shenton Road and Stirling Highway. This would increase the congestion at several critical intersections that are already at capacity during the PM peak period.

If restrictions were to be removed entirely, and traffic allowed to travel in both directions along Barnfield Road from Stirling Road, this would inevitably result in traffic volumes increasing above 5,000vpd. In reality, the likelihood of this change would be a further redistribution of existing two-way traffic volumes to Barnfield Road as a result of its improved legibility and opportunities for controlled access to Stirling Road and Gugeri Street via the existing signalised intersection. The factors influencing these decisions are complex and do not form part of the mesoscopic modelling environment.

Some of this traffic would be attracted to this route as a viable alternative to Stirling Highway through the Claremont Town Centre. This additional traffic would be detrimental to the function of Gugeri Street, impeding the operation of the Claremont Bus Interchange and the legibility of pedestrian links from the Claremont Station through the Town Centre. It is possible that the friction that results from these non-car uses for Gugeri Street could be sufficient to constrain traffic volumes, but the extent of these competing effects are currently unknown.

Modelling runs have been undertaken that include the effect of local rerouting, for traffic already accounted for by the model. The existing traffic is reflected in **Figure 7-29** and can be compared against the scenario with Barnfield Road extended to Stirling Road in both directions (**Figure 7-30**).

Figure 7-29 Local rerouting effects: Barnfield Road one-way westbound (existing scenario) - AM peak (left) and PM peak (right)



Figure 7-30 Local rerouting effects: Barnfield Road two-way (modified scenario) - AM peak (left) and PM peak (right)



These preliminary results show a redirection of local traffic in the order of 150-250 vehicles in the peak hour, which includes traffic previously using Claremont Crescent, Shenton Road and Stirling Highway. The model shows is a substantial increase in traffic volumes heading eastbound along Gugeri Street as a result of this modification (from 364vph to 616vph in the AM peak).

Note that Stirling Highway is entirely capacity constrained during the peak period. Any measure that reroutes traffic from Stirling Highway to an alternative route will simply induce additional traffic (volumes and delays will not actually decrease).

The benefit of converting Barnfield Road to 2-way is generally felt by Shenton Road, which experiences pressures particularly around school peak periods, and at the Congdon Street bridge. The additional capacity made available by the Barnfield Road eastbound lane allows for reduced congestion and improved function along these alternative links.

However, the additional traffic at the Stirling Road / Barnfield Road intersection has a detrimental impact on delays at the signals. Right turning traffic from Barnfield Road into Stirling Road requires that an entire new phase is added, reducing green time for the primary north-south movements. The increased queuing has the potential to interfere with the Stirling Road / Claremont Crescent intersection, and could potentially prejudice a roundabout option for that intersection.

Further detailed analysis is recommended if changes to Barnfield Road are to be pursued, including an assessment of the strategic value of the Railway Street link.

7.4.6.2 Gugeri Street / Shenton Road

This intersection operates as a complex priority intersection related directly to the location of the subway under the Fremantle train line. In addition to forming the junction between two Distributor Roads, it also lies near the intersection of Shenton Road and Graylands Road, which remains an important access street along the western boundary of the Claremont Showgrounds.

The current configuration of the Gugeri Street / Shenton Road intersection consists of a full movements connection to the west of the subway *and* an eastbound merge lane. Sightlines are constrained by the curvature of the road, topography and the subway (**Figure 7-31**).

Figure 7-31 Gugeri Street / Shenton Road – subway and priority intersection



Source: MetroMap

The Town has identified a potential alternative intersection form, which comprises a roundabout intersection for safe and effective movements between these distributor roads. The level difference between the subway and Gugeri Street (see **Figure 7-32**) presents some design challenges.

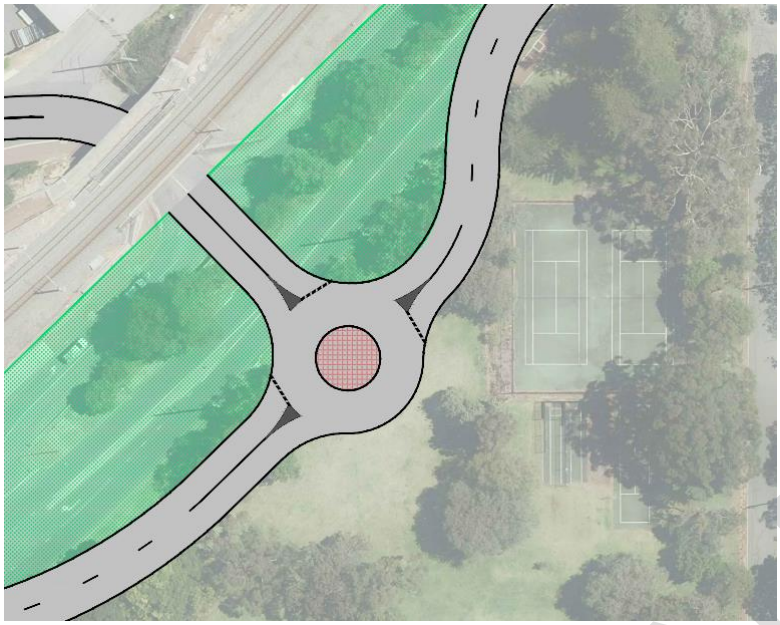
These can be resolved by extending Shenton Road to allow for acceptable grades between the subway and Gugeri Street, and realigning Gugeri Street to connect at the resulting roundabout intersection. This means that a roundabout at the natural intersection location would require a large deviation of Gugeri Street and a considerable land take from Rowe Park (as shown in **Figure 7-33**).

Figure 7-32 Shenton Road subway – level difference



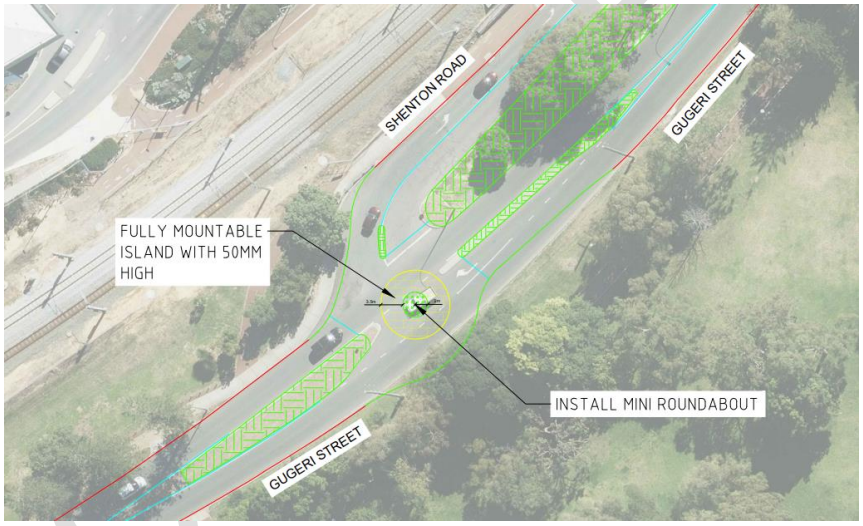
Source: Google StreetView

Figure 7-33 Gugeri Street / Shenton Road – concept roundabout with road realignment



An alternative would be to retain the existing intersection location; converting the priority to a roundabout form. The following **Figure 7-34** describes an approximation of the absolute minimum roundabout geometry.

Figure 7-34 Gugeri Street / Shenton Road – concept roundabout (minimum geometry)



This mini roundabout minimises the encroachment into the southern verge area, reduces the impact on mature trees and supports the existing orientation of Shenton Road which runs parallel to Gugeri Street at this location. Increasing the roundabout diameter to something approaching Main Roads standards for a Distributor A road would again necessitate a substantial land take from Rowe Street, and include deviation of Gugeri Street to provide sufficient deflection.

Despite these difficulties in engineering design, the ultimate redevelopment of the Claremont Showgrounds may result in traffic demands that cannot be accommodated by the existing intersection form. A detailed access and operational assessment will be required to support these works, and to ensure that an appropriate intersection geometry can be created.

7.4.6.3 Graylands Road / Shenton Road

As for the Graylands Road / Shenton Road intersection, this intersection must also deal with the proximity to the subway and the resulting topographical issues. The larger separation from the rail line means that there are more options for intersection upgrades. Such upgrades may be triggered by the redevelopment of the Claremont Showgrounds, which would add a substantial traffic demand to this intersection.

One key engineering constraint is the proximity of this intersection to the high-voltage power which runs to the east of the intersection (**Figure 7-35**).

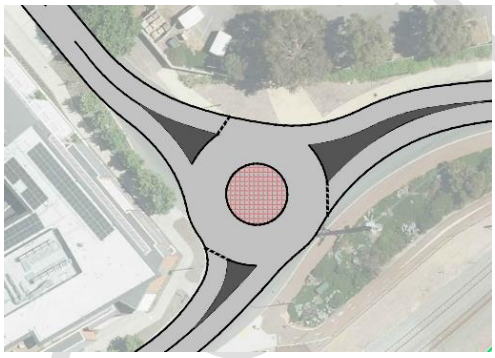
Figure 7-35 Graylands Road / Shenton Road intersection



Source: Google StreetView

This may be alleviated as a result of the redevelopment of the Claremont Showgrounds, which could support a minor modification to the road alignment, with a roundabout to the north-east of the current intersection (**Figure 7-36**).

Figure 7-36 Shenton Road / Graylands Road – concept roundabout



The ultimate intersection form would be governed by the needs of the network following redevelopment, and therefore could require alternative infrastructure, such as a signalised intersection, depending on the intensity of use and direction of traffic flows.

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7.4.6.4 Stirling Highway / Stirling Road

The Stirling Highway / Stirling Road signalised intersection has been identified as one of the most congested in the Town of Claremont, alongside Stirling Highway / Leura Avenue. This intersection (**Figure 7-37**) is busiest at school peak periods, since it provides the primary connection to Christ Church Grammar School from the north and east, and to the full range of private schools via Queenslea Drive from the residential suburbs south of Stirling Highway (Dalkeith and Nedlands).

Figure 7-37 Stirling Highway / Stirling Road – existing scenario



Source: MetroMap

This intersection is heavily constrained by development on all corners. Changes to lane allocation and signal timings have been previously investigated and found to be detrimental to its function.

Changes to the Stirling Highway / Stirling Road intersection have been identified as part of the SHACS, comprising the construction of a shared left-turn pocket and queue jump lane on the eastern approach and a separate bus priority lane on the western approach. This will ultimately increase capacity for through traffic and will contribute to improved function. However, the associated upgrades encroach upon the Christ Church at the south-east corner of the intersection and will therefore require careful engineering and stakeholder engagement before any works are progressed.

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7.4.6.5 Stirling Road / Claremont Crescent

This intersection suffers from restricted sightlines for vehicles turning from Claremont Crescent, as a result of the constrained visibility caused by the subway. While the crash history at this intersection suggests that the constraints have not resulted in a dramatic increase in frequency or severity, there is a significant effect on efficiency. Drivers tend to hesitate much longer when turning due to the lack of vision.

The existing layout of this intersection can be seen below, **Figure 7-38**.

Figure 7-38 Stirling Road / Claremont Crescent – existing intersection



Source: MetroMap

This effect is exacerbated by the intersection form at Stirling Road / Barnfield Road – the primary northbound flow direction runs unimpeded, at prevailing speeds of 50-60km/hr. While the signalised intersection creates gaps in traffic which would be highly beneficial to turning vehicles if sightlines were clear, these are difficult to discern. A convex mirror located opposite the Claremont Crescent approach has been installed to improve visibility, but this intervention cannot 'solve' the underlying issue.

The road reserve width is very narrow in this location, and the bridge structure presents a challenge for an engineered solution.

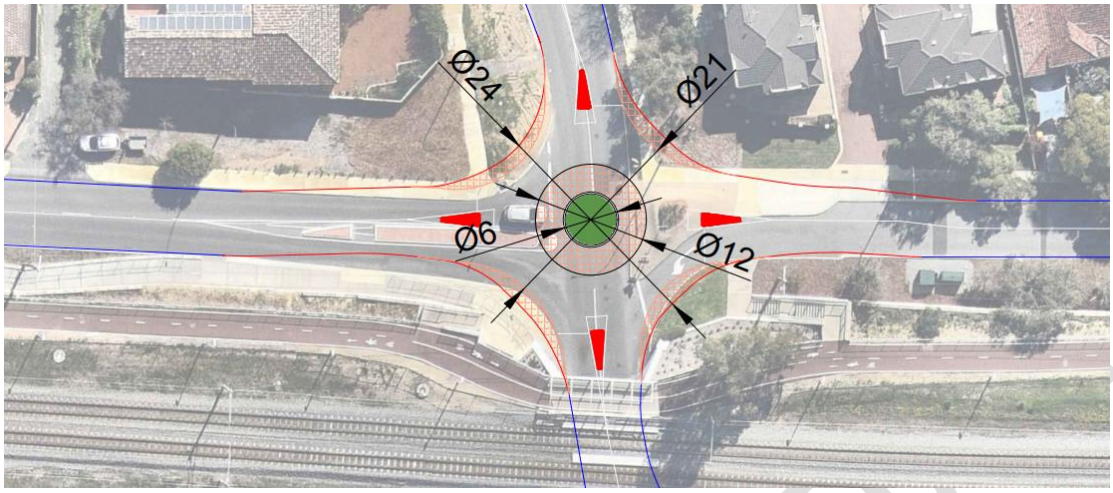
Two different options for intersection improvements have been considered: a compact roundabout intersection, and a modified 'roundabout' geometry. These options are shown below, **Figure 7-39** and **Figure 7-40**.

The compact roundabout uses tight geometry at the roundabout approach to reduce travelling speeds to 15-20km/hr. This reduces the sightline requirements considerably since approach speeds are so low (in fact, Transport for London guidelines for compact roundabouts explicitly recommend limiting sightlines to maintain slow speeds). Due to the Road Rules that apply to roundabouts, drivers approaching from the west are required to give way to vehicles only if they are in the roundabout, reducing hesitancy and improving traffic flows.

It is understood that Main Roads WA has been working on guidelines for these roundabouts, which are popular across Europe as well as in other Australian cities (Adelaide, Melbourne etc.). It's also similar to the geometry used at the Claremont Crescent / Franklin Street roundabout. Currently, design guidance incorporated into Austroads is vague and difficult to use for this purpose, though they are supported in the text.

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Figure 7-39 Stirling Road / Claremont Crescent – compact roundabout



The above geometry retains full access to Claremont Crescent eastbound, restoring a number of turning movements which are currently banned. The utility and impact of this change is discussed further below.

An alternative arrangement for a 'roundabout' form is shown below, **Figure 7-40**. This unconventional roundabout design retains a narrow geometry along the north-south axis to allow it to fit into the road reserve. It also deviates the western approach lane approximately 15m north. This increased separation opens up the sightlines for drivers waiting to turn and thereby improves the efficiency and safety of the intersection.

This design introduces a small degree of deflection along the north-south axis as a consequence of the widened median and the natural curve in the road. Nevertheless, it is unlikely that traffic would be substantially slowed through this intersection. The unusual geometry of the intersection could form an impediment for users approaching from the west, with drivers staying hesitant to turn even when they have priority – essentially seeing the intersection as a priority rather than a roundabout (for which different road rules apply.

Figure 7-40 Stirling Road / Claremont Crescent – modified 'roundabout'



Source: Town of Claremont

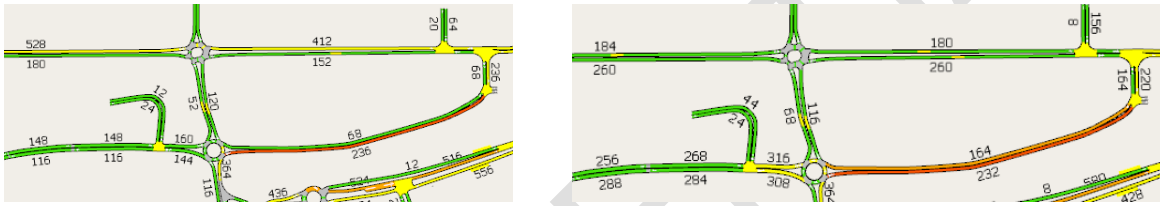
The existing turning restrictions at Claremont Crescent (limiting the eastern leg to left-out only), have several effects:

- They eliminate queuing for right-turn movements eastbound movements which could greatly reduce the ability for vehicles to exit Claremont Crescent (west)
- The eliminate through movements across Stirling Road, which would be unsafe given the volume and speed of cross-traffic and the limited sightlines.
- They limit the traffic volumes along Claremont Crescent and the amenity impacts to residents in this street.

The first two of these effects would be mitigated by either of the two intersection options above. A roundabout is ideal for this purpose. The reduction in traffic along the eastern leg is a consequence of the turning restrictions. The compact roundabout shown in Option 1 above can be restricted to outbound only, but this would retain the through movement towards Swanbourne (the right turn would have little to no utility).

This would form an attractive route option for any traffic heading to Curtin Avenue, and therefore should be considered carefully in this context. Preliminary analysis using the AIMSUN mesoscopic model has been used to estimate the local demand for movements under the compact roundabout option (shown below **Figure 7-41**). These results show a substantial increase in traffic movements, from 40-75vph (outbound only) to 250-400vph (two-way). Extrapolated over an entire day, that potentially represents an increase of 3,000vpd or more.

Figure 7-41 Local rerouting effects: Claremont Crescent full movements roundabout - AM peak (left) and PM peak (right)



In either of the above scenarios, peak period function will degrade severely if queues from the Barnfield Road signals extend through the roundabout. This effect can already be seen at the Leura Avenue / Gugeri Street intersection.

For the above reasons, it is recommended that further investigation of the feasibility and impact of these options be undertaken, considering the trade-offs between sightlines, negotiation speeds and driver perception. This will require a specific design exercise, operating in coordination between the Town and Main Roads WA. The ultimate arrangement would need to comprise a package of works that would include changes at Barnfield Road and Claremont Crescent, and in the context of future growth at Claremont Showgrounds.

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7.4.6.6 Avion Way / Stirling Highway

The layout of the internal road network for the Claremont Town Centre is generally as a network of one-way streets, with access to boundary road restricted for operational and safety reasons (**Figure 7-42**). These streets reduce the benefit of driving through the centre and allow for road space to be oriented more towards pedestrians, rather than cars.

Figure 7-42 Vehicle turning restrictions in the Claremont Town Centre



Currently, Avion Way is one of only two internal streets (alongside Church Lane) that permit direct access to Stirling Highway, and the only one that can be accessed from both Bay View Terrace and the Claremont Quarter shopping centre car park (see **Figure 7-43**). Avion Way therefore has an outsized importance for the function of the Town Centre street network.

Figure 7-43 St Quentin Avenue / Avion Way intersection – existing scenario



Source: MetroMap

A number of stakeholder comments questioned the configuration of Avion Way, recommending various modifications to traffic direction or turning movement restrictions. It is also understood that redevelopment of the lots adjacent to Avion Way could impact both traffic volumes and road alignment.

The orientation and function of Avion Way has been considered in this context, as follows:

- Avion Way provides an alternative route for exiting vehicles heading east along Stirling Highway, without requiring vehicles to use the Stirling Highway / Stirling Road intersection.

  The signals at Stirling Road are one of the most congested locations in the local network. By retaining Avion Way as a southbound one-way street, this provides significant benefit to the system.

  Because Avion Way is downstream of the Stirling Road signals, it is afforded additional gaps which increase its capacity. This means that redirection of traffic away from Avion Way (e.g. towards Stirling Road) could exacerbate existing issues in the road network.

- The convergence of St Quentin Avenue eastbound and westbound at Avion Way creates the potential for conflict, but traffic speeds are very low and visibility is good. The intersection of St Quentin Avenue / Avion Way is therefore not considered to be a safety issue.

- The alignment of Avion Way is a consequence of the existing building form. Modifications to this alignment which shift its location to the east or west does not necessarily constitute an issue, though the proximity of this key egress from the Town Centre would need to be considered in the context of the nearby driveway crossovers at Lot 345 and Lot 331 Stirling Highway.

- However, if Avion Way were to be removed entirely, this could induce a number of substantial impacts on the function of the network. Currently Avion Way carries up to 1,800vpd, including 160vph during the afternoon peak.

  Redistributing these trips to the remaining streets would involve either overloading Stirling Road, or modifying the function of St Quentin Avenue to shift trips to Church Lane (Church Lane can currently only accept trips from Bay View Terrace).

  Modifying St Quentin in this manner would increase traffic volumes through the Town Centre, and particularly adjacent to the Claremont Quarter Plaza.

7.4.6.7 Alfred Road / Ashton Avenue

The *Loch Street Station Precinct Structure Plan* identifies an opportunity to construct a roundabout at the intersection of Alfred Road and Ashton Avenue.

Current traffic volumes on these two roads support the function of this intersection treatment. However, it is likely that Alfred Road would be categorised as a Secondary Route under the Long-Term Cycling Network (LTCN), noting that all routes within the City of Nedlands are as-yet unclassified. Ashton Avenue is identified as a Local Route in the LTCN. This suggests that any intersection treatment should be designed with cycling movements in mind.

Roundabouts are not typically designed to support either pedestrian priority nor safe cycling. Main Roads is currently in the process of developing guidelines for small-scale roundabouts that are more suitable for this purpose, consistent with the 'compact' roundabout discussed above in **Section 7.4.6.5**. So long as active transport is one of the key considerations in the design of the intersection, a roundabout would provide a suitable improvement over the existing priority intersection.

7.4.7 Non-Infrastructure Opportunities for Private Vehicle Transport

One opportunity to reduce traffic volumes is through car sharing programs. In combination with low-ownership policies, car sharing schemes have been shown to be extremely effective in providing mobility to residents while heavily reducing kilometres travelled.

These schemes do not necessarily require public funding or support beyond some enabling policies, though provision of on-street parking may be beneficial where cars are shared publicly or across multiple lots. Some consideration for on-street car charging may be needed where car share uses electric vehicles. Where this can be integrated into the verge infrastructure then the Town may consider allowing EV charging on-street, however it should not be permitted to obstruct the pedestrian path or the integrity of cycling infrastructure in any way. It is appropriate for EV charging infrastructure to be provided by a third party under a commercial arrangement, rather than by the Town.

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8 Parking

Parking is an effective bridge between land-use and transport mode choice. Parking should be considered as an ecosystem consisting of public and private, on-street and off-street, and considering all of the many needs of the people who use those bays. The optimal parking system would be one where all parking is used efficiently, with the minimum amount of space devoted to parking activities. After all, parking itself only facilitates activity; it does not create any of its own.

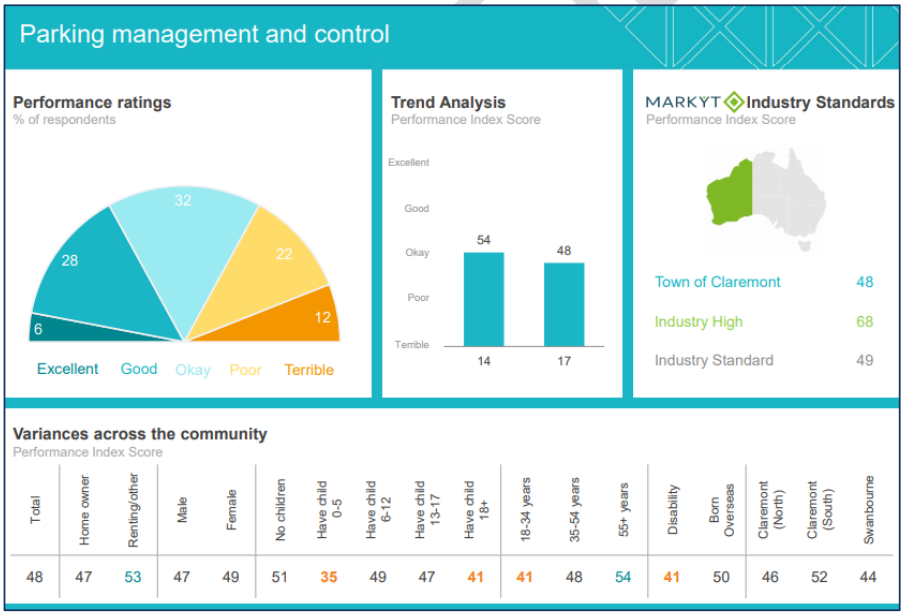
Constraining parking through a Local Planning Policy can be an effective method to apportion road space for particular trip purposes (residents, employees or visitors). This helps to reduce private vehicle trip generation and to create a more sustainable land-use and transport environment. Best-practice provision and management of parking across the various land use categories is discussed in detail in later Sections.

Strategic policy directions made by Local Government can provide a clear, concise and manageable context for decision-making, with a significant effect on mode choice, land development, economic viability and place-making. Parking infrastructure is an essential and inherent component of both the transport and land use system, and is unique in that behaviour can be influenced directly at the planning and policy stage rather than solely through infrastructure provision. In this context, an appropriate supply of quality, well-located car parking is a critical issue for people and businesses.

Land uses define the requirements for car parking quantum and location: short stay and on-street parking close to retail precincts, long-stay commuter parking on the periphery of employment centres and parking facilities for residents.

A baseline for the subjective performance of parking in the Town can be seen in the outcomes of community surveys on parking sufficiency and management (**Figure 8-1**). This metric primarily refers to the availability of parking and the price – where parking is free and ubiquitous, scores will be higher. However, that is not necessarily a useful test to apply to an Activity Centre like Claremont, where demand will always outstrip the supply.

Figure 8-1 Community Perceptions of Parking



8.2 Parking Discussion

8.2.1 Residential Parking

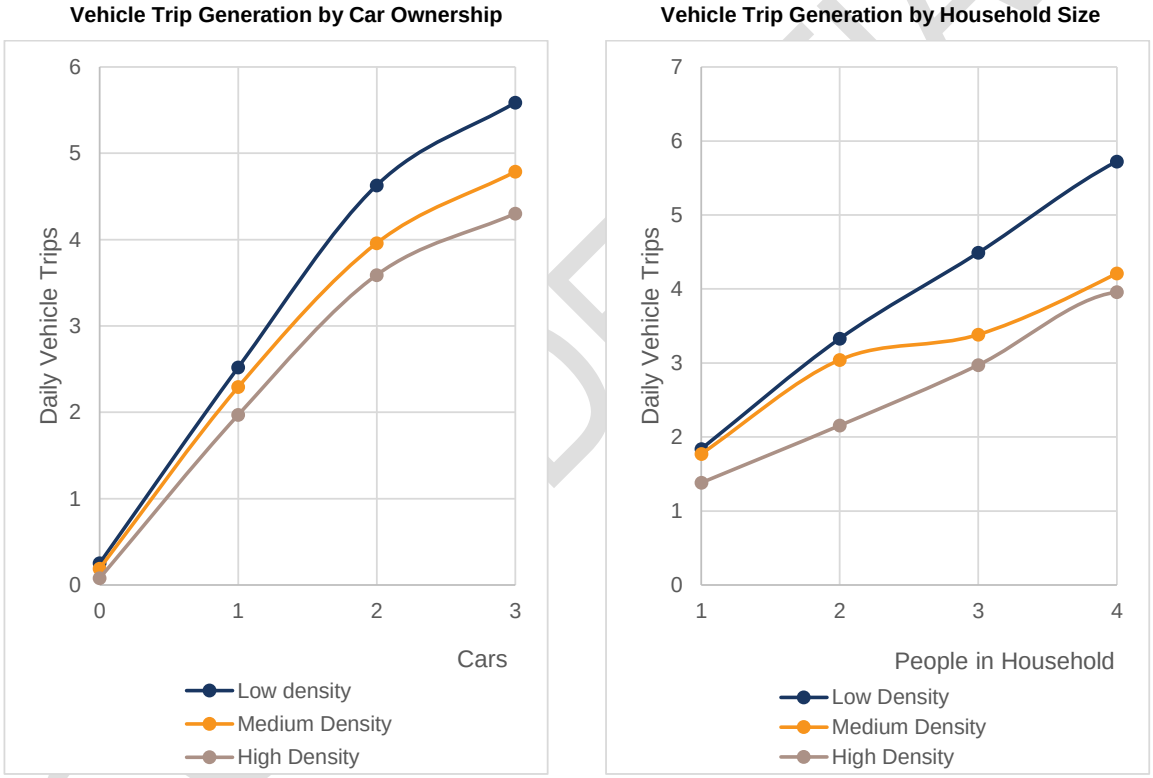
The scale of impact from residential areas is significant, but difficult to manage. Large suburban dwellings often have ample space to support parked cars, in addition to abundant parking along the street-front.

As density intensifies, residential vehicle ownership declines and vehicle trip generation drops. This occurs due to a number of reasons: smaller household sizes, greater accessibility to alternative transport and proximal activity and a reduced reliance on private motor vehicles.

While multiple-unit apartment and townhouse development is expected to primarily occur along corridors and within Centres, the same effects in residential areas promote sustainable transport outcomes.

The type of transport used for various trip purposes varies greatly by availability, proximity to destination and transport opportunities etc. However, there is an obvious relationship between mode share and vehicle ownership.

Figure 8-2 Average Household Vehicle Trip Generation Rates (VISTA)



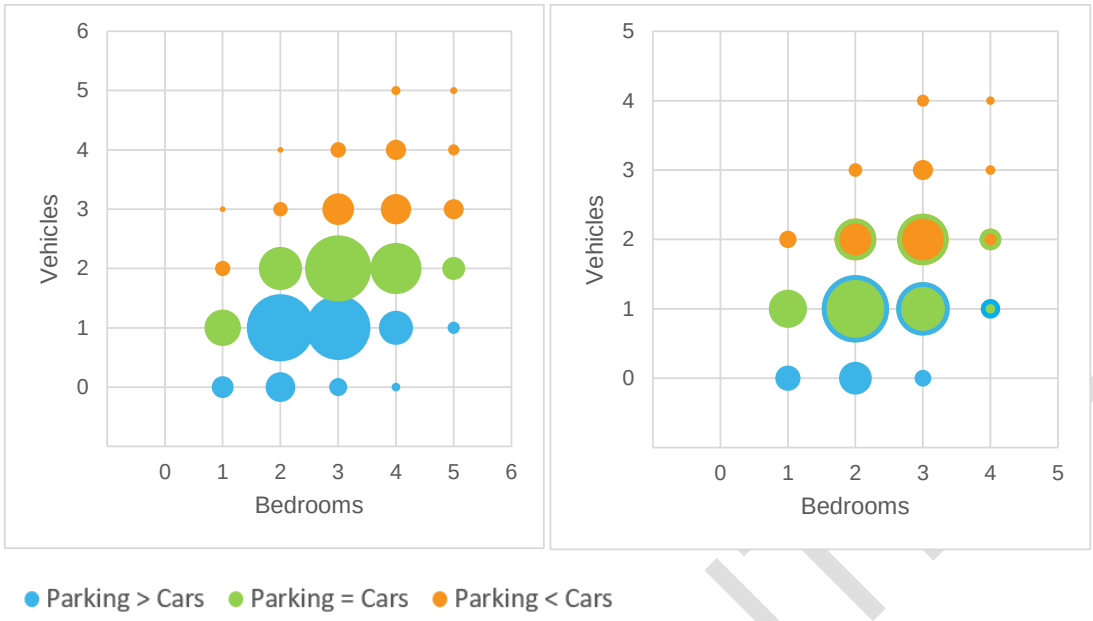
This result cannot be directly applied to individuals, but is indicative of the scale of change across the resident population. This effect somewhat influenced by density, but appears to be largely inelastic - that is, each privately owned car can be expected to create approximately 2-2.5 driving trips per day. The biggest reductions occur when residents choose to forgo owning a car in favour of alternative transport options.

As a matter of policy, it is appropriate that vehicle ownership is limited by residents' capacity for on-site storage. In the current commercial environment, developers continue to construct parking well in-excess of parking demand (see below, **Figure 8-3**). In this case, the primary constraint on vehicle ownership and use is the peak period congestion experienced by residents.

Given the majority of residential growth is expected to be in the form of higher density instead of large detached dwellings, it is expected that vehicle ownership rates and traffic generation rates will be lower than historic values.

While the majority of Claremont residents still have access to a private vehicle, actual household vehicle ownership varies substantially. Data from ABS Census 2016 below shows the relationship between dwelling size and vehicle ownership, with a comparison against R-Codes requirements.

Figure 8-3 Vehicles per bedrooms in detached dwellings (left) and apartments (right)



This review suggests that if all dwellings were constructed strictly according to the R-Codes parking requirements, almost 45% of all detached dwellings (owning 1 car or fewer) and 23% of apartment dwellings would have more parking bays than cars (approximately 1,800 spaces total). While this parking can be repurposed as storage in detached housing, apartment owners are not afforded the same opportunities – this space is generally wasted.

Currently, the desire for residential parking by developers remains high, and generally in excess of R-Codes requirements. However, due to self-selection effects, reduced residential parking in apartment development can be permitted without impacting the overall system, provided the adjacent on-street environment is managed. This is consistent with design guidance provided by R-Codes Volume 2.

8.3 Town of Claremont Parking Policies

The Town of Claremont Policy Manual defines a number of guidelines intended to manage public and private car parking.

Specific policies are in place to manage:

- On-street parking and management (LV131 – Precinct Parking Management)
- Private car parks for public use (LPP205 – Public Parking)
- Residential parking permits (LV132 – Parking Permits)

These policies are in line with best-practice, but function as procedural rather than strategic guidelines.

The Town of Claremont's Local Planning Scheme No. 3 (LPS3) prescribes a minimum number of parking bays to be provided by a development. Departure from this minimum requires justification, and is at the discretion of the Town. Variation to the parking provision is generally permitted without invoking cash-in-lieu provisions (up to 35% according to various location and alternative transport characteristics).

As with other heritage centres, historic parking supply is limited due to the period of development where car ownership was low. Provisions are included in LPS3 to recognise existing parking constraints, requiring additional parking to be provided only where expansion or intensification of development is proposed. This allows for change-of-use without imposing an infeasible burden of parking infrastructure.

It is noted that DPLH is currently undertaking work to standardise parking rates across Metropolitan LGAs. It is understood that the Town will be ultimately need to review the parking requirements stipulated in LPS3 and prepare a Parking Strategy that recognises its individual parking needs in the context of this guidance.

Further discussion of various aspects of parking policy is provided in the following Sections.

8.3.1 Residential Parking Permits

Where apartment buildings and townhouses are constructed with a reduced parking supply, this can result in residents owning more cars than parking spaces. Residents in detached housing also may repurpose garage space as storage or as another living area. A residential parking permit scheme allows residents to own and keep additional vehicles on the street, rather than on their own property. This shifts the burden of cost from the owner to the Town. The Town of Claremont has designated certain residential streets as 2P, with exceptions for residents displaying permits.

The Town currently allows an occupier:

- two free residential parking permits per single house or residential unit;
- valid for 3 years; and
- no permit for multiple dwellings of 12 or more.

Generally, residential parking permits are considered appropriate where on-site parking supply is low, such as in Heritage Areas / Streets where dwellings were constructed without parking, and where adjacent land uses are likely to consume the on-street bays used by these residents. But, residential parking permit schemes are expensive to maintain, and are generally not priced at a level commensurate with their value.

The following should be considered when evaluating the residential parking permit scheme:

- Residents parking their vehicles on-street do so either because the number of vehicles owned is greater than on-site car parking, or that parking has been appropriated for other uses (a home gym, extra bedroom/workroom, additional storage etc.).
- Therefore, if used, that resident receives a financial benefit proportional to the value of the land or construction cost of the parking space (a secure garage may cost $30,000-40,000 to construct, and provides an equivalent value). As such, an on-street parking bay represents a benefit to the vehicle owner of approximately $1,500-2,000 p.a.

An annual parking permit fee functions as a price signal to residents. It allows vehicle owners to adequately account for the cost of parking infrastructure and consider storage as part of the real cost of ownership. Where residents have insufficient parking, this permit scheme provides an opportunity to shift the burden of storage onto the Town, but provides funds for the maintenance of that infrastructure at an equivalent market rate.

This form of management has some intrinsic advantages:

- It allows the underlying parking restrictions to support the desirable use of on-street parking;
- Reduces the probability of selling parking permits to visitors/employees in the area;
- The pricing regime can be introduced progressively over time; and
- It retains equity for all residents, existing and future.

It is expected that any form of on-street parking permit model would involve a relatively low introductory price, with gradual increases over time to manage uptake and on-street usage. If on-street parking in residential areas is provided to support residential visitation and service/delivery, then the existing oversupply of such parking becomes even more clear.

Recommendations

Price the parking permits at a rate consistent with the opportunity cost of parking infrastructure, with a transition period to support behaviour change by residents. Concessions for Heritage Areas should be considered.

Provide a set amount of visitor permits per household annually

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8.3.2 Non-Residential Parking Rates

8.3.2.1 Office / Business

Office development can be differentiated by location, with areas closer to public transport needing less parking. A standard development occupancy rate of 1 worker / 25sq.m GFA can be used for comparison. Unconstrained office demand is generally considered to be approximately 1 space / 40sq.m GFA (*ITE Parking Generation 4th Edition*).

Based on the average attendance rate by workers within an office development, this supply is usually sufficient to allow a car-as-driver mode share of approximately 75-80%. A similar assumption is used in the analysis below.

The LPS3 rates reflect a supply of on-site parking as follows:

Office/Business Land Uses	Parking Rate	Parking Spaces per Employee	Supported Mode Share %	Current Mode Share %
Claremont (moderate 15% concession)	1/35sq.m GFA	0.71	89%	73%
Claremont (maximum 35% concession)	1/46sq.m GFA	0.54	68%	73%
Outside Claremont Town Centre	1/30sq.m GFA	0.83	100%	85%

This analysis indicates that the statutory parking provision is likely to exceed current demand outside of the Claremont Town Centre unless the maximum concession is provided.

However, the constrained development environment, particularly within the Town Centre, means that there are internal pressures to reduce on-site parking (high costs of land and construction, heritage issues and access constraints). This makes cash-in-lieu provisions more attractive for development. The Town's strong cash-in-lieu policy can therefore support lower parking supply in private ownership while contributing to the construction of community assets.

For office development, the actual provision of parking is predominantly a commercial decision – based at least in part on the availability of public transport alternatives for staff. There will be an ongoing need for the Town to provide long-stay public parking within walking distance of the Town Centre, with cash-in-lieu funding applied to construction of parking facilities as well as towards improving accessibility by other means.

8.3.2.2 Shop / Supermarket

The parking demand associated with retail development is highly variable, and related not only to the type and scale of the retail offering, but also the density of residential/business surrounding it.

In the absence of this information, *ITE's Parking Generation* guide projects demand for large-scale retail centres is approximately 4 spaces/100sq.m, of which approximately 15-20% is used by employees. In contrast, RTA *Guidelines for Traffic Generating Development* recommends 5.5 - 8 spaces / 100sq.m.

LPS3 provides two rates: for 'Shop (Intermediate)'and 'Local Centre Zone' at 6 spaces / 100sq.m GFA, and 'Shop (Small)' which allows "requirements to be determined by Council". This appears to suggest that the statutory parking provision is likely to exceed current demand, even in the Claremont Town Centre. It is noted that provisions in the TPS allow for this requirement to be varied, but the standards for discretion do not provide a sufficiently strong framework to support consistently good practice.

In particular, opportunities for parking concessions are not specifically related to an understanding of parking demand, and so reflect neither local density nor diversity, the availability of public parking or opportunities for shared or reciprocal parking.

8.3.2.3 Restaurant/F&B

The parking demand rate for restaurants as defined in LPS3 (1 space per 4 seats) is likely to be *less* than the unconstrained demand for parking. However, this peak parking demand is generally outside of business hours (evenings and weekends). Customers can therefore utilise on-street and off-street public parking that would otherwise be consumed by employees.

Where dense restaurant/entertainment and residential development are in close proximity, some conflicts may occur; particularly where residents rely on on-street parking for private vehicle storage.

In general, the provision rates identified in the LPS3 appear sufficient in this context.

LPS3 has specific provisions for parking related to a 'small bar'. Within the Town Centre, this requires a minimum of 1 space per 16 patrons, presumably recognising the availability of publicly accessible parking during the evening.

In other locations (Highway Zone and Local Centre Zone) there is the opportunity to utilise nearby private parking and on-street public spaces to supplement on-site supply, where a parking study can demonstrate other demands will not compete for these spaces.

8.3.2.4 Medical

The parking requirement for medical facilities is highly dependent on the nature of the service provided.

- Medical Clinics generate a greater number of patients and require a higher parking rate.
- Specialist Centres have a greater proportion of non-practitioner staff, but fewer patients.
- Hospitals with overnight stay generate additional demand by visitors.

These services may be provided in stand-alone facilities or combined on a single site. As such, the parking needs of a medical land use does not easily fit within a simple rate calculation, and should be supported in every instance with a site-specific Parking Study.

The LPS3 requirement for 'Consulting Room' parking is a rate of 1 space per employee, plus additional parking for visitors/patients at 1 space per 30sq.m. However, the parking needs of a medical use do not easily fit within a simple floor area calculation, and the number of employees is an operational decision that may not be known at the time of construction.

Ideally, the parking requirements for an individual development should be supported in every instance with a site-specific parking demand and supply management assessment.

Alternatively, a rate related to the number of 'consulting rooms' allows for variation in the size and function of the facility while providing some statutory guidance for development. A representative minimum parking requirement of 3 spaces per consulting room or hospital bed would better reflect demand.

8.3.2.5 Other Land Uses

While it is tempting for Council to determine parking requirements for the widest range of land uses, the reality is that the associated rates are rarely evidence-based. Instead, parking requirements have usually been informed by a patchwork of sources, including:

- Parking surveys completed in the USA and Sydney, some as long ago as the 1970's.
- Results of an investigation for a single development application that then become the standard for all subsequent developments.
- Requirements applied by a neighbouring Council which may be perceived to be attractive to users and as such, are adopted more broadly without proper analysis.
- An evolution from previous requirements, adjusted incrementally to reflect changing attitudes to the local parking supply.

This suggests that a fine-grained parking table provides less utility to the Town than a clause requiring a site-specific Parking Management Plan, provided a reasonable metric can be established to determine an appropriate parking supply.

The opportunities to consolidate and centralise parking within commercial centres is discussed in **Section 8.5.7**.

8.3.3 Shared and Reciprocal Parking

Shared parking is parking that is used by 2 or more uses, instead of restricting parking to the exclusive use of a single land use. The more exclusive the parking is, the less effective it becomes for the system as a whole. Shared parking takes advantage of the fact that most parking bays are only used part-time by a particular group, and many parking facilities have a significant proportion of unused bays, with utilisation patterns that follow predictable daily, weekly and annual cycles.

Efficient sharing of bays can allow parking requirements to be reduced significantly. Partial sharing occurs when arrangements are made by one facility to use another's parking facilities at certain times. For example, an office block would use parking spaces by day while restaurant users, or residents in the same building, are more likely to require bays in the evening.

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Improving the use of under-utilised off-street parking can be achieved by allowing public use outside of peak operating hours, supported by clear signage, access and parking guidance.

LPS3 has provisions for shared parking which allow for reduced supply rates under a formal Reciprocal Parking Agreement. This form of parking management mechanism relieves pressure on commercial tenants and the Town to provide additional parking.

Recommendations

Liaise with local business owners to promote the shared use of car parks, using up to date parking survey data to help identify suitable locations

A Reciprocal Parking Agreement uses a formal legal document to permit parking on third-party private land, for a fee or otherwise. This may be used to reduce the burden of providing parking by a proposed development, without the need to invoke cash-in-lieu provisions. Since these Agreements must be maintained on Titles, they involve administration from Local Government. They are also inherently less efficient than the provision of public parking.

The degree of reciprocal parking occurring depends on the types of land use in the vicinity and the time of day. The most important component to determine the rates of reciprocal parking is the proximity of the land use pairs and their peak times of operation. As most developments within activity centres are generally located within acceptable walking distances, by accommodating reciprocal parking a lower total parking supply is likely to be required to satisfy demand for parking.

Recent changes to Strata Title regulations allow for better use of reciprocal parking, by allowing for partial ownership of a car parking area without discrete designation of individual parking bays. This effectively 'decouples' parking supply from land use, allowing a development's parking to be supplied off-site.

Recommendations

Support increased uptake of Reciprocal Parking Agreements for new developments

8.3.4 Unbundled/Decoupled Parking

The *Community Titles Act (2020*) supports a wide range of new delivery options for publicly accessible parking, allowing for partial ownership of parking within a lot or even on an adjacent lot. This flexibility has the potential to allow a robust parking system to be developed without the need for cash-in-lieu or developer contributions. The provision of publicly accessible parking could, through these means, be led entirely by developers.

The cost of parking for residential and commercial units is usually passed on to the occupants indirectly through the rent or purchase price (bundled) rather than through a separate transaction. This means that tenants or owners are not able to purchase additional parking if required or given the opportunity to save money by reducing their parking demand.

The unbundling of parking can be introduced in several different ways:

- Facility managers can unbundle parking when renting building space;
- Developers can make some or all parking optional when selling buildings;
- Renters can be offered a discount on their rent for not using some or all of their allocated parking spaces; and
- Parking costs can be listed as a separate line item in the lease agreement to show tenants the cost and enable them to negotiate reductions.

Providing tenants or owners with the opportunity of unbundled parking is also likely to create a market for available parking spaces and increase the efficiency of privately-owned parking supplies. It should be noted that if an unbundled parking policy is introduced, it is important to consider the cost of alternative parking in the nearby area. If there is a supply of free or low-cost parking nearby, there may be an incentive for tenants or owners to find other places to park their cars to avoid the parking charge, potentially resulting in spill over effects.

This form of parking can be beneficial in areas where the Town does not have sufficient access to land holdings to provide the full complement of public parking, as would be required under traditional cash-in-lieu schemes.

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Unbundled and decoupled parking is novel in the Western Australian context, and so it is recommended that the Town develop a framework policy to outline the benefits, and the conditions under which the Town would approve of its use.

Recommendation

Establish a policy for unbundled and decoupled parking, potentially including guidelines and incentives in support of efficient supply when preparing the Parking Strategy as required by WAPC/DPLH.

8.3.5 Parking Concessions

LPS3 prescribes a minimum number of parking bays to be provided by a development. Departure from this minimum requires justification, and is at the discretion of the Town. Only minor variation to the parking provision is generally permitted without invoking cash-in-lieu provisions.

Table 8-1 Car Parking Concessions

Maximum Concession	Performance Criteria
5%	The proposed development is within 400m of a rail station and customers/staff are likely to use the train to access the development.
5%	The proposed development is within 100m of a stop on a high frequency bus route and customers/staff are likely to use the bus to access the development.
5%	The proposed development is within 400m of a public car park.
5%	The proposed development provides 10 bicycles bays or more and where 'end-of-trip facilities' are provided as recommended under a Local Planning Policy adopted under the provisions of the Scheme and customers/staff are likely to use bicycles to access the development.
5%	The proposed development is located within Town Centre or Local Centre zone and provides a public benefit, compliments the character of the zone and does not adversely impact the amenity of the locality.
5%	Where the building/place is listed on the Town's Heritage List, Municipal Inventory or the State Register of Heritage Places (subject to the building or place being conserved to the satisfaction of Council).
5%	The proposed development contains parking controls which monitor and control use through boom-gates (or similar) and ticket issuing machines.

While the parking rates provided are the same for the whole of the municipal area, these concessions are not universally applicable and accordingly, appropriate concessions vary from site to site.

The Town's Planning Scheme No 3 Text also sets out guidelines for the reduction of parking ratios for retail uses where parking is constructed to a higher standard than the minimum AS2890.1: Off-Street Parking requirements. This mechanism allows developers to support better quality access and circulation while maintaining policy compliance.

Application for these concessions, as well as the parking requirement for unusual land uses or calculation of mixed use benefits should be captured by the developer in a formal application, via the mechanism of a Parking Needs Assessment and Green Travel Plan. Concessions (without cash-in-lieu payment) may be approved where the applicant can clearly demonstrate that the parking requirement exceeds the likely generation of the development. Should the Town approve a concession because it is technically justifiable, the Town may still allow developers to use the cash-in-lieu program to further reduce the amount of parking required on-site.

Additional concessions may be warranted where constraints such as heritage development or other such matters limit the capacity for on-site parking.

8.3.6 Parking Needs Assessment and Green Travel Plan

A Parking Needs Assessment aims to determine the appropriate **supply** for parking, and the associated policy and management strategies to mitigate impacts of parking network.

A Green Travel Plan (GTP) provides an evidence base to the Town that the **demand** for parking is managed and that transport infrastructure is in place to support the changing needs of employees / visitors to the development. The purpose of a GTP is to encourage employees within an organisation to make greater use of alternative transport modes, and to justify a reduced parking supply. The metrics embedded within the

GTP for provision of transport infrastructure (bicycle end-of-trip, EV charging, car parking etc) should relate to the Town's local mode share targets, wherever available.

These documents are similar to the Traffic Management and Transport Plans current required by the Town for private school development.

As a case example, the WA Department of Transport *Parking Guidelines for Large Shopping Centres* provides guidelines around reduction of parking spaces for this specific land use. The benefits of management of parking supply and demand include:

- Lower parking provision costs through more efficient use of parking bays;
- Reputation gains for greater accessibility and lower congestion in the surrounding road network;
- Better relationship with surrounding residents and businesses; and
- Better public transport services resulting from increased patronage and reduced on road congestion.

The parking needs of many development types are difficult to determine based on land use alone. A Parking Needs Assessment and Green Travel Plan can assist the Town to determine the requirements for parking and the extent to which the public parking system should support development.

In addition, wherever developers propose to seek parking concessions, a Parking Needs Assessment and Green Travel Plan should be required to justify the variation.

Recommendations

Investigate and consider inclusion of a Parking Needs Assessment and Green Travel Plan in the Parking Strategy required to be prepared by the WAPC / DPLH

8.3.7 Cost of Providing Parking

The costs to provide parking are related both to the actual construction cost, and the opportunity cost of not providing more productive land uses.

On-street parking leverages the space available in the public road reserve to reduce the land requirement. However, this parking effectively increases the road reserve width at the expense of additional street trees, landscaping, pedestrian and cycling infrastructure or development.

Off-street parking is less space-efficient due to the need to provide access and circulation. Where this parking is provided in multi-deck facilities, the space per bay increases due to ramping and supporting infrastructure (lifts, stairs, etc.), but the overall land requirement decreases. Conversely, multi-deck parking attracts a high construction cost per bay.

The total construction cost of parking can vary widely, but benchmarking against recent capital works suggests that parking infrastructure is likely to cost in the order of:

- $5,000 - $8,000 per bay if constructed at-grade (noting that there is an additional opportunity cost for the land consumed)
- $30,000 - $50,000 if built in an undercroft or above-ground decked structure; and
- $50,000 - $80,000 when constructed as basement parking (cost greatly depends on the number of basement floors and local site conditions).

These costs can be considered in the context of the Town's cash-in-lieu contribution rate (see below, **Section 8.3.8**)

8.3.8 Cash-in-Lieu

Cash-in-lieu of parking can provide an attractive alternative to developers with regard to parking requirements. This arrangement can also benefit the wider community through the supply of publicly and equitably managed parking for the use of high-value or highest-need parkers, and by reducing the intensity of parking and traffic within the Town Centre core.

Factors to be addressed by staff and Council in considering entering into a cash-in-lieu arrangement include, but are not limited to, the following:

- Consistency with the objectives of the Local Planning Scheme
- Requirements/concerns of commenting agencies
- Consistency with the objectives of the Parking Strategy

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- Whether there is an identified local government interest in providing public parking facilities in the immediate area
- Availability of suitable land for the construction of a public car park
- The timing for the delivery of the public parking facilities and the adequacy of alternatives to on-site parking until public parking facilities are delivered
- Whether on-site parking deficiencies would result in a hardship for the site or surrounding area
- Ability of the site to accommodate the proposed development, based on the available supply of parking
- The number of spaces proposed to be considered for payment-in-lieu.

The Town's cash-in-lieu policy contains a number of best-practice elements that align with the DPLH *Manner and Form – Payment in Lieu of Parking* guidelines.

In particular, LPS3 Clause 33 permits the use of cash-in-lieu funding to be used not just for the construction and management of parking, but also non-parking improvements that can reduce the need for such parking. This includes public transport, active transport and streetscape improvements.

The DPLH *Manner and Form – Payment in Lieu of Parking* identifies a maximum lump sum calculation method for cash-in-lieu contributions of *[infrastructure cost (per m2) x 30m2 x parking shortfall x 50%],* where 30m2 represents the industry standard requirement for an efficient multi-deck car park.

Within this calculation is a 50% discount to be applied to the contribution rate. This discount reflects a number of effects, as follows:

- Provides a financial incentive for developers to contribute to the creation of strategically located public parking facilities
- Reduces the impact of extensive basement parking excavation in the Town Centre, thereby reducing construction timelines
- Recognises that parking spaces are not allocated to specific users on a reserved basis, although the general supply will be available to meet demand
- Recognises that the contributor will not have an ownership interest in the public parking facilities
- Recognises that the parking may not be as conveniently located to a specific development compared to on-site or other nearby parking facilities
- Provides capacity for more efficient provision of parking by reducing the extent of costly and poorly utilized basement parking construction.
- Recognises that all or a portion of the parking may not be constructed at the same time as the development
- Recognises that the Town will be able to recover some of the costs through user fees
- Recognises that the developer/owner will not have any control over parking fees and use regulations.

The Town's *Local Planning Policy 205 – Public Parking* is consistent with this method, allowing for a 50% concession where development is related to a 'preferred use' and located within the Town Centre. It is noted that this concession rate is applied to a nominated cost of $30,000 per bay, for construction of decked parking facilities on publicly owned land (for a total cash-in-lieu contribution of $15,000 per bay).

This difference represents an ongoing cost that the Town will need to consider in the context of fee for service payment mechanisms.

The success of cash-in-lieu parking arrangements can be substantially compromised if the Town approves parking concessions in order to relieve owners from their obligation to provide car parking according to the zoning requirements.

The decision to accept cash-in-lieu should remain at the discretion of the Town and not become an automatic right. This will allow the Town to ensure that if it accepts cash-in-lieu payments there is a reasonable expectation that municipal parking is already available to serve the development, that the Town will be able to provide a supply increase in the short term, or that improvements to alternative transport and amenity can offset the parking needs by supporting induced mode shift.

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Due to the lack of available land, it is unlikely that cash-in-lieu would be applicable for Highway development or within the Ashton Avenue Precinct. There are potential opportunities for enhanced public parking funded through cash-in-lieu provisions within the Claremont Town Centre and Swanbourne Precincts.

It is also necessary to ensure that planning for the provision of future parking structures is transparent and that contributors to the cash-in-lieu fund are given clear indication as to what their payments are funding. This will ensure that developers continue to see benefits in contributing towards public parking, over the intrinsic advantages visible on-site.

Recommendations

Review the costing mechanism for cash-in-lieu on a periodic basis, to ensure that it adequately captures the Town's financial burden for the provision of parking.

Continue to support and incentivize cash-in-lieu as a key mechanism for funding public parking and local transport improvements.

8.3.9 Hypothecation of Parking Revenue

Given the highly car-dependent nature of cities, and the current deficiencies in alternative transport networks, car parking remains a primary factor in determining economic viability. However, parking infrastructure has an enormous cost; not just the direct expenditure on construction and maintenance, but also the opportunity costs in land, streetscape amenity, development density and proximity.

Paid parking fees are an effective measure for managing parking by increasing the efficient use of a shared resource. The revenue obtained from this form of parking management is, by definition, used to offset the cost of enforcement and installation. Beyond this maintenance cost, paid parking revenues may be 'hypothecated' to improvements in transport and local streetscapes.

This provides direct benefit to the community and additional value over and above the impacts of managed parking alone. International examples show that where revenue is hypothecated to local improvements, patronage of these businesses and land values increase markedly.

Some of the hypothecated funds from paid parking revenues should be allocated to improvements to the associated car parking, including high-cost improvements such as lighting. Maintaining a high level of presentation for fee-paying public car parks also helps to justify the paid parking regime.

Paid parking can therefore be an effective measure to support safe, attractive streetscapes and car parking areas, for the benefit of the local community. Application of this type of measure has been shown to ultimately *increase* the revenues to local businesses as a result of two related effects:

- Better availability of parking for customers as employees relocate to less desirable bays
- Better streetscape environments increasing the attractiveness of the Precinct to visitors

It is important to ensure that parking prices are maintained only at the level required to support efficient use. Where supply is greater than demand, the appropriate price may well be zero.

Recommendation

Consider include parking fees in the Parking Reserve Fund as opposed to the current free parking and infringement strategy - these can then be used to directly benefit the local community, including improvements to streetscapes and active transport accessibility.

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8.4 Commercial Parking in Activity Centres

The Town's control over the supply of parking (through statutory policy and public parking) can be used to constrain certain types of parking to influence travel behaviour. Also parking policies imposed on business employees, visitors and residents can be used to reduce traffic generation, and maintain effective road corridors. Any substantial road upgrade or Centre plan creates the opportunity to modify the parking supply and management regime.

The demand for parking is related to the type, location, and density of development, summarised generally as follows:

- **Employee parking**: demand is related to the provision of alternative transport modes.

  Employee behaviour is often very elastic: constraining parking can have a big impact on private vehicle mode shares.

- **Residential parking:** demand is related to vehicle ownership, the provision of alternative transport modes, and to the density and quality of retail, employment, and entertainment destinations within walking distance.

  Due to self-selection, reducing on-site parking supply has a direct impact on residential vehicle ownership and private vehicle trip generation.

- **Restaurant/Entertainment Visitor parking:** demand is related to the density and mix of development, and particularly the proximity of residents and employment, not so much on public transport provision. However, the introduction of ride sharing/hailing services has had a demonstrable effect on travel behaviour for a wide range of land uses, particularly where alcohol is consumed.

- **Commuter parking**: demand is related to external factors – the frequency of train service, quality of station amenity, congestion and parking fees at destination.

Supply constraints within a Station's walkable catchment are highly impactful, since commuters have flexibility to park elsewhere along the train line. Experience suggests that even at high-demand stations, parking is generally limited to a 400m catchment.

The existing supply of parking and land use profile for the local Town Centres, including Claremont, has been characterised using a data collection based on aerial imagery and street-level interrogation.

Cardno's Parking Demand Model has been applied to three development precincts to calculate the existing and future theoretical parking demand. This calculation considers includes both the Centre itself and the surrounding land uses within a reasonable walking catchment (nominally 400m from the centroid of the area).

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Figure 8-4 Parking Demand and Supply in Centres

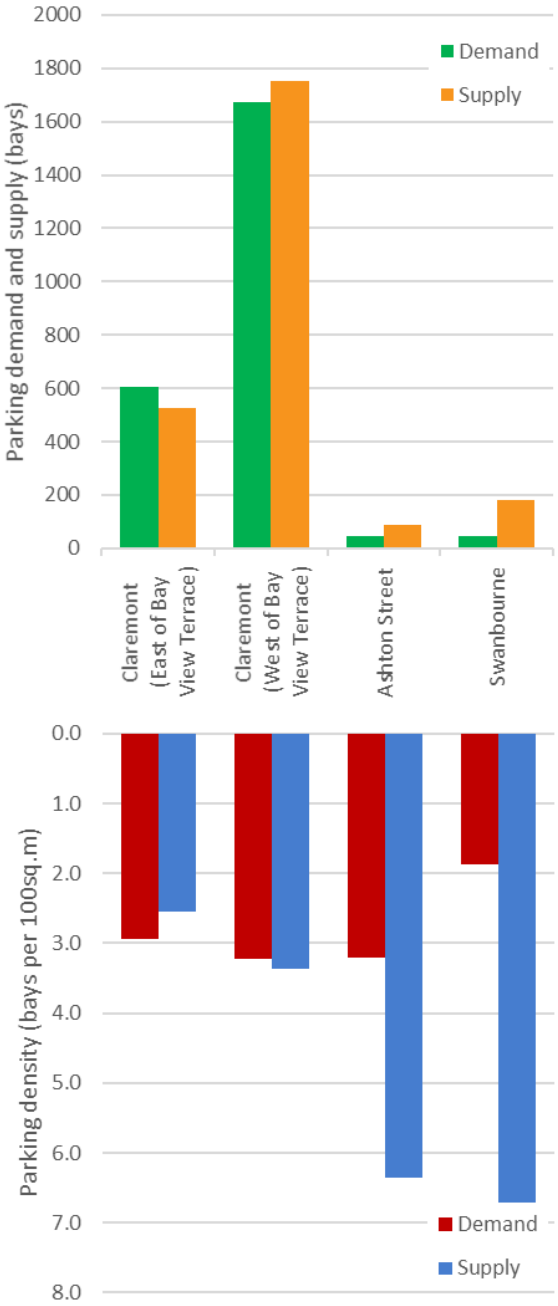


Figure 8-4 provides an overview of the parking demand and supply rates for each Centre. This describes the absolute supply of parking bays within the Local Centre boundary (including on-street and off-street supply), as well as the parking supply ratio (bays per 100sq.m gross floor area).

The overall demand varies considerably between Centres, but the rate is very similar, at approximately 3.0 spaces per 100sq.m.

The Swanbourne Activity Centre has a lower demand rate due to the type and amount of retail development in the Precinct, and the extent of residential development in the immediate vicinity.

The Ashton Avenue and Swanbourne Neighbourhood Centres rely primarily on street parking and, because of the low intensity of these Centres, appear to have ample supply. Further development within these areas will ultimately take up the public parking provision.

Analysis suggests that demand for free parking in the Claremont Town Centre exceeds supply. However, the extent of paid parking in Claremont, the excellent accessibility by bus and train, in addition to the growing local residential catchment, mitigates the impacts of parking limitations in this Centre.

The Parking Demand Model gives a theoretical assessment of parking demand for each Centre based on the land uses with its boundary, the density of residential development within a reasonable walking catchment (approximately 400m), and certain characteristics of the internal parking supply.

The results are shown as a parking demand profile across the day – the number of bays occupied between 6am and midnight. For the purpose of this assessment, all residents are assumed to park on their property. For this reason, residential parking is split into two: Occupied bays and Vacant bays. This simplifies the calculations, but tends to under-estimate the requirement for on-street parking. This should be considered when comparing the supply of public parking to the calculated demand in the following section. The model also allows for the fact that some parking isn't available to all users. In particular, employees usually have access to off-street parking that is exclusively for their use.

The following is a characterisation of each Centre, identifying current land uses and the results of parking demand and supply assessment.

8.4.2 Ashton Avenue Local Centre

The Ashton Avenue Neighbourhood Centre is a small-scale retail centre in a significant growth area. While it is theoretically within the walking catchment of the Loch Street Station 500m away, realistically it serves the local residential neighbourhood.

As such, a substantial component of customer demand is likely to walk into the Centre, while employees drive and park at the rear of the lots.

Short-stay visitor parking demand is accommodated on-street along Ashton Avenue and Second Avenue. This short-stay parking supply is considered to be sufficient to accommodate demand, due to the small scale of the centre land uses.

Figure 8-5 Ashton Avenue Local Centre



Table 8-2 Ashton Avenue Land Use Mix

Town Centre	
Shopping/Retail	1,700 m^2
Restaurant	25 seats
Health/Fitness	250 m^2
Parking	
Off-Street Supply	55 spaces
On-Street Supply	35 spaces
Peak Non-Residential Parking Demand	45 spaces
Surrounds (400m)	
Detached Housing	560 dwellings

Figure 8-6 Ashton Avenue Parking Profiles

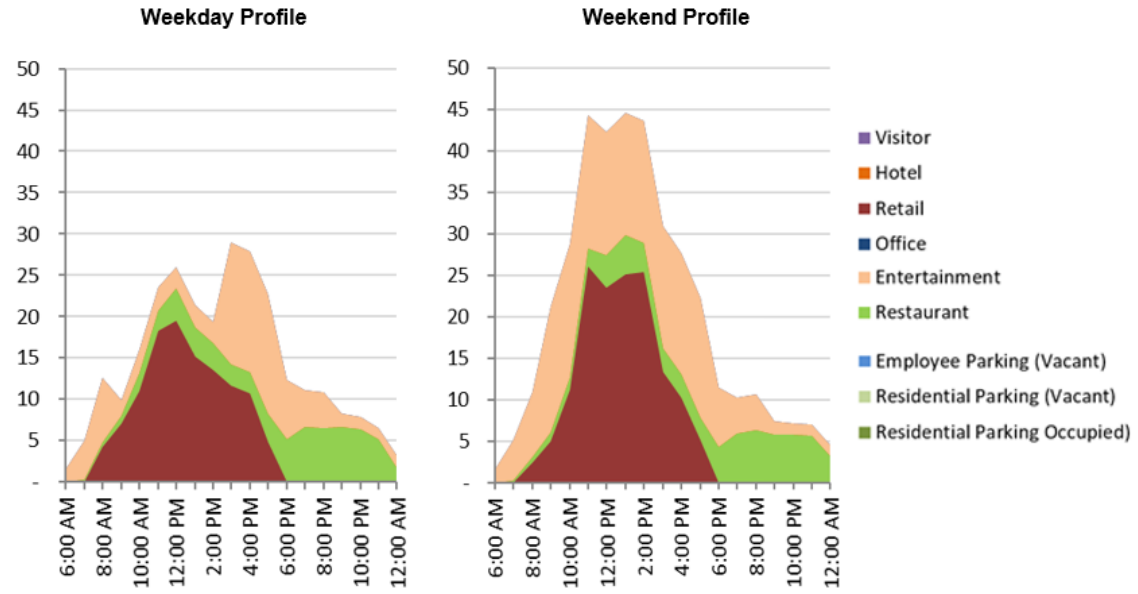
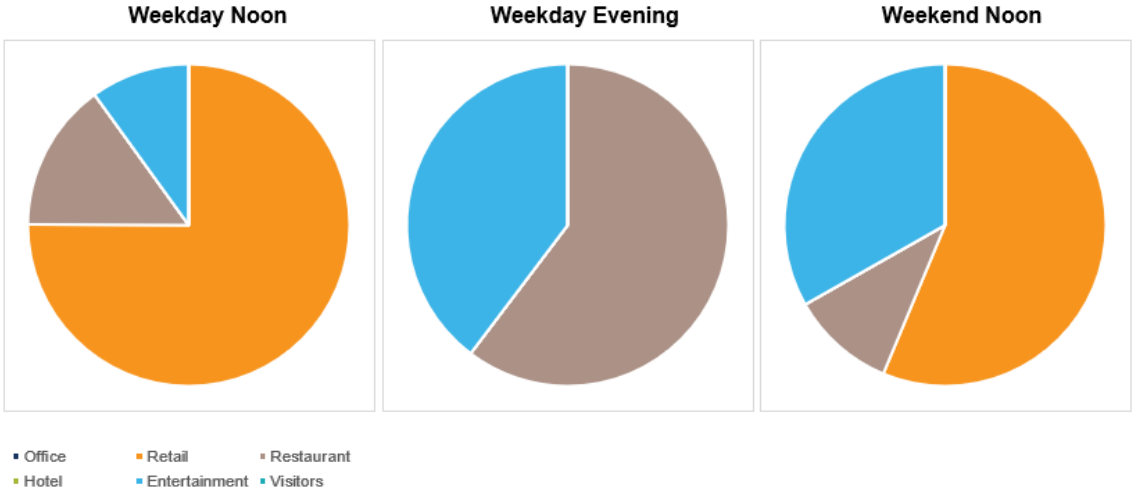


Figure 8-7 Ashton Avenue Peak Parking Demand



A Local Development Plan will be required for the Ashton Avenue Commercial Precinct to ensure shared access from an easement or local street. This will allow for consolidated car parking at the rear of the commercial buildings and provide a more pedestrian friendly environment along the street frontage.

The *Loch Street Station Precinct Structure Plan* provides for redevelopment of commercial space within the Local Centre zone through mixed use residential development. On-street parking supplies will support the ongoing needs of visitors, but additional parking will be required on-site to accommodate demand growth.

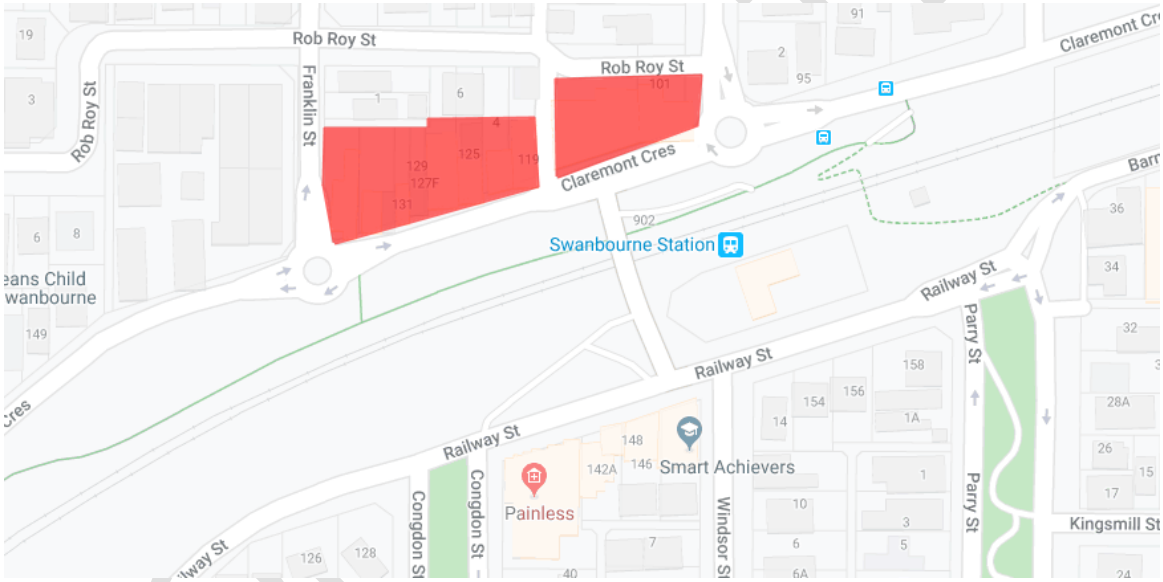
8.4.3 Swanbourne Local Centre

The Swanbourne Neighbourhood Centre is a local commercial/retail precinct located immediately adjacent to the Swanbourne Station. The internal land uses, which include primarily shopping retail and restaurants, serve as local amenity to a relatively wide catchment.

The parking supply on the northern side of Swanbourne is reasonably generous, with short-stay 90-degree parking and parallel parking along Claremont Crescent supplying convenient shopper parking, in addition to the small private car park on Rob Roy Street.

Long-stay employee parking is supplied at the rear of individual lots, and in on-street parking along neighbourhood streets. While there may be sufficient on-site car parking to accommodate employees, it does not operate efficiently or with sufficient flexibility to be useable by everyone.

Figure 8-8 Swanbourne Local Centre



It is understood that the Town has undertaken a Planning Study in consultation with a group of landowners who are currently working with the Town to prepare a Local Development Plan (LDP). This LSP will be formally lodged with the Town following commencement of the appropriate WAPC process.

Previous parking assessments have also been completed that attempt to allocate public parking to individual sites within the centre to inform equitable distribution of existing parking supplies and to improve the activation of the Centre.

Main Roads has confirmed that the Congdon Road Bridge will be reconstructed in its present location with the same basic design attributes. Local business groups have expressed a concern that redistribution of traffic to the east as the primary route desire line could significantly increase traffic flow and congestion along the key retail strip. The reconstruction of the existing bridge could be used to reorient traffic to reduce the extent of through-traffic and improve the local environment for pedestrian use, increasing the attraction of the Precinct and increasing economic activity.

Table 8-3 Swanbourne Land Use Mix

Town Centre	
Shopping/Retail	1,700 m^2
Office/Commercial	370 m^2
Restaurant	75 seats
Parking	
Off-Street Supply	80 spaces
On-Street Supply	95 spaces
Peak Non-Residential Parking Demand	45 spaces
Surrounds (400m)	
Detached Housing	390 dwellings
Retirement Units	50 dwellings

Figure 8-9 Swanbourne Parking Supply Requirement

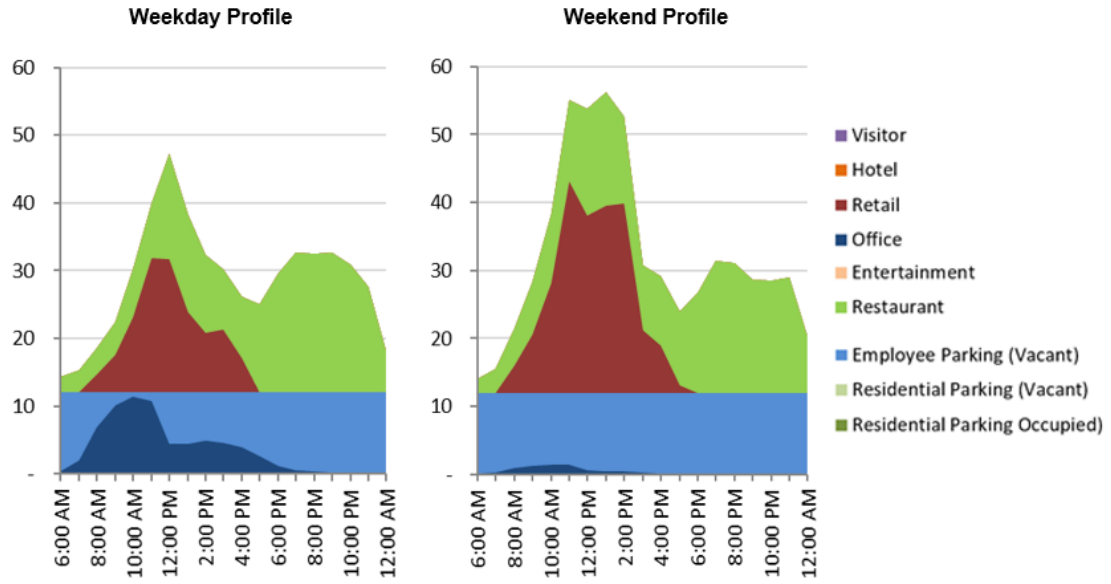
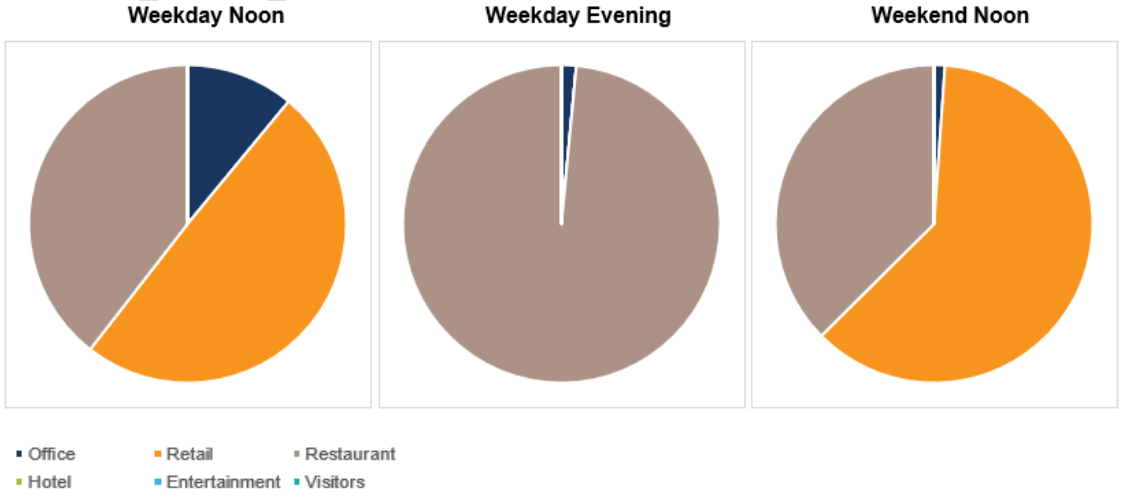


Figure 8-10 Swanbourne Peak Parking Demand



In order to optimise future on-site non-residential parking availability, a Local Development Plan should specify the particulars of vehicle access across multiple properties. The public parking provision is generally sufficient for the demand and timing restrictions (15min to 1P) on-street, 3P in the off-street car park adjacent to Swanbourne Station. This ensures availability for local shoppers and restaurant customers.

There is an inherent conflict between the parking requirements of staff and those of commuters accessing the Station. This is currently resolved through 'reserved parking', which is generally an inefficient and inflexible option. In the current environment, where employee density is low, this impact is not too significant but may be partially resolved over time through designation of a specific 'staff parking' area, located on-site and shared between the landowners. This will require a Reciprocal Agreement between these properties for access and parking.

Recommendation

To maximise the efficiency of scarce parking resources, parking should be shared as much as possible, and supported by reciprocal agreements.

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8.4.4 Claremont Town Centre

Parking requirements are different within the Claremont Town Centre than in other development precincts due to the intensity and mix of land uses and the opportunities for internal trip capture and alternative transport. Claremont Town Centre is defined as a Secondary Centre under the provisions of *State Planning Policy 4.2*; and is the largest retail/commercial destination in the Western Suburbs. As such it is a regional attraction for both visitors and employment, with a high demand for car parking.

The location of Claremont along the Fremantle Train Line creates the capacity for public transport journey to work mode shares for employees. This is supported by relatively scarce long-stay parking which makes driving a less attractive option. The impact of this is a 65% higher sustainable transport mode share for employees working in the Claremont Town Centre, as compared to employees across the rest of the Claremont LGA.

Parking in Claremont is primarily supplied in a few large publicly accessible car parks; Claremont Quarter, adjacent to Leura Avenue and the areas along Stirling Highway (Times Square, Typika etc.). These car parks are intended for use by visitors, with some flexibility to allow for long-stay parking by employees (tenant parking at Times Square and paid parking beyond 3P at Claremont Quarter). Beyond this, only small areas of employee parking are easily accessible, consisting of allocation of individual bays to retail tenants (e.g. Divers Link).

On-street parking facilities are in high demand and are well-placed to serve short-stay trip purposes. However, the extent of on-street parking is limited – restricted to only a few streets (Bay View Terrace, Avion Way, Bovell Lane and St Quentin Avenue). Due to the relatively low supply, and the configurations of the road network within Claremont, the use of these car parking bays appears to be opportunistic (drivers park here when one is available en-route to their chosen destination car park.

Paid parking is not currently used as a demand-management tool. Instead, parking duration restrictions are employed to limit the supply to specific trip types.

Figure 8-11 Claremont Town Centre

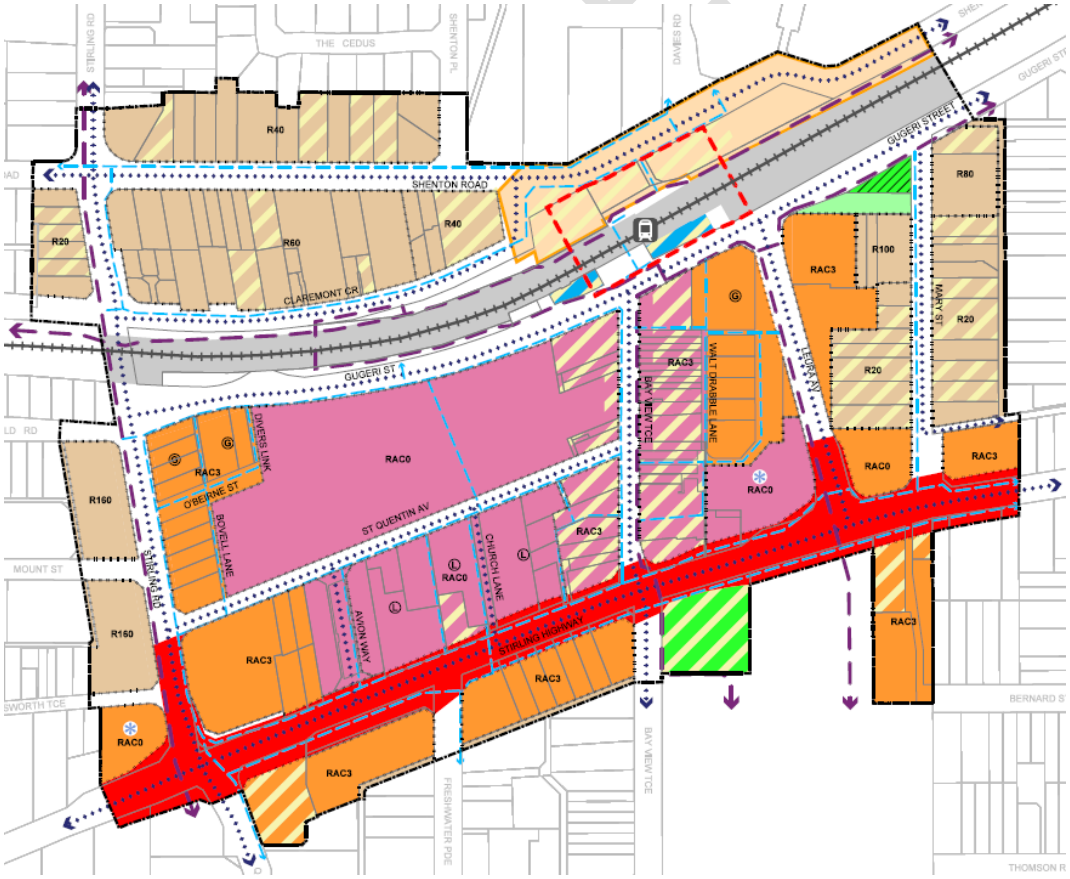
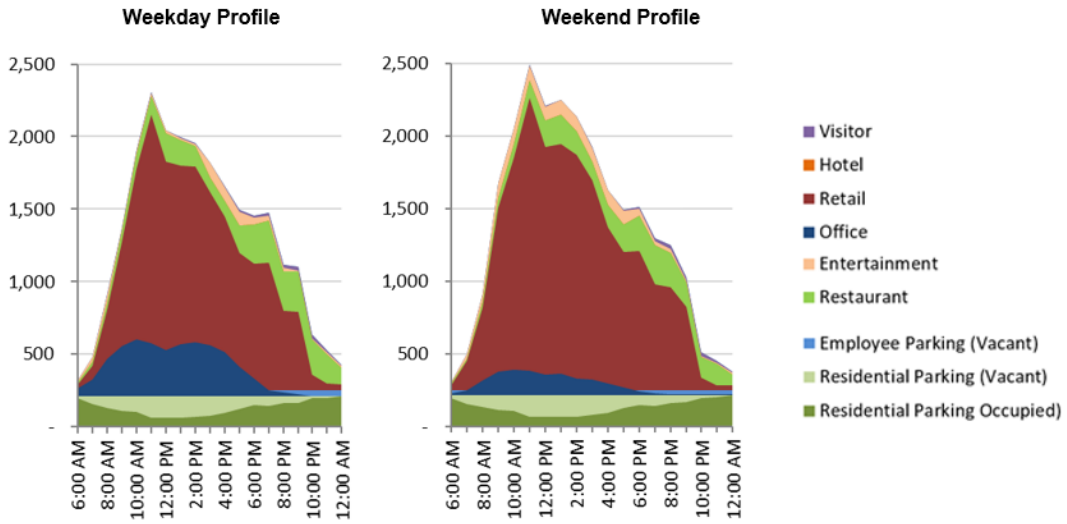


Table 8-4 Existing Claremont Land Use Mix

Town Centre	
Shopping/Retail	52,600 m^2
Office/Commercial	7,900 m^2
Medical/Clinic	3,600 m^2
Health/Fitness	1,650 m^2
Restaurant/Bar	1,000 seats
Attached Housing	145 dwellings
Parking	
Off-Street Supply	2,500 spaces
On-Street Supply	220 spaces
Peak Non-Residential Parking Demand	2,700 spaces
Surrounds (400m)	
Detached Housing	510 dwellings
Attached Housing	740 dwellings

The internal mixed-use synergies between various land uses, and the impacts of internal trip containment (reciprocal parking) between local residents and employees and other key destinations in the Town Centre has been considered as part of the parking demand assessment.

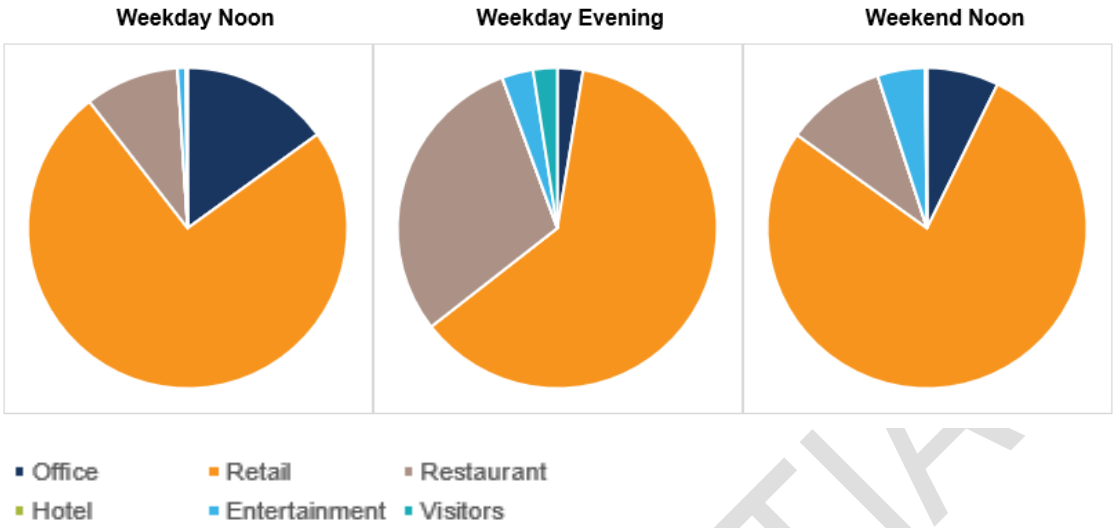
Figure 8-12 Claremont Parking Profiles



An analysis of the existing parking demand is shown above for the existing Centre uses. This model describes an estimated 2000-2200 vehicles parking within the Town Centre, with a strong 10am-midday peak during both the weekday and weekend. This demand aligns very well with the assessed parking supply.

Three key peak periods have been isolated for specific analysis (note that 'office' development captures medical clinics and other uses that are still busy on the weekend).

Figure 8-13 Claremont Town Centre Peak Parking Demand



The majority of parked vehicles are related to retail destinations, with a relatively small component of office/commercial demand. This suggests that the majority of parking demand would be short-stay visitor parking, rather than all-day employee parking. The calculated proportions of employees and visitors is provided below **Figure 8-14** for each hour of the day.

Figure 8-14 Claremont Town Centre – Calculated proportion of employees and visitors



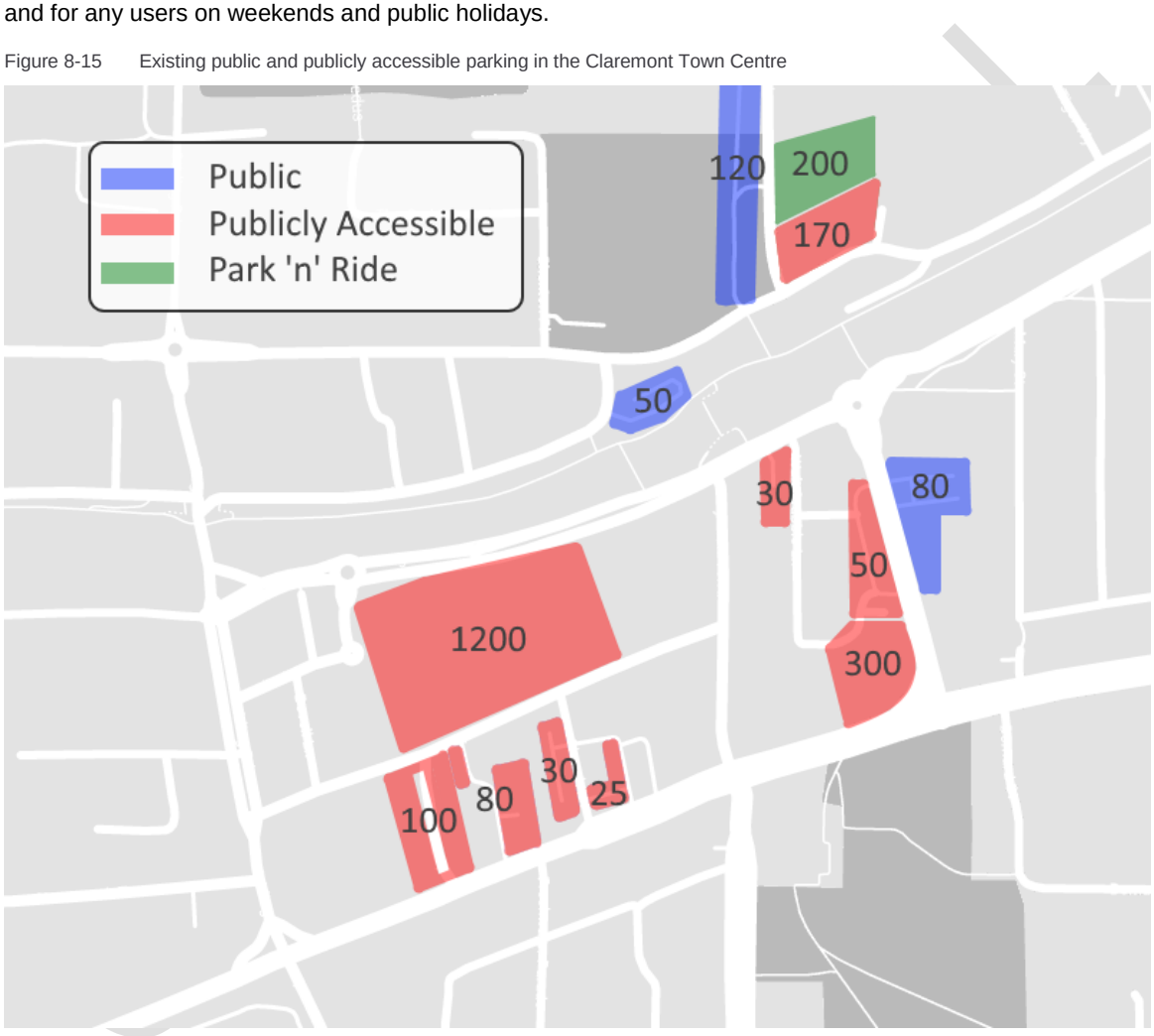
8.4.4.2 Publicly Accessible Parking

In addition to the on-street parking provided along Bay View Terrace, St Quentin Avenue and the access streets at the periphery of the Town Centre, there are several public and publicly accessible car parks.

In this case, 'public' car parks are those provided by Local Government without usage restrictions (though timing restrictions or paid parking could apply). 'Publicly accessible' parking is similar, but provided by individual development, for a similar use. This definition excludes parking that is designated only for use by customers or employees of an individual business.

A map of existing public and publicly accessible parking is provided below, **Figure 8-15**. This shows that there are approximately 2,000 bays located within or adjacent to the Town Centre that are restricted based solely on time. In addition, the PTA park 'n' ride parking is available to commuters Monday through Friday, and for any users on weekends and public holidays.

Figure 8-15 Existing public and publicly accessible parking in the Claremont Town Centre



8.4.5 Future Claremont Town Centre

The Claremont Town Centre is expected to grow significantly, including development of between 600 and 1200 residential dwellings and supporting commercial development to fulfil the retail/employment needs for the catchment.

These growth scenarios have been determined by Pracsys *Local Commercial and Activity Centres Strategy (LCACS)*, with a summary replicated below (**Table 8-5**). For the purpose of parking and trip generation assessment, the wider residential catchment growth identified in the LCACS has been assumed to be linearly related to Town Centre residential development.

Table 8-5 Predicted future floorspace requirements – Claremont Town Centre at 2041

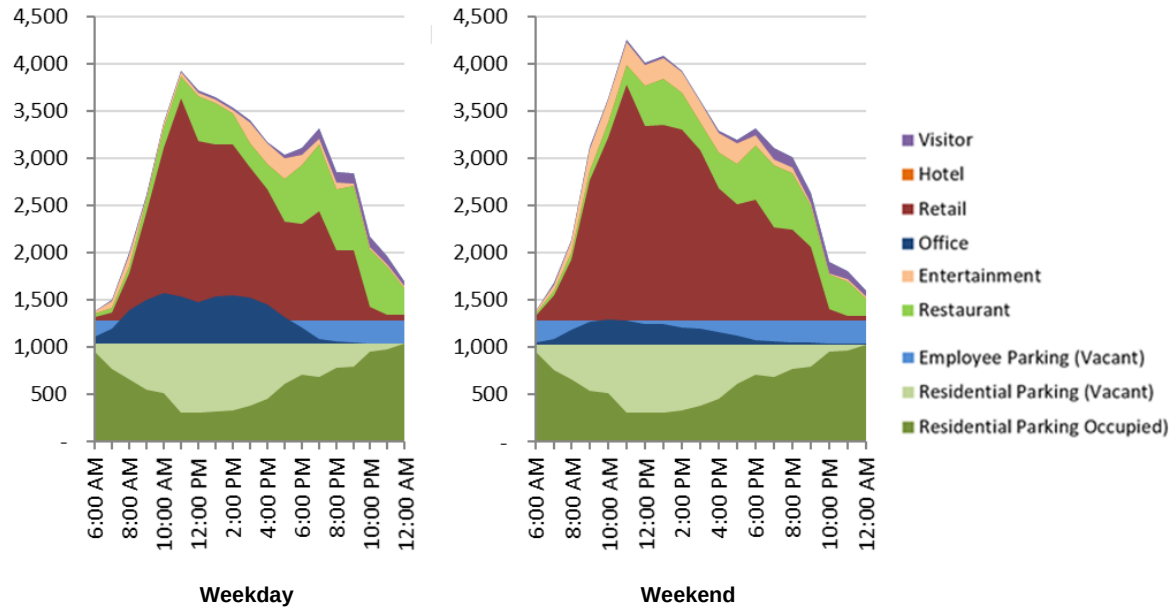
Land Use	Low growth (+600 dwellings)	High growth (+1,200 dwellings)
	Floorspace increase (sq.m)	Floorspace increase (sq.m)
Shop/Retail	16,392	18,754
Café/Restaurant	2,699	3,092
Entertainment/Recreation	3,292	3,771
Office/Business	7,303	8,367
Health/Welfare	2,039	2,336
Service Industry	1,436	1,645
Other Retail	1,742	1,996

These basic categories have been synthesized with the land use survey categories and applied to the existing yield to project the future parking demand. Based on this analysis, commercial growth within the Claremont Town Centre could increase by between 45% and 51% over the next 20 years. However, parking demands for each of these constituent groups have different intensities and different peak times of day.

8.4.5.2 Parking demand growth assessment

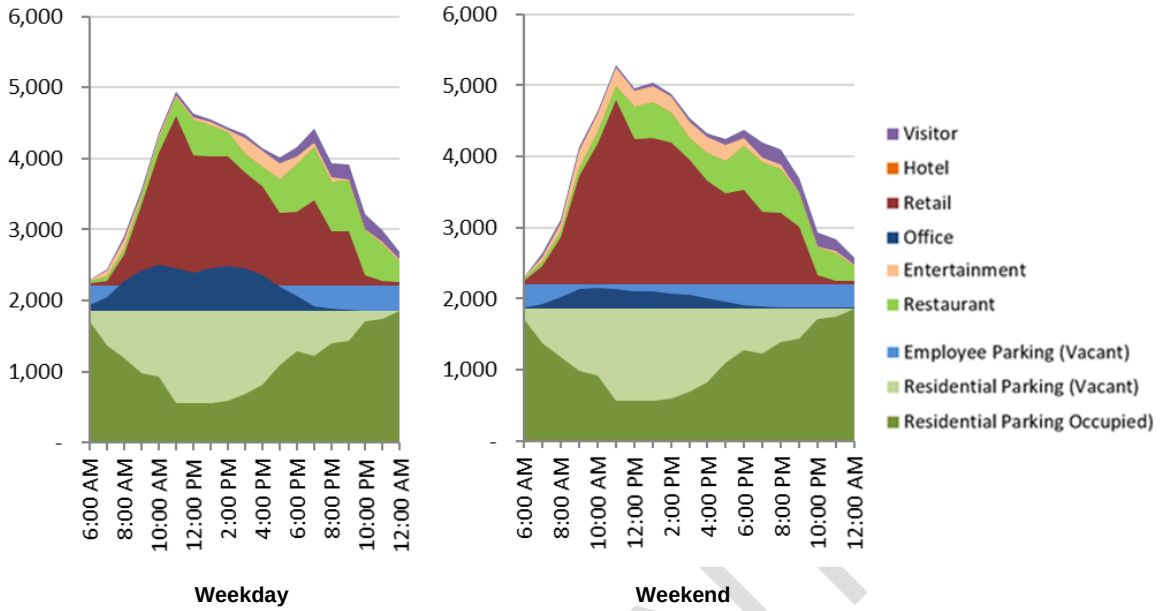
The results of parking demand calculation, including these time-of-day effects and the benefits of internal trip catchment (which results from the increased resident and employee density in Claremont) is shown below, **Figure 8-16** and **Figure 8-17**. This initial assessment assumes business-as-usual travel mode choices for all external trips and no change in residential vehicle ownership rates.

Figure 8-16 Claremont Parking Profiles: business as usual – low scenario



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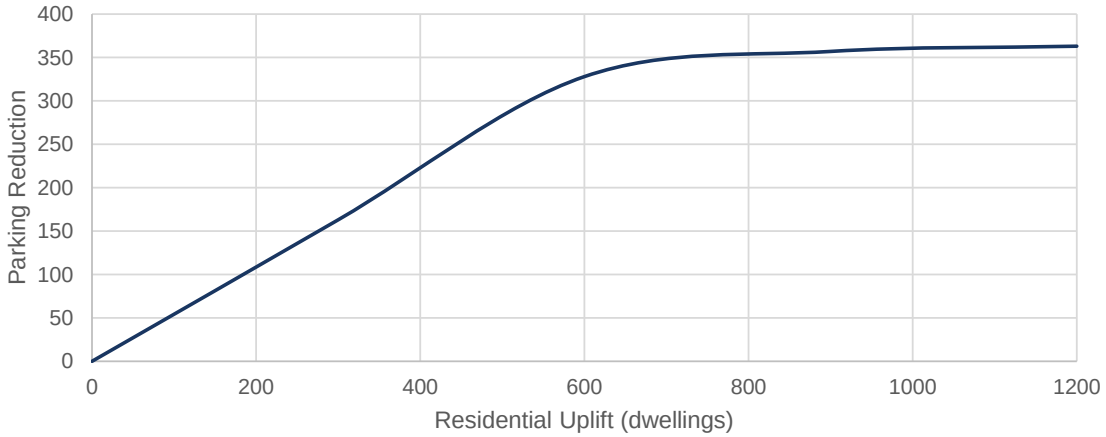
Figure 8-17 Claremont Parking Profiles: business as usual – high scenario



Weekday **Weekend**

Modelling these changes results in an increase in commercial parking demand within the Centre (based on current behaviour) of between 900 and 1,150 spaces, but this number is quite sensitive to residential development since the degree of internal reciprocity relates to the density of residents within the walkable catchment.

The extent of local residential uplift has been determined by residential yield analysis completed by the Town, which assumes between 600 and 1,200 new dwellings in the Town Centre. This residential development reduces the parking requirement within the Centre by up to 360 spaces. However, this benefit is not linear. At some point, the demand for services generated by residents cannot be fulfilled by the local offer and so they must look for opportunities (retail, F&B, etc.) elsewhere.



For the combination of LCACS commercial growth and residential redevelopment (low scenario) modelled for the Town Centre, the tipping point is at approximately 600 additional dwellings, with further development having less benefit from a parking / internal trip catchment perspective.

The ultimate impact of this combined commercial / residential development strategy is an internal commercial trip containment of between 28% (low scenario) and 32% (high scenario), as calculated by the parking model.

8.4.5.3 Impact of network capacity constraints

As discussed in **Section 7.4.3**, there is not sufficient capacity in the boundary road network to accommodate the traffic generation of either future development scenario. This limits the opportunities for people to access the Town Centre by car, reducing the utility of parking.

To support a sustainable transport scenario, it is recommended that the future provision of parking within the Town Centre be constrained to reflect the network capacity. The detailed analysis of peak period trip generation has identified a mode shift requirement by trip purpose equivalent to a 30% reduction in driving by visitors and a 34% reduction in driving by employees.

The effect of this reduction on parking requirements has been calculated through the parking demand model, to establish an ideal parking supply for the Town Centre.

The following model outputs describe the demand for parking across the day by the constituent land uses, with a sizeable change in as a result of the constrained network and induce mode shift (**Figure 8-18** and **Figure 8-19**).

Figure 8-18 Claremont Parking Profiles: constrained network – low scenario

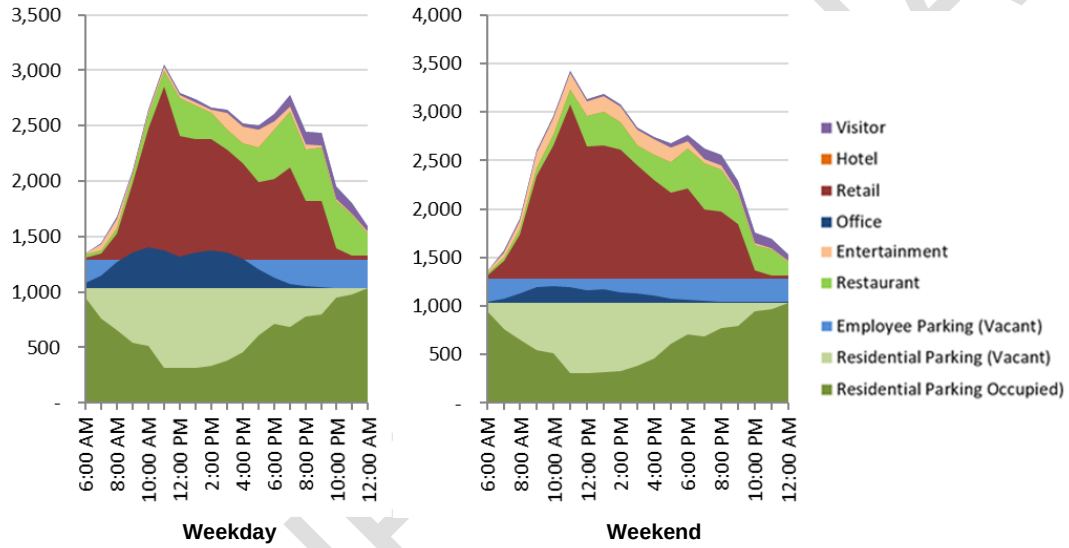
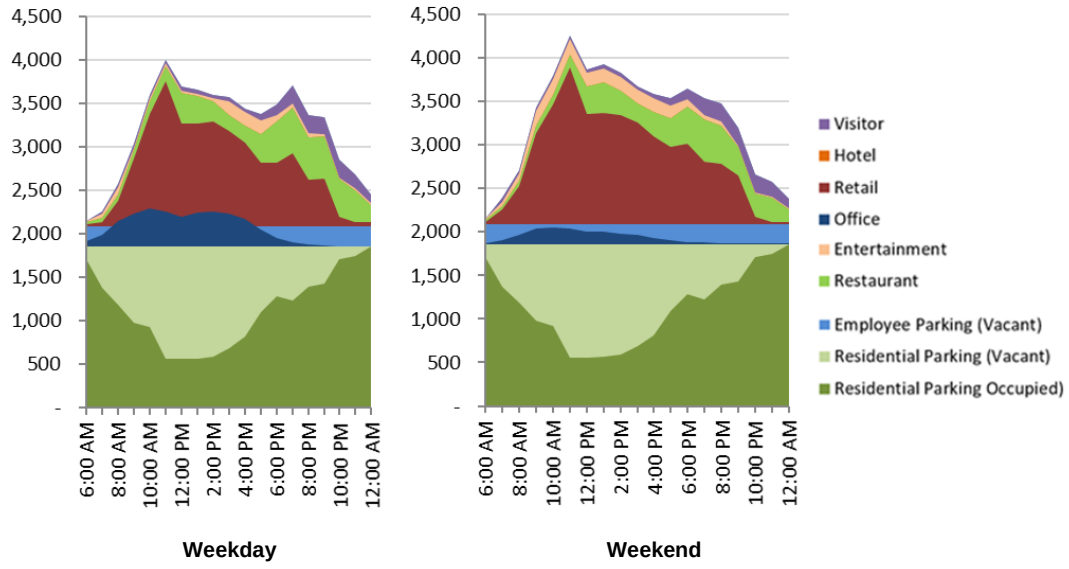


Figure 8-19 Claremont Parking Profiles: constrained network – high scenario



These results indicate that despite a substantial growth in development yield, a sustainable commercial parking scenario would generate approximately the same demand as the existing Town Centre.

To achieve this outcome will require a number of changes to the provision and funding of parking, in addition to alternative transport modes.

Recommendation

Develop a Parking Strategy to identify and prioritise potential sites for the construction of parking to serve commercial centres

Consider public locations for EV charging stations, with likely requirement for additional baseload power

8.4.5.4 Potential consolidated parking sites

The redevelopment of the Town Centre will inevitably include construction of new private car parking. Ideally this parking will be made available to the widest catchment of user groups, to maximise its utility. As such, construction of consolidated pubic and publicly accessible parking provides considerable benefit to the Town Centre. In addition, where parking is available in distinct, easily identifiable destinations, this improves legibility for visitors by giving them a distinct destination.

This also supports a 'park once' environment, where multi-purpose trips can be accomplished without requiring the use of multiple car journeys. The Claremont Town Centre, with its walkable central core and active retail/restaurant precinct, is ideally suited to this function.

Several sites have been investigated for suitability in the Town Centre, to determine where public parking could be reasonably by located. There are a number of factors that should be considered in this assessment:

- Proximity to activity
- Vehicular access and safety
- Pedestrian legibility
- Topography and lot geometry

Together these factors contribute to the viability of an individual site.

Four potential public car park opportunities are discussed in this Section, as follows:

- Redevelopment of the existing Leura Avenue public car park
- Redevelopment of the existing Davies Road public car park
- Redevelopment of the existing Council Administration Building car park at308 Stirling Highway
- Construction of a new public car park at the Claremont Showgrounds

These potential locations are shown in **Figure 8-20** below. It is noted that all of these locations lie on the eastern side of the Town Centre. Based on the form of development and the Town's holdings, there do not appear to be any clear opportunities for public parking in the western portion of the Town Centre. However, this is mitigated by the substantial parking supply at Claremont Quarter, which functions as publicly accessible parking for all user groups, including employees (under their paid parking regime).

The impact of consolidated parking on the boundary road network will depend somewhat on the type of parking that is provided: employee parking will tend to be associated with traffic during the roadway peak periods, which will affect Stirling Highway in particular. Short-stay visitor parking in this location would generate a higher number of vehicle trips, but distributed over a longer period of the day.

However, it is important to note that the total supply of parking across the Town Centre is expected to remain largely the same as it is currently, just relocated to a more consolidated location. As such, while peak period movements need to be considered, the overall impact on the network will not be large.

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Figure 8-20 Locations of potential future public parking



Leura Ave

- **Vehicular Access**: This car park is located along the eastern edge of the Town Centre, with direct access from Leura Avenue. This location limits the penetration of vehicles into the active precincts, but would result in additional traffic at the Gugeri Street / Leura Avenue and Stirling Highway / Leura Avenue intersections.

  The geometry of the lot includes an extension to a southern egress point which could form a valuable separated queuing space for entry/egress, eliminating the potential for overspill onto Leura Ave. Minor changes to the road cross-section would support channelized turns into the site.

- **Pedestrian Access:** This location is close to existing access through to Bayview Terrace (via the Post Office lane and Maude Jackson Lane). This corridor could be strengthened further, creating an attractive link for connection between parking and activity.

  The pedestrian facilities for crossing Leura Ave are not well developed. Pedestrians must either cross without priority at the Gugeri Street roundabout, or travel south to the Leura Avenue signals. In the future, redevelopment of the lots on the west side of Leura Ave could present an opportunity for a direct connection over the road, though this opportunity is reduced by the presence of water utilities.

- **Topography and Environment:** the site is generally flat, but is currently occupied by a number of mature trees. These trees provide shade for the existing car park use.

- **Geometry:** the existing car park is approximately 52m x 30m, which is sufficient to provide parking at approximately 48 bays per level using a simple ramped-floor system. Under the identified height limits from the Town's yield assessment, this would be sufficient to provide a bit less than 200 bays. The existing at-grade car park already provides approximately 80 bays, which suggests that the total increase in supply would only be around 100 bays (less if the street frontage were to be sleeved by active uses).

Figure 8-21 Leura Ave Car Park



Based on the above, there are opportunities to provide additional public parking on the Leura Avenue site within the existing Lot envelope. However, the incremental increase in parking is relatively low, particularly if the structure is to be sleeved. Additional supply could be provided, but at the cost of residential amenity for the adjacent lots, or the construction requirements of basement parking.

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Davies Rd

- **Vehicular Access**: This car park is located north of the Town Centre, adjacent to the Claremont Oval Precinct, with access available from Shenton Road and Davies Road. This location is north of the train line, which limits its utility for vehicles approaching from Stirling Highway – such trips would need to use Stirling Road or a circuitous route along Melville Street and Gugeri Street.

  It does support access from the catchment to the north, eliminating the need for vehicular access into the Town Centre from this direction.

Figure 8-22 Davies Road Car Park



- **Pedestrian Access:** This location is immediately adjacent to the controlled pedestrian crossing at the Shenton Road / Davies Road signalised intersection, with direct access through the Claremont Station to the Town Centre.

  These pedestrian facilities will be improved further as a result of METRONET upgrades, which include the pedestrian underpass to the west of the Station.

  Because of the quality of the pedestrian environment, this car park would provide value for either employees or short-stay visitation. If intended for visitors, it would need to be accompanied by improved wayfinding to maximise its use. This would also continue to support the needs of the adjacent recreational uses: Claremont Aquatic Centre and Lawn Tennis Club.

- **Topography and Environment:** The site is set 1-2m higher than the adjacent tennis club and golf course, creating a range of constructability issues. It is also surrounded by mature trees which provide shade for the existing car park use.

  Geometry: the existing car park is only wide enough for a single aisle, at 22m wide. This makes ramping for multi-deck structures complex and costly. The natural fall of the road does present a potential opportunity for a two-level structure, with access to the second level from Shenton Road at-grade, ramping down at the northern end to Davies Road to an undercroft level, with access to Davies Road mid-block. This arrangement could accommodate approximately 200 vehicles within the existing car park footprint, an increase of 80 bays.

  Adding a full basement level or additional levels above would require additional ramping and would complicate access. The result could potentially accommodate up to 300 vehicles total (an additional 180 bays), but at the consequence of a reduction in parking efficiency (and hence an increase in cost per bay) which would reduce the feasibility of the project substantially.

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Showgrounds

- **Vehicular Access**: This car park would be located north-east of the Town Centre, on the Claremont Showgrounds site, most likely with access from Graylands Road.

  This location is north of the train line, which limits its utility for vehicles approaching from Stirling Highway. It is also 800m from the Town Centre core, making it too far for visitor use. As such, any potential value for the Claremont Town Centre would be as employee parking.

  Of course, the car park would also have a direct relationship to the redeveloped Showgrounds. The intensive trip generation by employees and other users at this location could place additional pressure on the Graylands Road / Shenton Road intersection – the extent of this effect is unknown and should be considered in the context of the overall Showgrounds development. Ultimately, upgrades to this intersection, such as the roundabout discussed in **Section 7.4.6**, or a signalised intersection may be required.

- **Pedestrian Access:** At 800m, the walking distance to the Claremont Town Centre is at the edge of what would be considered feasible for this purpose. To mitigate the distance, improvements to the pedestrian route would be needed, including better quality crossing points and shade.

- **Geometry:** the size of the Showgrounds site allows for a parking structure of any size, allowing for an efficient car park suited to use both as public car parking and for the needs of the redevelopment area.

  Any such structure would be feasible only as a public-private partnership, since the market rate for all-day employee parking would not recoup the cost of construction through fees alone. Contributions from cash-in-lieu, in addition to parking fees, would be necessary to make this infrastructure economically viable.

Council Administration Building

- **Vehicular Access**: This car park would be located at the south-east edge of the Town Centre, at the location of the existing public car park adjacent to the Town of Claremont Administration building. Access would be available from Bay View Terrace.

  Because this is south of Stirling Highway, it has a reduced impact on Town Centre traffic, beyond the direct effect on the function of the signalised intersection at Stirling Highway.

- **Pedestrian Access:** The pedestrian connection between this location and the Claremont Town Centre is very good, facilitated by the signalised intersection immediately adjacent.

- **Geometry:** the footprint of the existing car park is approximately 50m x 34m, and already designed as an efficient rectangular layout suitable for approximately 50 bays per level. However, the requirements for access and ramping suggest that expanding the car park envelope would be beneficial to maintain that efficiency. There is ample space available to the south and particularly to the east, gained by encroaching into the park.

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Figure 8-23 Council Admin Car Park



Private Opportunities

There are other potential locations for public parking within existing private lots, which could be pursued by developers. Given the lack of options available for the Town, these efforts should be encouraged through available planning concessions.

As redevelopment continues, and parking becomes more scarce (relative to demand), the price of parking will increase. This creates potential opportunities for third-party private provision of parking, embedded within development in the form of basement or podium-level parking.

Recommendation:

Support the provision of public car parking through planning concessions.

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8.5 Parking Management

8.5.1 Parking Intervention Framework

This framework has been adapted from work undertaken for the South Perth Parking Strategy (2016) and describes at what demand point certain interventions should take place. This information has been supplemented by complementary actions that should take place simultaneously to these interventions being carried out.

The stages of this framework are:

a. Existing parking should be used as efficiently as possible through education and user information where alternative parking facilities are available and compliance is an issue.

b. Existing restrictions should be adhered to and enforced as appropriate.

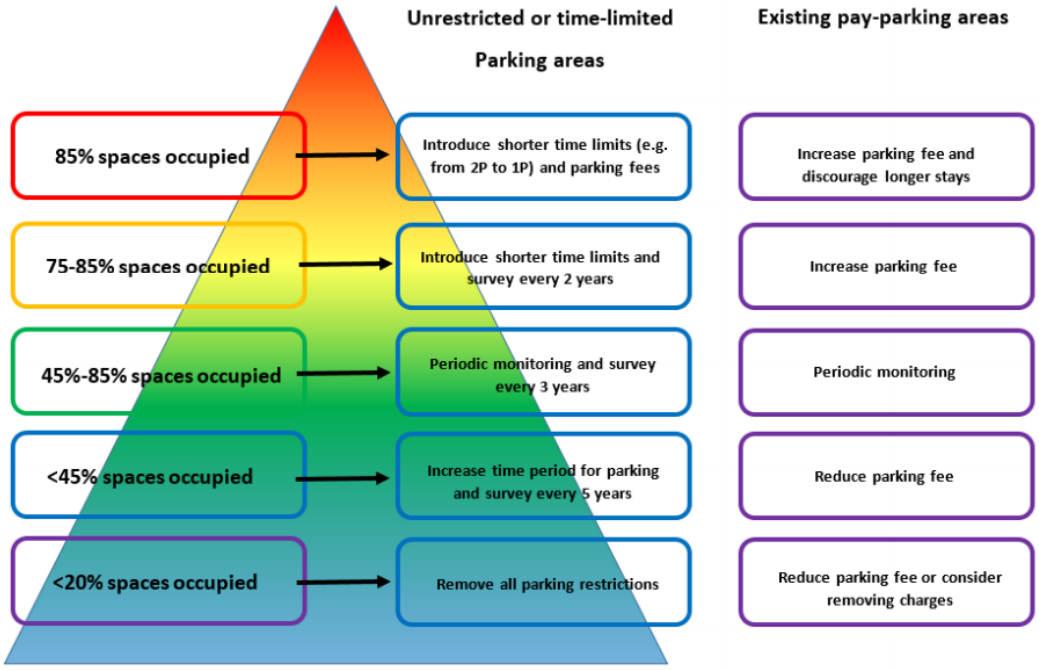
c. Additional restrictions should be considered where parking compliance remains an issue, and should be accompanied by additional educational campaigns.

d. Further enforcement is carried out and infringements issued if necessary to reinforce restrictions and encourage compliance.

e. Paid parking should be introduced alongside further educational campaigns if the above interventions have not been successful. This is particularly appropriate if there are no alternative parking locations in the vicinity for people to use.

In order to identify the trigger points as described in **Figure 8-24**, the Town should undertake regular parking occupancy surveys to understand the nature of parking demand in popular locations.

Figure 8-24 Parking Intervention Framework



Source: South Perth Parking Strategy (2016)

Recommendation

Undertake parking occupancy surveys every 2 years to assess parking demand in popular locations

8.5.2 Time and Duration Restrictions

Limiting parking by duration and time of day can be effective in achieving the appropriate use of specific locations. If parking is intended for shopping then a shorter duration can be applied, but if it is for employees then a longer duration is needed. Examples of a simplified parking hierarchy by time is:

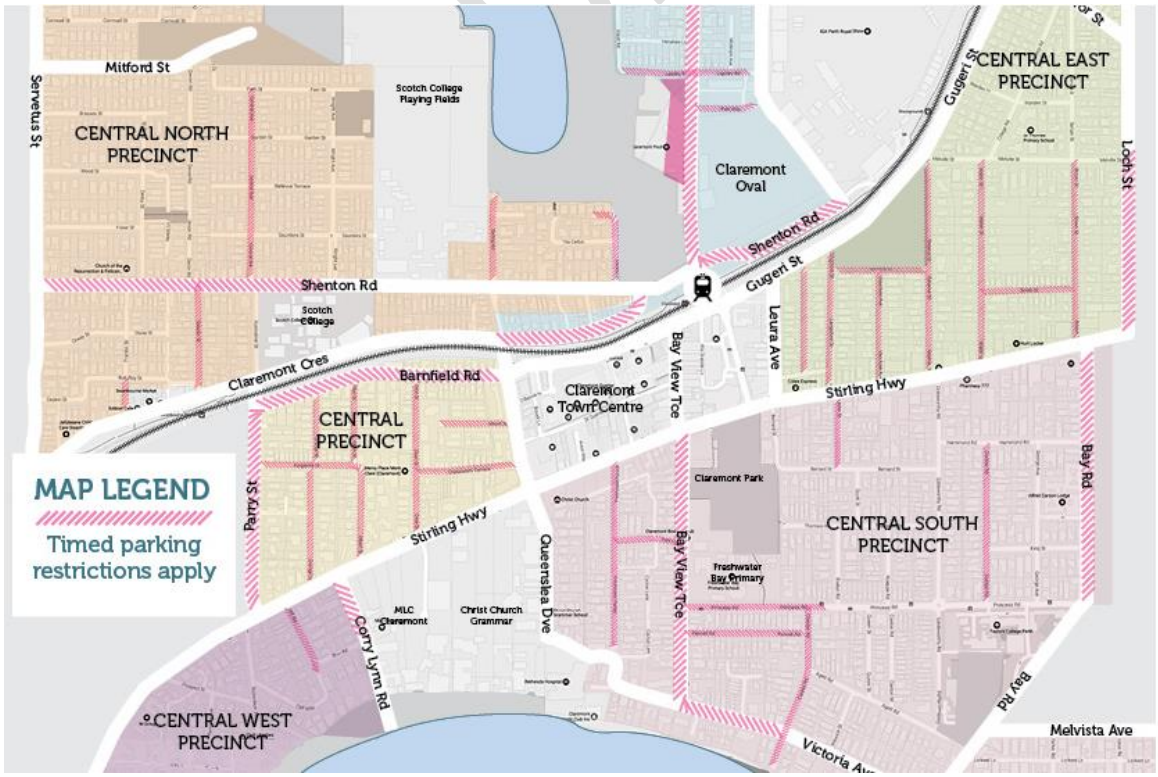
- **Short-stay parking** (up to 2 hours) is provided for shopping areas and medical and professional suites
- **Medium-term parking** (between 2 and 4 hours) is provided for district centre parking, sports facilities, entertainment centres, hotels and motels
- **Long-stay parking** (4 – 24 hours) is provided to cater for tenants, employees, contractors and other drivers

The management of parking through time restrictions is designed to restrict the supply of parking available to certain groups. The following principles apply to the implementation of time restrictions for free parking:

- There should be consistency within the duration restrictions used in the area, to improve understanding. (i.e. all parking along both sides of the street);
- 2P is recommended for shopping high streets where paid parking is not suitable. Shorter durations can be used in support of specific uses; however, enforcement is more difficult in the absence of parking technology;
- Longer durations such as 3P are suitable for the fringes of activity centres; and
- Timed restrictions beyond 3 hours should be avoided, as they are difficult to enforce and compliance tends to be low.

The current locations where timed parking restrictions apply are shown in Figure 8-25 below. These timing restrictions tend to relate to areas where commercial and residential demand overlap, and are designed to limit the impact of commuter and employee parking on local residential amenity. In these areas, residents have the opportunity to apply for free permits to exempt their vehicles from timing restrictions. A discussion of an alternative residential permit system is discussed further in **Section 8.3.1**.

Figure 8-25 Town of Claremont Timed Parking Restrictions



Source: Town of Claremont Precinct Parking Brochure

Limiting duration restrictions and/or paid parking to daylight hours limits the potential impact on residents and visitors. This is particularly important in areas where there is a mixture of residential density and retail commercial use.

8.5.3 Wayfinding and Signage

Wayfinding is a system of signs and directories that can efficiently guide people to car parking areas and the effectiveness of parking is greatly improved through supplying better information to users. It is particularly useful where large areas of public parking are situated in areas that may not be immediately obvious to visitors.

This information is typically provided in a range of media, including maps, mobile applications, static and dynamic signage and prominent parking information.

In locations where parking is hidden from view, information regarding its location, access route, price and availability allows drivers to better choose the best spot for their needs.

A coherent signage strategy is therefore recommended across the Town, identifying off-street car parking supplies and significant on-street parking. This may be implemented in stages:

- **Stage 1**: Static wayfinding signage displaying only route/location and supply numbers, design of signage consistent for on-street and off-street.
- **Stage 2**: Dynamic signage which leverages real-time information from 'pods' or entry sensors to inform drivers of parking spaces available (including price where applicable).
- **Stage 3**: Mobile application directing drivers to specific locations based on price, availability, location and duration information.



More high-tech wayfinding can be provided but dynamic signage and mobile applications both require a great deal of infrastructure and it is arguable whether demand warrants the investment in such infrastructure at present, as they need a density of real-time data to function. However, the collection of this data is consistent with the concept of Demand Responsive Pricing, which creates an environment for highly efficient parking function and should be considered for the future as demand dictates.

A coherent wayfinding system can be a cost-effective means of reducing searching time for bays and the unnecessary circulation of cars. Predictable, consistent and authoritative public information builds confidence in the information provided. A lack of wayfinding signage may result in congestion in certain areas while parking is available nearly.

Recommendations

Review existing parking wayfinding and signage facilities

Implement a consistent Parking Wayfinding and Signage Strategy, which features customer led information including walking distances and times to various nearby destinations

Assess when dynamic signage might be appropriate using parking survey data as a way of identifying where high occupancy may be reduced by better information regarding suitable alternative parking locations

Direct some parking related funds towards wayfinding infrastructure

8.5.4 Pedestrian Access

It is important that any car parking facilities, particularly those that are located in areas with low pedestrian flows, such as behind or under buildings, are designed with safety in mind and passively surveyed. Car parks should be secure, with good lighting and CCTV coverage, and pedestrian links between the car parks and destinations continuous and well signed.

Legible pedestrian access, which is also safe by being well-lit, with smooth paths and sheltered from weather) contributes to increasing the range of parking facilities that can serve an area.

Recommendation

Review the pedestrian connections between activity centres and parking locations to ensure they are safe and welcoming

8.5.5 Parking in Educational Areas

School parking is generally provided in a combination of on-street and off-street facilities, used in different ways and each important for appropriate function.

Generally, parent pick-up/drop-off parking is limited to very short duration – in the order of 90 seconds. This means that an appropriate kiss 'n' drive facility, located in adjacent on-street parking along the school frontage can function effectively with relatively few bays. Note that these bays are generally only suitable for anti-clockwise approach and departure routes.

Management of kiss 'n' drive parking by the school may be necessary to ensure its continued utility. There is a tendency for parents to arrive early for afternoon pick-up, to ensure they get an optimal parking position. This ultimately reduces the efficiency of the parking bays, resulting in a cascade of parents arriving earlier and earlier. This can be mitigated by education: reminding parents to arrive ***after*** school finishes. This can be reinforced through periodic active management by staff (moving stationary cars on prior to school close), as necessary. Consideration should be given to the effects of pick-up/drop-off and overspill parking into surrounding streets and the associated road safety implications.

Issues with parking around educational establishments are centered on the parking behaviours of parents at drop off and pick up times and the safety issues that result from inconsiderate and illegitimate parking. Parking around primary schools is generally more problematic than at high schools, due to the concentration of parking along a small frontage, and the higher proportion of students requiring parental transport, although there are peaks and troughs in terms of the number of complaints received and infringements issued.

These issues are problematic for residents living near schools, with relation to property access, verge and footpath parking, and visual obstructions with regard to road safety. In order to reduce congestion from school trips, recommendations for improvements to school pick up/drop off and consolidating private school bus services are recommended. This could include combined private bus routes or a shared local circle route, which connects key venues in the district (e.g. Claremont Town Centre) with school destinations.

8.5.6 School Pick-Up/Drop Off

Schools experience very short periods of intense movement activity during the morning and afternoon peaks. This generates an intense parking and traffic demand related to parent pick-up and drop-off.

There are differences in behaviour between the morning and afternoon, effects related to student's age, and catchment variance, all of which will influence the requirements for vehicular access.

Afternoon pick-up is generally worse than the morning drop-off. This is due to the increased dwell time of parents arriving early and waiting; as compared with drop-off behaviour which exhibits very rapid turnover.

Well-managed drop-off points can assist in minimising the impacts of school traffic on the surrounding network as well as improve safety outcomes. Some characteristics of effective school drop-off facilities include:

- **Designate parking areas**: on-street parking bays are best used for 'kiss and drop' facilities. These can be indicated by clear a 'No Parking' restriction during school zone periods (8am-9:30am and 2:30pm-4:00pm) coupled with 'Kiss and Ride' line marking.
  - Off-street parking may be restricted to 15min for all bays intended for student pick-up/drop-off except those allocated for Early Learning.
- **Make signage clear**: identify vehicle parking and dedicated 'kiss and drop' areas through coherent plate signage and linemarking.
- **Enforcement**: Signage is only effective when adequately enforced. Liaise with school staff to support on-site management and undertake periodic, targeted compliance checks by Local Government Rangers.
- **Education**: parking and driving are part of a wider discussion regarding transport choices to school. The Department of Transport can support schools to induce more students to travel on foot, by bike and by

public transport. There are benefits to health and well-being, the environment and to traffic and parking congestion.

The Town can have a role in promoting the DoT's 'Your Move' program, and by providing supporting infrastructure or policy to assist in the transition to more sustainable outcomes.

Some examples of school drop-off improvements in the Town include:

Table 8-6 Examples of School Drop-Off Improvements

School	Suggested School Drop Off Improvements
Methodist Ladies College	Corry Lynn Road: remove bypass lane and further embay parallel parking, replace existing perpendicular bays with embayed parallel parking closer to Stirling Highway, modify to 'No Parking' or '5 min' during school times, and add 'kiss and ride' line marking.
Scotch College (Senior Campus)	Australind Street (southbound): modify restrictions to 'No Parking' or '5 min' parking during school times, ass 'kiss and ride' line marking south of car park driveway crossover, relocate student parking to alternative location (on-site or off-site)
Scotch College (Junior Campus)	Wright Avenue: Improvements to Wright Avenue signage and line marking to positively identify drop-off zones and 'No Stopping' zones.
Freshwater Primary School	Princess Road: On-street and informal off-street parking is incompatible with existing 'bike lanes.' Clarity is needed along this corridor.
	Bay View Terrace: On-street parking along both sides likely to be sufficient even where it is not optimal. Operation may be improved by modifying parking restrictions (west side, Park Lane to Princess Road) to 'No Parking' or '5 min' during school times, and 'kiss and ride' line marking.
Swanbourne Primary School	Narla Road: Replicate 'Set Down' area in the embayments east of the school entrance.

Where parking overspill into the surrounding streets is pervasive or where safety along the school frontage roads is compromised, the Town can also consider restricting access during peak school periods. These so-called 'School Streets' have been implemented in international trials, including most recently in Leeds, and involve placing physical barriers on key frontage streets to prevent parking. This reduces the utility of driving to school (and hence the number of vehicle trips taken), as parents and students must still walk a portion of the journey, while also creating a safe zone near the school to support walking and cycling. This form of intervention is particularly beneficial near public primary schools, where catchment size is small.

Recommendation

Implement specific school drop-off improvements

Provide on-street kiss 'n' drive facilities. These can be designated as 5min or 'No Parking' Zones while School Zones are operating and identified by 'Kiss and Drive' linemarking

Support and incentivise site-specific parking and access studies at public education facilities, designed to minimise the risks and improve the function at peak pick-up/drop off times. Require similar studies to be undertaken as part of any private school expansion

Undertake a trial across several schools to determine the efficacy and appropriateness of a 'School Streets' parking exclusion zone on safety and mode share. Partner with DoT 'Your Move' team to establish metrics and methods for evaluation

Assist schools to prepare wayfinding guidance for parents and visitors

Lead discussions with private schools to combine their existing private funding to create a more effective service for the long-distance trips. Expand the PLC local loop to include connections to Scotch College, MLC and Christ Church

8.5.7 Specialised Parking Rates

LPS3 prescribes a minimum number of parking bays to be provided by a development. Departure from this minimum requires justification, and is at the discretion of the Town. Only minor variation to the parking provision is generally permitted without invoking cash-in-lieu provisions.

The parking rates provided are the same for the whole of the municipal area. This suggests that application of these rates is likely to result in over-supply in dense Activity Centres, and under-provide in residential areas.

8.5.7.1 ACROD

It is recommended in the short term to promote ACROD parking rates above the stipulated rate given in the Building Code Australia (BCA). This reflects the growing mobility of people with disabilities and is consistent with the increasing uptake in ACROD permits in the Perth metropolitan region. Notwithstanding any provision in the BCA or AS2890, it is recommended that parking spaces for people with disabilities are to comprise 2-3% of the total number of parking spaces in non-residential development, with a higher provision rate required for car parks serving health facilities or which provide specific services for aged persons and people with disabilities.

ACROD bays must be:

- Of an appropriate size;
- Located close to the facility
- Connected directly to the facility by unobstructed paths with dropped kerbs, appropriate widths and shelters where necessary;
- Enforced to ensure availability for legitimate users - illegal use of ACROD bays on public roads or the Town's Parking Stations should result in infringements being issued;
- Angled parking as a preference to parallel parking spaces where possible to enhance safety and accessibility;
- Restricted by time as per adjacent parking spaces at the location (although vehicles may remain in on-street bays for double the posted time as per the Road Traffic Act); and
- Considered only in commercial and mixed-use areas. As a general rule ACROD parking will not be provided in residential areas.

Recommendations

Ensure that developers are aware of the availability of match funding for ACROD bays to be upgraded or retro-fitted

Review ACROD parking throughout the Town and prepare a program of works to update bays as needed

8.5.7.2 Motorcycles

Currently the Town does not provide a requirement for the provision of motorcycle parking. It is not clear yet whether any provision has been rolled out across the Town's parking facilities.

Review of ABS Census (2016) data shows that motorcycles and scooters are used very rarely for journey-to-work trips (less than 10 total trips). However, the size of the motorcycle fleet is approximately 5% of all vehicles across Australia.

This suggests that there may be a large differential between commuter use of motorbikes and recreational/utility use. With respect to parking supply, this implies that motorbike/scooter parking needs may be different for land uses which are heavily dominated by employees (e.g. office) or visitors (e.g. retail), which would be reflected in different parking rates for these two categories of use.

The provision of motorcycle/scooter parking is of benefit primarily to the business, not necessarily to the vehicle owner. Motorcycles and scooters may park in standard bays, but this tends to be a poor use of space. Provision of motorbike/scooter parking in excess of the statutory requirements is unlikely to reduce car parking demand at a strategic level. In addition, current trends in both consumer choice and sustainable transport planning are towards electric bikes and scooters, as opposed to motorised transport.

This suggests that modifications to bike parking may better support the needs of the employees and visitors, in preference to motorcycle/scooter bays, and that a provision for motorcycle parking of 1% of bays would be sufficient to accommodate demand.

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Recommendation

Provide guidance within Local Policy related to motorbikes and scooters, with an indicative supply rate of 1% of standard car bays. Motorcycle/scooter bays are not considered adequate for 1:1 replacement of car bays for the purpose of parking compliance.

8.5.7.3 Bicycles

Local Planning Policy 127 Bicycle Parking and Facilities includes provisions for bicycle parking and end of trip facilities. All shops are encouraged to provide 1 space per 400m² of GFA for employees and 1 space per 200-400m² GFA for visitors. All other uses are 1 space per 400m² of GFA with no visitor parking requirements.

A bicycle supply rate should be based on an understood mode share objective. This may vary for different land uses, and between visitors and employees, but it should be clear and ideally linked to the Town's sustainability objectives and strategies. The mode share targets identified in **Section 6.2** include a future cycling mode share of between 2% and 4% by trip purpose.

Applying a 5% mode share to benchmarked employee and customer land use occupancy rates results in the following **Table 8-7**.

Table 8-7 Example of bicycle parking rates

Land Use Category	Employee Bicycle Parking	Visitor Bicycle Parking
Retail	1 per 2000sq.m (employee)	1 per 500sq.m (visitor)
Showroom	1 per 4000sq.m (employee)	1 per 1,000sq.m (visitor)
Office	1 per 500sq.m (employee)	1 per 2000sq.m (visitor)
Medical Centre	1 per 16 practitioners (employee)	1 per 6 practitioners (visitor)
Restaurant/Cafe	1 per 160 people (employee)	1 per 40 people (visitor)

In all cases, these rates are lower than the current recommended provision under *LPP 127.* While there is value in some degree of over-provision, to account for fluctuations in demand, the difference between the recommended supply and physical requirements can be very large. Even in the case of 'office' uses, average employee density is only around 1 per 25sqm. If 5% of these employees ride to work, then the minimum bike parking provision should be 1 per 500sq.m; all other uses have a lower employee density and less demand for bike parking.

Public bicycle parking is important to ensure that activity centres are accessible by active modes. In this instance, a demand-driven response is recommended. Wherever bike parking demands exceed the number of racks, expand the provision by installing new ones.

For any given development, a minimum of two bicycle parking spaces should be provided for visitor parking, in the form of u-rails in close proximity to entryways and with adequate passive surveillance. This may be provided in the public realm at the discretion of the Town.

Recommendations

Determine a target cycling mode share and use this to define bicycle parking supply and end-of-trip rates

Establish a program for progressive installation of bike racks in public spaces

High quality end of trip facilities at businesses is the most effective way to change employee mode of travel to work. Research undertaken within the Perth Parking Management Area identified that the use of bicycle parking is related more to the *quality* of the infrastructure than the *quantity*. As such, it is recommended that reductions in car parking should not be considered on the basis of a bicycle parking over-supply *unless* it is accompanied by high-quality end-of-trip amenities (drying room, towel service, showers, lockers etc.).

The end-of-trip minimums defined in the Town's policy are considered to be sufficient for showers, however lockers should be provided at a rate of **2** lockers per employee bicycle parking bay. This accounts for other types of active transport, and for more flexibility of use.

Recommendation

Adopt the above rates table as an interim bicycle parking requirement

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Retain the Town's current minimum requirement for showers, but increase the lockers to 2 per employee bike parking space

8.5.7.4 Loading and commercial parking

Business owners and delivery drivers often have issues with being unable to receive deliveries or deliver goods to businesses due to the lack of loading bays or zones. For new developments, the likely requirement for deliveries in new commercial developments should be considered and where appropriate, enabled through an increase in on-street loading zone areas, particularly in 'main street' precincts where demand for parking is high, and where small office/retail development is located.

Loading bays/zones should be flexible/shared where possible between businesses, and have time restrictions (usually 15 minutes), and designed to accommodate larger and heavier vehicles as appropriate. Loading zones should be avoided in angle parking bays to prevent larger vehicles overhanging into the carriageway.

Loading and commercial spaces should be available to the general public after hours and on weekends. There is no need to preclude the use of these spaces outside of commercial hours.

Where specific spaces are set aside for special users, there are diverse opinions on whether to charge these parkers for parking if they are in a charge parking area. Many councils charge all parkers on the basis of the user pay principle, added to which there is a premium for these drivers having the convenience of a well-located parking space. Other councils provide this parking at a discounted fee or provide the first 15 minutes free of charge.

Recommendation

Amend policies to allow the general public to use loading and commercial spaces after hours and on weekends

8.5.8 Kerbside Parking Hierarchy

Creating a hierarchy for parking on-street allows for the scarce resource of kerbside space to be allocated for different uses according to a specific understanding of need. This hierarchy can be determined to any level of detail, and include a diversity of uses: bus stops, loading bays, disabled parking and the whole gamut of trip purposes.

An on-street parking hierarchy is recommended that incorporates a number of different aspects related to the needs of adjacent land uses and the context of the broader transport and parking system. Application of this hierarchy as a matter of policy would require supporting information, necessary to characterise the street environment on a Precinct-, street- or block-scale level.

Support Economic Growth

The hierarchy should support local business and economic activity. This includes ensuring adequate provision (both in quantity and location) of loading areas to service the needs of local businesses. On street parking supply and duration should support local businesses, including an appropriate mix of:

- Free very-short (15 min or less) parking for quick trips (post offices, convenience stores, ATM etc.)
- Short-stay parking to encourage optimal turnover of customers, and
- Long-stay parking on the fringe to support longer stay users (where required).

Boost sustainable transport use and urban amenity improvements

The hierarchy can reinforce non-car modes by retaining priority for sustainable transport provision. That is:

- Develop and improve walking and cycling networks to enhance safety and access to and from public transport facilities, surrounding land uses, on and off-street bicycle parking facilities;
- Ensure public transport infrastructure provision (stops, zones, etc.) is adequate for the street function and type; and
- Encourage place making and urban amenity improvements to activity centres.

Provide the right parking management methods in the right location

As noted above, different uses require different supporting parking management types, and this is related not only to the specific land uses and their needs, but also to the provision of alternative transport options and nearby off-street parking supplies. Where the parking management matches the needs of adjacent land

uses, compliance rates will remain high – however a mismatch between demand and parking provision will result in reduced compliance and a need for constant active enforcement.

Consolidate and simplify parking management operations

Categorising uses broadly, and applying consistent management practices, greatly simplifies the parking system from a user perspective, and creates a more legible system overall. This can be further enhanced through simple pictographic signage which clearly denotes parking function.

The City of Perth *On-Street Parking Policy* is an exemplar for clear, consistent information in this regard. It recommends standardised hours of operation, establishes a general hierarchy for kerbside parking, and uniquely, establishes priority for parking position along a standard road section (extracted below).

Table 8-8 City of Perth locations for parking along a road section

Start of road section	Mid-block	End of road section
Loading bays Universal access (UA) bays (1 UA/ACROD bay per 50) Bus bays (first 25m)	Private car bays Motorcycle bays ACROD bays (min. 1 bay per street block)	Loading bays Universal access (UA) bays (1 UA/ACROD bay per 50) Taxi rank Bus bays (end 25m)

Source: City of Perth On-Street Parking Policy, Table E3

Develop user priorities to guide allocation of kerbside use for a number of street types

Based on strategic planning, consultation and best practice, user priorities should be developed to help guide the parking allocation. This can be achieved by first understanding the user types/considerations and requirements associated with each user type.

Following on from understanding the user types and associated parking needs, a range of street types can be developed, with an individual user hierarchy determined for each street type.

Recommendation

Establish an on-street parking policy that includes positional and management recommendations

8.5.9 Paid Parking

The primary role of parking pricing is as a strong tool to manage local demand.

Priced parking:

- Makes the most convenient spaces available for higher value trips (delivery/service vehicles and shoppers) and encourages longer term parkers to use less convenient spaces;
- Ensures a parking space is always available, increasing user convenience and reducing cruising for parking by increasing turnover;
- Reduces the total vehicle travel and therefore traffic congestions, roadway costs, accidents, energy consumption and pollution emissions;
- Generates revenue to ensure that drivers help finance local road and parking facilities; and
- Increases fairness – non-users are no longer paying for parking facilities they do not use.

Parking pricing levels should ideally be set such that demand peaks at approximately 85-90% occupancy. Best-practice implementation involves ‘demand-responsive’ pricing, which increases or reduces fees based on occupancy. This can involve different fees at different times of day, or different days of the week, and include a mechanism to modify prices on a periodical basis to maximise the utility of the parking.

Based on this methodology, it is understood that the ‘correct’ price for parking in a location may be zero, if supply exceeds peak-period demand.

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Parking through the majority of the LGA is still operating well under a duration-restriction system. However, the scarcity of parking supply in the Town Centre, and the fact that privately-owned parking is already priced (Avion Way and Claremont Quarter), suggests that a fee payment system should be put in place.

Recommendation

Introduce paid parking into the Claremont Town Centre, with a management regime that reflects the intended function of parking zones.

8.5.10 Demand Responsive Pricing

Parking prices are an effective tool to manage the demand for parking. Incorporating demand responsive pricing into the Town's fee structure will enable staff to adjust on-street parking fees to reflect the balance of supply and demand. This will allow fees to be increased or reduced based on occupancy levels.

The application of appropriate paid parking can cause various transportation system changes such as reduced vehicle ownership, mode shifts, destination shifts, parking location changes, trip schedule changes, and shorter stop duration.

Paid parking is recommended for locations with high demand and where a higher turnover is preferred. Demand responsive pricing requires management of parking occupancy rates to determine if the fee is appropriate. An appropriate rate will have approximately 85-90% occupancy and may vary at different times of day or different days of the week.

The recommended approach to setting on-street pricing is to use occupancy targeting with price adjustments (demand responsive). It is generally agreed that the price elasticity of vehicle trips with respect to parking prices typically equates to a 10% increase in parking fees will reduce vehicle trips by 1-3% (Litman 2020).

In order to avoid parking supply flooding residential streets, it is important to complement the implementation of fee parking locations with time restricted parking in surrounding areas.

It is also important to implement good user information that indicates parking locations and prices to allow drives to choose between more convenient but costly parking or cheaper parking a short distance away.

Recommendations

Incorporate paid parking and a demand responsive pricing mechanism into the Town's Policy Manual to modify prices on a periodical basis.

User information (signs, maps and brochures) that indicate parking location and price

8.6 Communication Strategy

The broader environmental, economic and social impacts of parking are rarely understood or appreciated by motorists. The clamour for 'more parking' has been allowed to develop without any communication of its negative effects and growing unsustainability. An improved and ongoing campaign of communication on the unsustainability of current parking practices and on the benefits of parking management is required.

Everyone who drives a car is a stakeholder. An education program needs to be aimed at all stakeholders including planners, developers, designers, retailers, tenants, elected officials and council officers, business and community groups, schools, residents, visitors, commuters, and the general public.

It is recommended that education on the need for and benefits of managing parking demand should be available and regularly communicated in the Town's publications. As a minimum, it should deal with the following issues:

- Drivers cannot expect unlimited parking close to their destination
- Unlimited supply has environmental, social and economic drawbacks
- The principle of user pay as free parking has a high direct and indirect cost
- Need for sustainability planning
- The provision of long-term employee parking away from the inner core of high activity centres
- Benefits of improved compliance
- Options for reinvestment of income from parking services and cash-in-lieu into improving transport infrastructure

Recommendations

Clear information on parking management changes directed at the community and planners/developers/designers

Update current website information on parking to include detailed information about all public parking facilities, fees, hours of operation and time restrictions

Develop a wayfinding and parking signage package to assist drivers in locating parking (public and private)

8.7 Enforcement and Compliance Techniques

To maintain an appropriate parking system requires a high level of compliance, and in turn, a degree of enforcement sufficient to ensure it. This level of enforcement is key, because the prevalence of illegitimate parking is related primarily to the frequency of infringement, not the size of the fine.

There are many different ways to monitor parking compliance, corresponding to the technology available and the form of parking management.

Where restrictions are imposed by signage only, parking officers monitoring parking using the Walk and Chalk method are required to visit every parking space twice, and this is made more complicated in areas with multiple time restrictions. This method is time-intensive and somewhat ineffective, putting additional pressure on Ranger resources.

Measures that improve the efficiency of parking enforcement, to allow officers to cover more area and patrol more frequently, are extremely beneficial to monitoring and enforcement.

The revenue from infringements should contribute firstly to the management and maintenance of the parking system, and any excess revenue transferred into a separate parking fund, to be used as expenditure on improvements towards car parking, public transport, pedestrian access, cycle facilities and infrastructure, especially where these will reduce the demand for parking.

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9 Behaviour Change

A Behaviour Change system is embodied by policies and programs that aim to create a sustainable transport system. This primarily involves efforts to shift individual's travel mode away from private vehicles and onto alternative transport. These programs operate in different ways to influence individual decision-making with respect to mode choice, destination, frequency of travel etc.

9.1 Information

Effective decisions can only be made when all options are clearly understood. As such, many behaviour change programs focus on providing comprehensive information on the availability of services for each of the transport modes.

The Department of Transport's 'Your Move' program is a best-practice example of this form of information. It provides aggregated information for public transport, walking and cycling routes, as well as offering personalised one-on-one information to businesses schools and even individual households (for specific studies such as Cockburn and Wanneroo).

In addition to route option information, explicit discussion of the benefits (or costs) associated with the various transport modes can be used to affect choice (e.g. vehicle ownership and parking infrastructure costs, pollution and other environmental impacts, and the health benefits of active transport modes).

9.2 Infrastructure

Mode shift to alternative transport modes is only possible where alternative infrastructure is available. As such, the provision of bus and train service, paths and cycle ways is a prerequisite of any Travel Demand Management regime.

Public transport is at its most effective when it functions as a 'turn up and go' service. The threshold for effective public transport changes by location, but is generally associated with headways of 10 minutes or less. Where bus routes share a corridor, this can create the environment for attractive public transport use even where individual routes are relatively infrequent.

Pedestrian and cycling paths define areas of effective active transport, with the specific infrastructure treatment or streetscape environment relevant to the type of experience and target activity. However, it is the transitions and crossing points that really define the path network. An inhospitable environment with difficult or unsafe crossing points will result in very low levels of active transport.

9.3 Supply Constraints

Just as the provision of sustainable transport is a necessary component of mode shift, supply constraint of private vehicle-supporting infrastructure is fundamental to the equation. In particular, congestion and parking availability are two of the main causes of mode shift.

Alternative modes are *almost never* competitive with private vehicle transport in free-flow conditions, but become more attractive as the effects of congestion increase, or where parking is hard to find or located further from destinations. Congestion is therefore a *necessary* component of the transport system, in that it makes more sustainable, healthier and less impactful transport modes viable for a range of journey types.

Parking restrictions are one of the few aspects of the transport network that can be specified by Local Government at the planning and policy stages. Through its various functions, Local Government has purview over the supply of private parking (through its TPS) and public parking (supply and management). An abundant supply of parking located immediately adjacent to destinations makes driving the de facto mode choice for the vast majority of trips. Once parking is restricted, people are more likely to consider other modes or destinations.

9.4 Economic Impacts:

One of the simplest and most effective ways to affect mode choice is through direct cost. Traditionally this has been through the introduction of paid parking into high-demand zones. The cost of parking is a primary determinant of where people are willing to park, and for how long. Careful application of paid parking management can be used to improve the efficiency of parking in a given area, but should be combined with parking supply restrictions (where abundant parking is provided, the only reasonable price per bay is $0).

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9.5 Recommendations for Behaviour Change Programs

Not all trips are viable for all modes, and so travel demand management methods may be used to specifically support certain kinds of behaviour change (a shift away from driving to work, an increase in local walking trips to a Neighbourhood Centre). Effective behaviour change therefore requires an understanding of how incentives affect mode choice, for the various different destinations and journey types.

The following are some examples of non-infrastructure measures that could be employed to support behaviour change, with application to specific types of trip.

9.5.1 Activity Centre Parking Supply Management

SPP4.2 and the corresponding Draft Activity Centres Parking Policy recommends the use of parking caps to determine the level of activity that can be sustained within a given Centre. The concept of parking caps can be applied with reference to the economic development potential of a Centre, provided decision-makers have a detailed understanding of how Town Centre parking and lands uses interact.

Combining economic needs assessment with a detailed parking model can be used to identify a sustainable parking supply play and demand management framework for Activity Centre development, the ongoing need for public parking, reasonable mode share targets and infrastructure delivery requirements, as well as assisting in determining a realistic internal employment catchment.

Recommendation

Utilise parking pricing and cash-in-lieu mechanisms to limit parking supply in the Claremont Town Centre. This may ultimately transition into a de facto parking cap as development proceeds.

9.5.2 Congestion Pricing

Under some predictions for the future, autonomous vehicles and/or Mobility as a Service (MaaS) may obsolete the current demand management mechanisms associated with parking pricing and supply restriction, as vehicles can drive to a remote location once passengers are delivered. In addition, some of the congestion-based disincentives for private vehicle travel are likely to be diluted if drivers become passengers, with access to additional leisure activities while travelling. These effects could have wide-ranging impacts on residential location, increasing commuting times and intensifying peak travel.

To offset these negative effects, road pricing becomes an increasing necessity, including possibly both cordon charges and distance-based taxation, potentially varying across the day. Any such initiative would be introduced at State Government level, but will absolutely require representation from Local Governments to identify the potential impacts at the local and precinct levels.

Any road-pricing program is only likely to happen in the long-term, but can be expected within the 30-year horizon.

Recommendation

Collaborate with State Government to define the potential of, and issues with, congestion pricing models.

9.5.3 Transport Application

Despite the efforts of the Department of Transport's 'Your Move' program, the wider Perth population still does not adequately understand the real financial and time costs of their transport choices. An app which combines traditional behaviour change information on provision, route and duration with the financial costs of these choices across a year would be of great benefit to improve the awareness of households.

The app could allow households to input their primary and occasional travel demands, number of vehicles etc. and then investigate the impact of mode shift on time and cost of individual trips, as well as reducing the number of vehicles. It is important to base this on real costs with a transparent breakdown of the elements. The app could be expanded to suggest respondents reduce their travel distance (by moving house or workplace), change their mode, reduce the number of vehicles in the household etc.

Recommendation

A partnership across several Local Governments, Department of Transport and (possibly the RAC) to develop an application where residents and employees can assess the cost of transport alternatives.

9.5.4 E-bike opportunities

One of the primary (non-infrastructure) barriers to cycling is the initial requirements for fitness. E-bikes provide a cost-effective solution to overcome this hurdle, and while they still rely on an effective cycling network, dramatically lower the barrier to entry for new cyclists.

The rapid take-up of e-bikes for commuting and recreation among all age brackets has the potential to create a substantial shift in mode choice. This is particularly important for tourists who are unfamiliar with the network, and who have opportunities to visit the Town without using a car. The tourist demographic is expected to increase substantially as a result of the future airport link to Claremont Station, providing opportunities for hotel developments with direct connection to the Airport.

Promotion of e-bikes alongside cycling infrastructure to create high-quality, attractive routes to the beach and the Perth CBD, would help support economic growth without the corresponding congestion costs.

Support for e-bike purchase by Town employees, and publication of information to local residents and businesses, could spur similar initiatives across the LGA.

Recommendation

Consider introducing e-bikes as a trial for Local Government Employees, along with purchase or salary package options to promote their ongoing use.

9.5.5 Green Travel Plans

Green travel plans have been included as a mandatory requirement for development applications in the UK for quite some time. Currently, green travel plans are largely used to obtain concessions on parking and trip generation assumptions from State or Local Governments, or to fulfil the requirements of Green Star applications.

Unfortunately, there is often a disconnect between the goals of the green travel plan and the Traffic Impact Assessment, at least outside of Activity Centre Structure Plans. That is, the improvements in accessibility and mode shift targets do not tend to translate into reduced road infrastructure or parking requirements. This may be due to the Development Application and approval process in which conditions are generally built such that they can be signed off at construction. Conditions therefore reference creation of a “plan”, but the actions contained in this plan are rarely reviewed or monitored. This diminishes Government trust in implementation and shifts the conversation to the provision of infrastructure by developers, rather than modifying activity.

To improve the uptake and integration of green travel plans into the provision of infrastructure, and to show the value of travel plans in reducing financial costs for businesses, it would be valuable to create a package of guidance material, aimed across all sectors, to improve the uptake of travel plans at development and occupation stages, and to mandate the inclusion of Green Travel Plans with Development Applications.

The documents would use TravelSmart information to outline the benefits to employees and visitors, but would go further into the financial benefits to businesses and developers, reinforced by reasonable concessions which could be granted by the Town based on various travel demand management measures.

Ideally, any Green Travel Plan policy would reference mode share targets determined on a Precinct basis by the Town. This would mean that all development applications would be working under to a common transport goal.

Recommendation

Define a policy for Green Travel Plans related to the transport goals of the Town and mandate inclusion of Green Travel Planning with Development Applications.

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10 Emerging Technologies

10.1 Electric Vehicles

Electric vehicle (EV) technology substitutes electrical charging for petroleum-based fuels. This technology is generally mature and is already commercially available. EVs are currently cost-prohibitive but widespread cost reductions and increased uptake is expected to be precipitated by European Union legislation designed to support EVs and reduce emissions, to take effect in 2030.

Electric vehicle demand is expected to rise substantially, particularly in response to these international emissions policies. Facilities for electric vehicle charging will need to become ubiquitous to support that growth, including within private development. Recent cost reductions in charging infrastructure improve the viability for provision, but intense demand may overwhelm the local grid.

Figure 10-1 Electric Vehicle Parking Bay



EV charging stations come in two primary forms, slow-charge and fast-charge:

> Slow-charge options require only access to the electrical grid, with charging units dispensing power slowly over many hours. This form of charging is predominantly used in employee and residential applications, but is expected to provide the majority of EV power.

Recommendations:

Introduce development requirements to ensure all high-density residential development has access to EV charging bays for new applications. This need only include providing conduit to allow residents to reticulate power to individual bays, and to ensure transformers are appropriately sized to accept a reasonable off-peak load.

Introduce development requirements to ensure slow-charge EV charging points are provided for a percentage of long-stay employee parking (~10%, increasing as demand rises)

> Fast-charge options allow for full recharge of EVs within a 30-60 minute period and are appropriate in public and visitor parking bays. These charging stations are substantially more expensive and require access to high-voltage power infrastructure. As such, they would be employed on a fee-payment basis, with access to these bays restricted exclusively to EVs. As EVs achieve a greater degree of market penetration, demand will grow for additional EV charging bays.

Recommendation

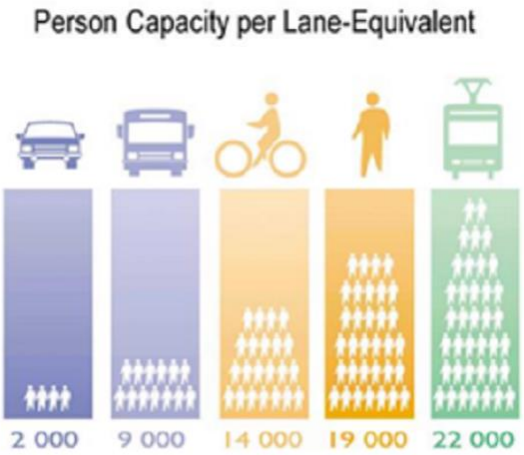
Consider public locations for EV charging stations, with likely requirement for additional baseload power

10.2 Electric Bikes and Cargo Bikes

E-bikes can reduce barriers to cycling and thereby facilitate increased uptake of sustainable transport. They can achieve this by allowing for reduced transport times and increased ease of journey when compared to traditional bicycles. Essentially, e-bikes allow for extended distance range and for quicker journey times for trips made by thee bikes.

Cycling is an efficient mode of transport in terms of space required vs capacity, particularly when compared to private vehicles. **Figure 10-2** below indicates the movement capacity of a traffic lane in terms of people per hour by a variety of modes, demonstrating the movement efficiency gains which may be facilitated by greater uptake of bicycles and e-bikes.

Figure 10-2 Person Capacity per Lane



(Source: UITP)

Enabling the uptake of e-bikes may therefore help reduce emissions and congestion pressures. One way to foster the uptake of e-bikes is through the introduction of charging facilities at key nodes throughout the Town. Key areas include activity centres and mixed use areas, and employment centres.

While the Town does not necessarily have a specific role in the development of private bike-share services using e-bikes, there may be a role for the Town in supporting and advocating for community interests including supporting private e-bike share schemes.

E-bikes and in particular e-cargo bikes may assist in reducing traffic generated by delivery and loading/unloading from constrained activity centres. Parking for loading activities may be reallocated to the periphery of such centres, with cargo bikes used as alternatives. E-cargo bikes in particular may assist small, local deliveries as well as allowing greater convenience for private trips, such as replacing private vehicle trips to the supermarket.

Figure 10-3 Electric Cargo Bike



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10.3 Connected and Automated Vehicles

Connected and automated vehicle technology has the capacity to have a range of impacts across a variety of transport modes and land uses.

Autonomous vehicles are not a singular device, and may be entirely driverless or highly automated, or have capacity for both. SAE International provides a definition for six (6) levels of automation, ranging from full human control (non-autonomous) to fully self-driving.

Connected vehicles allow vehicles to communicate with each other and with external factors and may be either fully or autonomous or retain varied degrees of driver control.

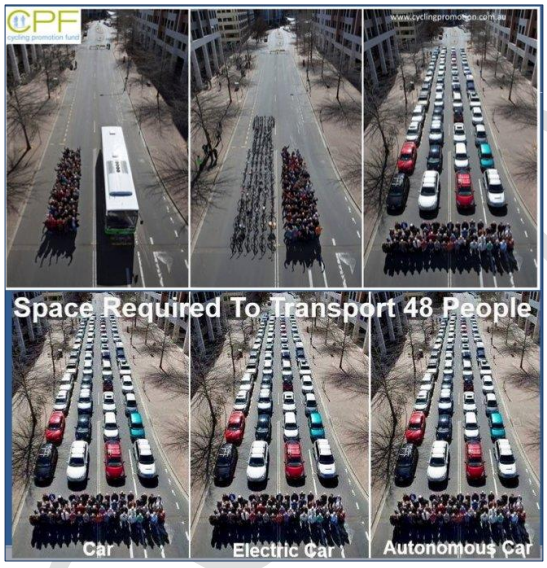
The degree of automation, ownership environment, and manner of rollout will each have impact on the transport environment, and the ambiguity around the likely future scenario presents a complex challenge for all levels of Government.

10.3.1 Congestion

The extent of congestion precipitated by AVs is largely dependent on the ownership models that develop: autonomous vehicles may maintain, reduce, or exacerbate congestion pressures within the Town's road network.

In an ownership paradigm where autonomous vehicles are privately owned and used in the same way as existing private cars, there would be no functional impact on traffic volumes from the introduction of autonomous vehicles.

Figure 3-1 Ownership Environments and Congestion



It has been argued that AV/CV technology will allow vehicles to travel closer together, effectively increasing the carrying capacity of a road and reducing congestion.

However, greater accessibility of technology coupled with reduced costs and anticipated increases in population are all likely to contribute to worsening congestion. This is expected to manifest in several ways:

> People who currently do not drive for a variety of reasons would be able to use AV technology for individual use rather than alternative modes. This has a positive effect of increasing accessibility for young and old people, as well as people with disabilities. However, it would also inevitably cannibalise public transport to some extent.

> Uncontrolled, private AV is likely to be easy and convenient in ways that other transport modes (particularly public transport) are not. However, in terms of efficient road use and carrying capacity, private AV does not provide an effective alternative to high capacity public transit systems.

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Figure 10-4 Connected Vehicles



> It has been suggested that a portion of the 'time cost' for travel will be avoided by AV, since the journey can be spent productively and functionally. This may mean people are less hesitant to change behaviour and transport mode based on the effects of congestion, and may increase the distance and time drivers are willing to travel.

> Unoccupied cars returning to their home point rather than parking at their destination will cause vehicles to be on road at times where they currently are stationary. Since the owner does not directly experience any consequences from this there is no incentive for them to change their behaviour.

To influence the form of ownership and usage of AVs, environment road pricing is likely to be necessary. This will need to be implemented at a State Government level.

10.3.2 Automated Transit

For public transport, autonomous transit modes have the potential to reduce operational costs for transit providers, as well as reducing costs for patrons, in additional to providing increased reliability and efficiency.

Small shuttle-like automated services are likely to be implemented in the nearer term, with trials occurring throughout the State including by RAC in South Perth. Shuttles may offer an effective first and last mile service, providing access between residential areas and high frequency, high capacity transit services without necessarily contributing to further congestion. Comments received in community consultation indicated a desire for on-demand services of this type.

Automated transit options may allow for more frequent services with a lower cost for provision. High-frequency, low-cost transit services are more convenient and are therefore more likely to encourage uptake in use of transit service.

10.3.3 Car Parking Demand

Car parking currently serves as an effective lever in managing congestion and mode share. The need for car parking is expected to diminish, with Autonomous Vehicles being returned to origin or continually circulating.

There is a high potential for autonomous vehicles (AVs), shared transport and Mobility-as-a-Service (MaaS) technologies to substantially disrupt the way parking is used. The timeframes for this likely future are not yet resolved, but they may be well within the lifetime of the developments and parking structures we build today.

The expected result of the uptake of AVs and MaaS is a significant decline in demand for parking, particularly within the Town Centre. Where this parking is provided in private facilities, that represents an ongoing cost to residents and business in the form of higher leasing rates and ownership costs.

This may include requiring a proportion of parking to be 'convertible' to other, more productive, uses. This requires careful consideration at the design stage to increase floor-ceiling heights, provide conduits for future services, check column locations, consider future opportunities for natural light, etc. However, this conversion is not effective in basement parking, and is best employed for podium parking. That means that parking policies will need to be related to design guidelines to establish an appropriate built form that can undergo conversion if required.

Alternatively, parking can be located off-site, either in public facilities funded through developer contributions or cash-in-lieu, or in private facilities with ownership unbundled from the associated development. This form of parking has the advantage that it can accommodate ongoing future growth as demand declines, or be demolished to make way for new development.

Other impacts likely to be experienced within the streetscape include increased demand for pick-up/drop-off and loading facilities. Coupled with a decline in on-street parking demand this may result in more space

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becoming available for public amenities (parks, paths, trees and lighting). Alternatively, this may free up space for cycling and public transport infrastructure.

The important part of considering these impacts is that policies need to be put in place now, so that development is robust to the future impacts of technological change.

Ultimately, any rollout of AV/CV that involves reduction in traditional private vehicle ownership and situations in which vehicles do not need to park would be expected to reduce demand for car parking of all kinds, including commuter parking, residential parking, and short term parking, spanning both on-street and off-street arrangements.

Reduced demand for parking indicates a necessity for parking arrangements to be easily adaptive to new contexts.

Recommendation:

Consider changes to parking policies that allow for off-site communal parking (decoupled and unbundled from development). Alternatively, include development requirements for car parking which support adaptive reuse of parking levels for future development.

10.4 Car and Bike Sharing

In recent years there has been a notable shift away from traditional ownership models, towards sharing and on-demand services. These two changes both have similar impacts in a variety of ways.

Car sharing includes traditional daily rental, by-the-hour services (such as GoGet) and one-way car sharing (carpool). Changing consumer preferences provide for an increased focus on access rather than ownership. Before AV is fully integrated across the transportation system at all levels, car-sharing supports behaviour change. While there is currently no operator in Western Australia, should they be introduced the Town can support car-sharing through the designation of specific bays of on-street parking and/or in public parking lots for this purpose.

Typically, by-the-hour car-share services require the vehicle to be returned to its point of origin. Current investigations towards one-way car sharing suggests a station-based approach.

Emerging technology provides the opportunity for bike and scooter sharing platforms to thrive. These platforms allow for one-way travel. Dockless systems (virtual docks) provide convenience for users. However, freedom and use is restricted by the legislative environment which requires riders to wear helmets.

Figure 10-5 Obike in Melbourne



The City of Vincent currently provides bike share in a library-style system.

Recommendation:

Assist and support the installation of bike docks within Activity Centres. These may be located in existing car parking bays or in communal areas

11 Performance Measurements

In order to measure the success and progress of the Strategy, it is important to maintain a set of key indicators. These allow measurement against agreed outcomes and a consistent approach to report back on progress to decision makers, stakeholders and the community. The indicators only measure what the Town can control or the effects of changes made to the network.

Key measurements for the Town in understanding its performance include:

- Progress of the Town against the objectives and sub-objectives included in the Strategy, as well as actions within the supporting Plans
- Cycling participation by residents (community survey)
- Walking, cycling and public transport journey to work mode shares (ABS Census data)
- Journey times and delays for select corridors (travel time surveys)
- Traffic peak spreading/distribution for select corridors (link count surveys)
- Access to public transport opportunities (public transport accessibility mapping).
- Upgrades to bus shelters (percentage of shelters that meet a given standard)
- Trees planted (number of trees or canopy cover %)
- Public EV charging (number of stations)
- Number of events held (e.g. Play Streets etc.)
- Parking effectiveness (vehicle turn-over rates, occupancy rates and infringement rates)
- Business satisfaction with parking (business survey)
- Perceptions of public transport (community survey)
- Easy access for pedestrians in activity centres,
- Access for pedestrians in residential areas and around schools
- Access and inclusion for people all ages and abilities
- Intersection upgrade projects that prioritise active transportation (value of capital works)
- Path construction metrics (total length of shared and dedicated walking/cycling paths)

The existing value for these metrics will need be gathered to establish a baseline for comparison. The capture and evaluation of key performance indicators will be its own ongoing project over the lifetime of the TTPS.

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12 Funding

Implementing a diverse range of transport infrastructure generally requires significant funding commitments. Ultimately funding is limited, and there are a number of alternative funding sources that may be identified and embraced in the implementation of any action.

The Town of Claremont has a key role in supporting the development of a sustainable, safe, efficient and effective transport network through investment in high-quality infrastructure and targeted improvements in key Centres, along Stirling Highway and in neighbourhoods.

The cost of a full implementation of this Strategy is considered to be beyond the existing funding available from the Town alone. However, the primary function of Local Government is not merely to provide funding, but to determine and direct development of transport infrastructure that best supports community needs.

Infrastructure funding may in fact be derived from a range of sources. For example:

- Projects aligning with State or Federal Government priorities attract their own **budget allocation**, in particular in the context of road capacity or safety upgrades, the provision of public transport or the construction of strategic cycling facilities.
- Alternatively, **grant funding** can assist the Town to fast-track construction of transport improvements. Potential grant sources include:
    - Department of Transport WA *Bicycle Network Grants*
    - PTA *Bus Shelter Subsidy Program*
    - Road Safety Commission *Project Grants*
    - Australian Federal Government *Stronger Communities Program* or *Built Environment and Prevention Research Scheme*
- Local improvements to streetscapes or the construction of public facilities, including public parking, are ideally suited to funding via **developer contributions or cash-in-lieu provisions**.
- **Paid parking and parking permit revenue** naturally pays for the installation and maintenance of parking infrastructure, but is ideally allocated to funding local improvements within individual parking precincts. This can include everything from road network and footpath upgrades to landscaping and canopy treatments, providing direct benefit to the areas affected by the scheme.

13 Conclusion and Recommendations

Through stakeholder and community engagement, a number of key drivers of change have been identified, supporting the provision of a people focused transport network which emphasises the role of active and sustainable transport options. Changing how the community travels is considered to be necessary for the Town to move forward.

Using Link and Place as an analytic tool, the Town has been understood in terms of its place needs and people movement capacity. In some areas, the conclusions and recommendations drawn from identifying street types using Link and Place are simple, and relate to promoting of quiet residential streets (local streets) as quiet and safe places for people to be and to play. In other places, the relationship between place and movement is more complex.

Much of the decision-making for transport infrastructure within the Town will be determined by the interplay between transport mobility and activity in these areas of conflict. Together with the established user hierarchy, the function of roads as places is to be considered in actions across the network.

The recommended actions aim to connect residents, businesses and visitors through improved accessibility, as well as meet the Town's *Sustainable Living Action Plan's* aim for Transport:

> *Support and encourage more sustainable transport options for getting in and around Claremont.*

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The following recommendations have been made throughout the Strategy:

- **Pedestrian Recommendations**
  - Consider Pedestrian Level of Service in all transport and planning decisions.
  - Extend pedestrian priority within the Claremont Town Centre, including reduced traffic speeds and additional crossing opportunities.
  - Update Local Planning Policies or Council Policies to support walking environments.
  - Develop a Pedestrian Plan to progress infrastructure improvements towards a compressive, high-quality, safe pedestrian path network.
  - Review the pedestrian connections between activity centres and parking locations to ensure they are safe and welcoming.
- **Cycling Recommendations**
  - Review the Town's Bike Plan to implement the Long-Term Cycling Network's identified strategic priorities with consideration of:
    - appropriate network links to destinations
    - wayfinding implementation
    - infrastructure consistent with the current standard
    - focusing on improving network crossings (intersections and safe mid-block)
    - extending existing infrastructure to fill network gaps
    - ensuring connections with transit nodes.
  - Ensure policies support e-bike, standard bike, scooter etc. hire schemes to enhance micro mobility.
  - Consider introducing e-bikes as a trial for Local Government Employees, along with purchase or salary package options to promote their ongoing use.
  - Assist and support the installation of bike docks within Activity Centres. These may be located in existing car parking bays or in communal areas.
  - Determine a target cycling mode share and use this to define bicycle parking supply and end-of-trip rates.
  - Establish a program for progressive installation of bike racks in public spaces.
  - Adopt the proposed rates table as an interim bicycle parking requirement.
  - Retain the Town's current minimum requirement for showers, but increase the lockers to 2 per employee bike parking space.
  - Require Travel Plans for developments to allow for larger developments to develop specific and targeted active and sustainable transport solutions including promoting cycling.
  - Continue the implementation of the Safe Active Street between UWA and Claremont.
  - Engage with DoT's Your Move team to develop behaviour change programs and initiatives.
  - Develop a marketing campaign//education programme to increase community awareness of existing public transit and walking/cycling options to destinations within the Town.
- **Public Transport Recommendations**
  - Investigate PTA's Bus Shelter Subsidy Program for funding to install roadside bus shelters.
  - Advocate for bus priority infrastructure on Stirling Highway in coordination with or preceding SHACS upgrade works.
  - Lead discussions with private schools to combine their existing private funding to create a more effective service for the long-distance trips.
  - Expand the PLC local loop to include connections to Scotch College, MLC and Christ Church.
- **Road Network Recommendations**

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- Advocate to MRWA to lower residential streets to 30km/hr, using Self Explaining Streets Guidelines, prioritizing key routes to schools.
- Review speed limits within the Town Centre to reduce limits to safe speeds for a pedestrian environment.
- Further investigate intersection upgrades at identified critical locations:
  - Stirling Highway
  - Gugeri Street / Stirling Road / Barnfield Road
  - Stirling Road / Claremont Crescent
  - Gugeri Street / Shenton Road
  - Graylands Road / Shenton Road
  - Avion Way / Stirling Highway
  - Alfred Road / Ashton Avenue

> **School-related Recommendations**

- Implement specific school drop-off improvements.
- Provide on-street kiss ‘n’ drive facilities. These can be designated as 5min or ‘No Parking’ Zones while School Zones are operating and identified by ‘Kiss and Drive’ line marking.
- Support and incentivise site-specific parking and access studies at public education facilities, designed to minimise the risks and improve the function at peak pick-up/drop off times. Require similar studies to be undertaken as part of any private school expansion.
- Undertake a trial across several schools to determine the efficacy and appropriateness of a ‘School Streets’ parking exclusion zone on safety and mode share. Partner with DoT ‘Your Move’ team to establish metrics and methods for evaluation.
- Assist schools to prepare wayfinding guidance for parents and visitors.
- Lead discussions with private schools to combine their existing private funding to create a more effective service for the long-distance trips. Expand the PLC local loop to include connections to Scotch College, MLC and Christ Church.

> **Other Recommendations**

- Collaborate with State Government to define the potential of, and issues with, congestion pricing models.
- A partnership across several Local Governments, Department of Transport and (possibly the RAC) to develop an application where residents and employees can assess the cost of transport alternatives.
- Define a policy for Green Travel Plans related to the transport goals of the Town and mandate inclusion of Green Travel Planning with Development Applications.
- Introduce development requirements to ensure all high-density residential development has access to EV charging bays for new applications. This need only include providing conduit to allow residents to reticulate power to individual bays, and to ensure transformers are appropriately sized to accept a reasonable off-peak load.
- Introduce development requirements to ensure slow-charge EV charging points are provided for a percentage of long-stay employee parking (~10%, increasing as demand rises).
- Consider public locations for EV charging stations, with likely requirement for additional baseload power.

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- **Parking Recommendations**
  - Price residential parking permits at a rate consistent with the opportunity cost of parking infrastructure, with a transition period to support behaviour change by residents. Concessions for Heritage Areas should be considered. Provide a set amount of visitor permits per household annually.
  - Liaise with local business owners to promote the shared use of car parks, using up to date parking survey data to help identify suitable locations. Support increased uptake of this arrangement with new developments.
  - Consider changes to parking policies that allow for off-site communal parking (decoupled and unbundled from development). Alternatively, include development requirements for car parking which support adaptive reuse of parking levels for future development.
  - Establish a policy for unbundled and decoupled parking, potentially including guidelines and incentives in support of efficient supply when preparing the Parking Strategy as required by WAPC/DPLH.
  - Investigate and consider inclusion of a Parking Needs Assessment and Green Travel Plan in the Parking Strategy required to be prepared by the WAPC / DPLH.
  - Develop a Parking Strategy to identify and prioritise potential sites for the construction of parking to serve the Town Centre.
  - Utilise parking pricing and cash-in-lieu mechanisms to limit parking supply in the Claremont Town Centre, with a management regime that reflects the intended function of parking zones. This may ultimately transition into a de facto parking cap as development proceeds.
  - Review the costing mechanism for cash-in-lieu on a periodic basis, to ensure that it adequately captures the Town's financial burden for the provision of parking.
  - Continue to support and incentivize cash-in-lieu as a key mechanism for funding public parking and local transport improvements, including through planning concessions in the Town Centre.
  - Consider including parking fees in the Parking Reserve Fund; as opposed to the current free parking and infringement strategy
  - To maximise the efficiency of scarce parking resources, parking in Local Centres should be shared as much as possible, and supported by reciprocal agreements.
  - Consider public locations for EV charging stations, with likely requirement for additional baseload power.
  - Undertake parking occupancy surveys every 2 years to assess parking demand in popular locations.
  - Establish an on-street parking policy that includes positional and management recommendations.
  - Prepare clear information on parking management changes directed at the community and planners/developers/designers.
  - Update current website information on parking to include detailed information about all public parking facilities, fees, hours of operation and time restrictions.
  - Develop a wayfinding and parking signage package to assist drivers in locating parking (public and private).
- **Specialised Parking Recommendations**
  - Ensure that developers are aware of the availability of matched funding for ACROD bays to be upgraded or retro-fitted.
  - Review ACROD parking throughout the Town and prepare a program of works to update bays as needed.
  - Provide guidance within Local Policy related to motorbikes and scooters, with an indicative supply rate of 1% of standard car bays. Motorcycle/scooter bays are not considered adequate for 1:1 replacement of car bays for the purpose of parking compliance.
  - Amend policies to allow the general public to use loading and commercial spaces after hours and on weekends.
- **Wayfinding and Signage Recommendations**
  - Review existing parking wayfinding and signage facilities.

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- Implement a consistent Parking Wayfinding and Signage Strategy, which features customer led information including walking distances and times to various nearby destinations.
- Assess when dynamic signage might be appropriate using parking survey data as a way of identifying where high occupancy may be reduced by better information regarding suitable alternative parking locations.
- Direct some parking related funds towards wayfinding infrastructure.

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APPENDIX A

ACTION PLAN

An Action Plan has been developed to address the key focus areas from the analysis, research and community engagement outcomes. The plan contains six focus areas of transport priorities being pedestrians, cycling, private vehicles, public transport, parking in educational areas and parking.

The actions include timeframes and priorities required to enable successful completion of each action within the TTPS. This Action Plan is organised according to the aims and strategies identified in the TTPS. There are a number of actions which support multiple strategies and aims, either explicitly or implicitly. The preceding recommendations have been compiled into an Action Plan. Each recommendation has been categorised according to two metrics:

- Priority (Low Priority, Medium Priority and High Priority) – related to the importance of this measure in ensuring a sustainable parking system; and
- Timeframe (Short Term, Medium Term and Long Term) – related to the urgency of implementation. For this purpose, timeframes are defined to be
  - Short < 5 years
  - Medium 5-10 years
  - Long >10 years
- Town's Role
- Cost

It is intended that progress in delivering the Strategy will be regularly reviewed by the Town and updates made accordingly. A complete refresh of the Strategy would only be expected every ten years or so.

The role of Council is defined as:

- Provider – Directly delivering services
- Funder – Funding other organisations to deliver services
- Regulator – Regulating some public activities through legislation (for example By-laws)
- Partner – Forming partnerships and strategic alliances with other parties in the interests of the community
- Facilitator – Assisting others to be involved in activities by bringing groups and interested parties together
- Advocate – Promoting the interests of the community to others (decision makers and influencers)

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APPENDIX

B

SWOT ANALYSIS SUMMARY

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APPENDIX C

STAKEHOLDER ENGAGEMENT

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Schedule of Modifications to Draft Town Centre Precinct Structure Plan – 21 June 2022

No.	Additional and Modified provision (underlined)
1	5.4.1.6 Area 6 – Mary incorrectly repeats the 5.4.1.4 Area 4 – Core Character Statement. The correct Character Statement is recommended to be included as follows: *The Mary Character Area is a primarily single residential area with established heritage homes creating a distinct character that shall be treated sensitively in order to protect and respect its unique character. A diversity of residential opportunities is facilitated through the PSP in this key transition area to the Town Centre, with revitalisation opportunities near Gugeri Street and Stirling Highway. New development shall respect its role in a manner that protects and celebrates its heritage elements.*
2	The Table 2 Stormwater Drainage Management Criteria reference to 'principals' is recommended to be changed to 'principles' as follows: The proponent is required to demonstrate that onsite drainage proposals will meet the needs of the proposed development without impacting the function of adjacent sites or the broader drainage network and are in accordance with the <u>principles</u> and requirements of SPP7.3 (as applicable) and the Department of Water's *Better Urban Water Management* (2008).
3	'SEPARATE' is recommended to be changed to 'SEPARATE' in the Dwellings row as follows: PROPORTION OF <u>SEPARATE</u> HOUSES
4	Recommended that modifications are made to the PSP on Pages 40, 78 and 79 (Tables 12 and 13) to reflect the updated commercial growth gap figures to 2041 of 32,208m^2 – 36, 896m^2.
5	Recommended the following sentence be deleted from p.77: Shop (café, restaurant and function centres; bread and cake stores; butchers).
6	Noted – it is recommended that the Claremont Quarter and 328 Stirling Highway apartments be acknowledged as provided for below. The first sentence of 6.2.1 Population Growth and Change be modified as follows: Noting the development of apartments at Claremont Quarter and 328 Stirling Highway which has brought some population growth in the PSP area, the population has not grown significantly over the 15 year period from 2001 to 2016.
7	It is recommended for clarity that the following sentence be added to the PSP in the Key Attributes of Area 6: Mary: Retain the existing road closure at the southern end of Mary Street behind the Stirling Highway frontage properties to prevent commercial and through traffic intrusion in the area from the south.
8	A notation indicating that Mary Street is to remain closed is recommended for inclusion in Figure 56.
9	It is recommended that the cl.5.5.1.2 of Part 1 of the Draft PSP be modified to include under Development Controls:

	d) The maximum additional plot ratio for Gateway sites coded R-AC3 where a height bonus of two storeys is approved is 0.25 (to a maximum total plot ratio of 2.25:1) subject to meeting the criteria outlined in Section 5.5.7.
10	With regard to the PSP, it is recommended that the following statement be included at the end of the introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary): Where properties in the Leura Character Area are developed for non-residential purposes or mixed-use apartments and abut/adjoin a single residential property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.
11	It is recommended that: Plan 3 be modified to change the northern portion of the Leura Avenue carpark be widened by 10m to the north into the Weerona flats and 56 Gugeri Street sites at a height of 4 storeys, and that the two sites to the north, being the Weerona flats and 56 Gugeri Street, be modified to a Gateway site with a Bonus height to 8 storeys subject to performance provisions.
12	The intent of the Character Areas is to identify varying objectives and requirements for development, and as such standards for each development site frontage will vary. In this instance, it is recommended that: The demarcation between Area 4: Core and Area 7: Stirling Highway be relocated to follow the rear boundaries of 24 and 26 St Quentin Avenue.
13	To add clarity, the Table 1 headings are recommended to be modified as follows: The Table 1 heading 'Maximum gross floorplate area less than 7 storey' be reworded to 'Maximum gross floorplate area (per floor) for 6 storey and below' and the heading 'Maximum gross floorplate area greater than 6 storey' be reworded to 'Maximum gross floorplate area (per floor) greater than 6 storey'.
14	It is recommended that to add clarity and remove some ambiguity relative to 7.3 Variations, that the clause be separated into the elements of variation and discretion. Accordingly it is recommended that cl.7.3 be amended as follows: 7.3.1 Variations to height and plot ratio requirements applicable to property within the PSP is strictly limited to those properties identified as 'Landmark' and Gateway' sites to the extent provided for and in accordance with cl.5.5.7. 7.3.2 To assist with the exercise of discretion for all other development provisions which apply to property within the PSP, due regard is to be given to whether the variation:

	• Enhances the design quality of the building; • Presents no significant additional impact on amenity of the adjoining properties or the public realm; and • Is consistent with the objectives of the Precinct and/or the applicable design Element Objectives of the R-Codes.
15	It is recommended that the following statement be included at the end of the introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary): Where properties in the Leura Character Area are developed for non-residential purposes and abut, adjoin or are adjacent to a single or grouped dwelling residential property, the non-residential setbacks to the adjoining residential property boundary shall be designed so as to not overshadow the fence to the south and proposed development shall not exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between the non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.
16	Figure 38 is recommended for modification to show the combined total area of 1 Avion Way – 2,544m^2 within the 2001m^2 - 3000m^2 category.
17	It is recommended that the Figure 56 notation referencing Avion Way be modified to read: *'Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way.'*
18	It is recommended that the following statement be added to Part 1 Section 7.0: 7.4 In supporting the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way, it is noted that consequential modifications to the demarcation of the Quarter and Core Character Areas will be required, along with the allocation of Landmark status and the extension of the bonus height to ten storeys subject to performance provisions over the area of the existing road. An amendment to the PSP will be required to appropriately address these consequential modifications which will be subject to consideration of amenity impacts on the surrounding locality, and specifically of setback requirements to the relocated Avion Way to give consideration to impacts on view corridors from the Claremont Quarter apartments to the north.
19	It is recommended that the demarcation between Area 4: Core and Area 7: Stirling Highway be relocated to follow the rear boundaries of 24 and 26 St Quentin Avenue and extending to the existing rear boundary of 34 St Quentin Avenue.
20	It is recommended that the following error corrected, and the PSP be modified to refer to Section 5.5.1.1 on page 21 (Development Controls a)), not 5.5.1 on page 23.
21	It is recommended that the St Quentin Shared Space be extended to Bovell Lane on Figure 57.

22	It is recommended that the following statement be included at the end of the introductory paragraph under 4.3.7 Area 7: Stirling Highway noting that they are general and may apply also to other properties south of the Character Area in terms of overshadowing: Where properties in the Stirling Highway Character Area are developed for non-residential purposes or for mixed-use apartments and abut, adjoin or adjacent to a single residential or grouped dwelling property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.
23	It is recommended that the PSP be amended to apply additional amenity protections for the development of apartments in Area 2: Stirling West relative to residential properties to the west and north as follows: Where properties in the Stirling West Character Area are developed for apartments and adjoin or are adjacent to a single residential or grouped dwelling property, the apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The apartments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements.
24	It is recommended that the intent of references to town house development to comply with the RDC Vol. 2 Apartments requirements be clarified by the underlined modification to dot-point 3 of the Key Attributes contained in 4.3.1 Area 1: Shenton as follows: Ensure any future multiple dwelling (apartment) proposals within the Character Area achieve a 'townhouse'-style built form character in appearance <u>and comply with the Residential Design Codes Volume 2 – Apartments requirements</u> to ensure consistency with the existing Character Area and surrounding development.
25	It is recommended that under Part 1 5.5.1.3 Boundary Setbacks – Podium Level - Development Controls: Development Control, b be modified to read as underlined below: b) The primary and secondary street setbacks specified on **<u>Plans 4 and 5</u>** replace the generic street setbacks specified under State Planning Policy 7.3 – Residential Design Codes (Volume 1 and 2) (as amended) for their applicable density codes.
26	It is recommended that the Pracsys Needs Assessment updated commercial growth gap figures be included as indicated in Pages 40, 78 and 79 (Tables 12 and 13) to reflect the updated commercial growth gap figures to 2041 of 32,208m^2 – 36, 896m^2.
26	In order to facilitate the construction of a pedestrian bridge over Stirling Highway adjacent its intersection with Leura Avenue, it is recommended that:

	Plan 3 be modified to show 301 Stirling Highway at the intersection of Leura Avenue with a Bonus height to 8 storeys subject to performance provisions.
26	In order to further support recommended modification 26 above, it is recommended that an additional dot point on p.114 under 8.3.1.6 Leura Avenue be provided as follows: To assist in the pedestrian bridge proposal, a landing is required on the norther side of Stirling Highway. This is proposed to be provided on the eastern side of 301 Stirling Highway on the Leura Avenue frontage and is proposed to be facilitated by the provision of a height bonus to 8 storeys subject to performance provisions as shown on Plan 3.
27	In order to acknowledge key concerns form private schools relative to sharing of facilities, it is recommended that the end of the last sentence of 8.3.4 be modified to add the following: Noting that a key consideration of the schools in these discussions will be to ensure child safety on each of the campuses.
28	It is recommended that in the introductory paragraphs to Part 10 Infrastructure, the following sentence is added: It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.
29	It is recommended that the following properties are listed as State Registered Heritage Places at the end of 7.1.1 Age and Heritage on p.89 of the PSP as follows: The following properties are noted as being State Registered within the PSP area: a. P486 Claremont Railway Station. b. P483 Claremont Post Office. c. P491 Christ Church and Rectory, Claremont. d. P484 Claremont Council Offices & Surroundings.
30	It is recommended that the following notation be included in the Heritage Built Form Key Issues and Opportunities on p.93 of the PSP to make it clear that: Any development on a Heritage site or adjacent to a Heritage Area or Precinct needs to respect the heritage character of the place and dependant on assessment of each individual proposal, may or may not achieve the allocated height potential under the PSP.
31	It is recommended that all references in the PSP to 'facadism' be removed and replaced where appropriate with the words 'significant heritage fabric', also that the following statement also be added to Heritage Built Form Key Issues and Opportunities on p.93 of the PSP as follows: Opportunities for additions to heritage buildings and for new rear development on lots containing heritage buildings exist within Heritage Areas (and Precincts). Such work should be located and designed in a manner that does not detract from the streetscape qualities of the Heritage Area or Precinct. 'Facadism' (that is, the retention of the street facade only), however, will not be supported.

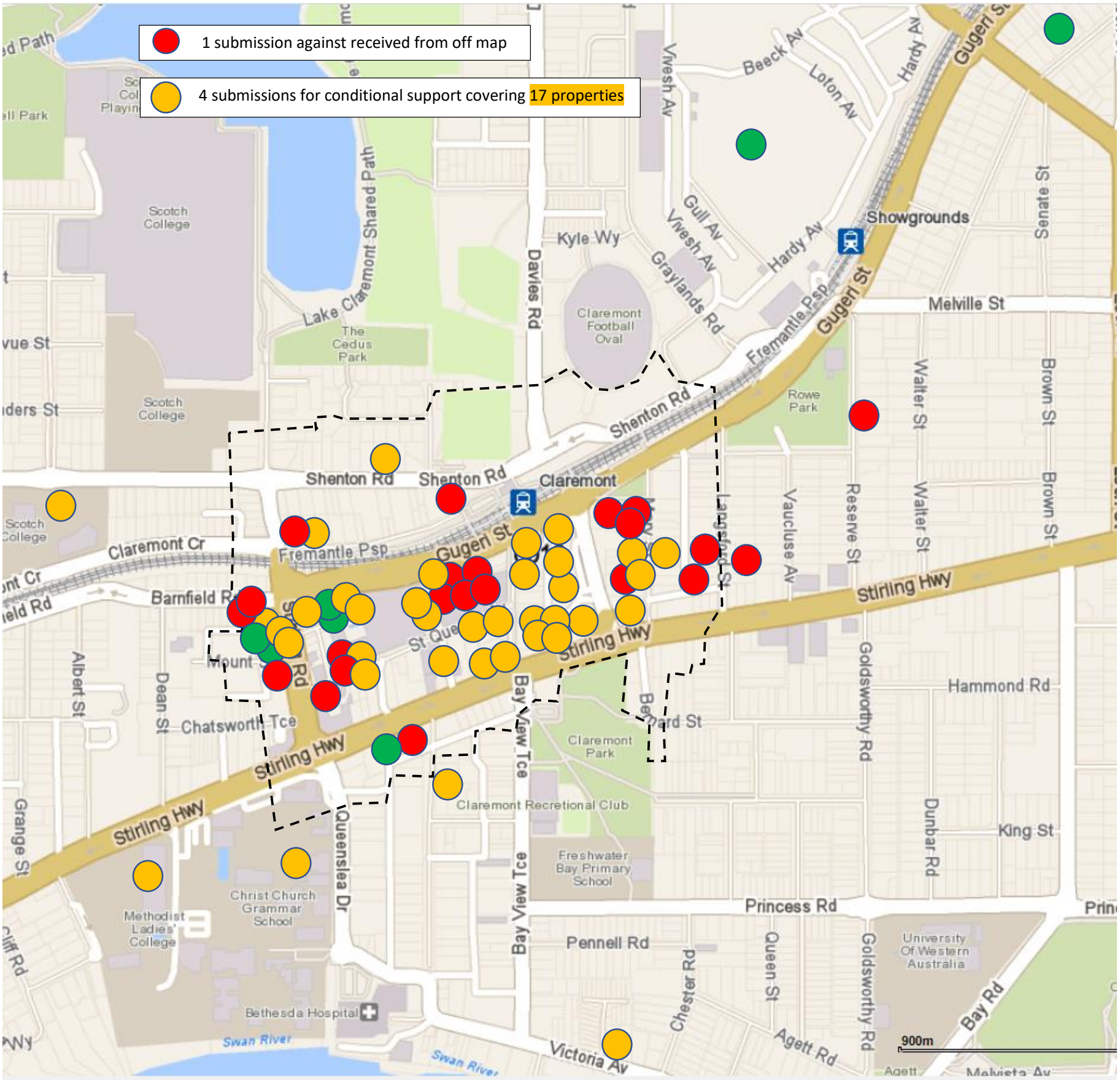
32	It is recommended that the following statement be added to the final dot-point of 4.3.8 Area 8: Railway on p.69: It is the intention to maintain access but not determine the outcome (i.e. modify the bridge), as consideration of modifications to the bridge is a wider process (including consultation with the Heritage Council of WA if major modification is required) and may not be possible.
33	It is recommended that the Heritage Built Form Key Issues and Opportunities be modified to replace the word 'sensitively' with 'respect' as follows: Existing heritage buildings, facades and trees exist throughout the PSP area and are intrinsic to the Claremont sense of place. These should be retained and treated wit5h respect by redevelopment proposals. The PSP establishes building controls for retention of heritage elements on site and adjoining sites.
34	It is recommended that references to 'heritage facades' be replaced with 'heritage places' in 8.3.1.2 Bay View Terrace.
35	Recommended that the length either side of Stirling Highway within the PSP be allocated as an Active Street on Plan 6.
36	It is recommended that the following paragraph be added to Part 1, Section 7 Table 2 in the criteria applicable to Landscape Concept Plans: For development directly abutting Stirling Highway or the widened Primary Regional Road Reservation as detailed in the attached carriageway plans, a Landscape Plan must be submitted as part of any development application. The Landscape Plan must be prepared to the satisfaction of the Town of Claremont and to Main Roads requirements for temporary landscaping of the widened road reservation / land requirement. Sight lines must be maintained at all times to ensure driver safety. New plantings must be limited and maintained to planting species with a mature height of 1 metre.
37	It is recommended that Area 6 (Mary) be removed from Part 1, Section 7 Table 2 in the requirements relevant to Transport Impact exclusions.
37	Noted and responded to above with a requirement in the introductory paragraphs to Part 10 Infrastructure that the following sentence is added: It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.

Town Centre Precinct Structure Plan

Submissions Received

Against = 23 Support = 7 Seeking Conditional Support = 24

9 Submissions Received from Public Authorities	
Water Corporation	Dept of Planning, Lands & Heritage – Heritage Development
National Trust of WA	Department of Fire & Emergency Services
ATCO Gas	Department of Health – Environmental Health
Department of Education	Main Roads Western Australia
Public Transport Authority/Transperth	



Consultation Area

Schedule of Submissions – Town Centre Precinct Structure Plan

Submissions in support	**7**
Submissions of conditional support	**24**
Submissions against	**23**
Total Submissions	**54**

Address	Submission	Officer's Comment
1. Unit 1 / 14 Stirling Road	Please give consideration to further open space for dogs and people. Many people in the apartments currently have dogs and if there are to be more dwellings built, more pets are to be expected. The current plant bed on Bovell Lane gets an extremely good wee workout and I suspect it smells accordingly at times. Please ensure that there are waste disposal bags and bins suited for odour free disposal of dog waste within easy reach of the front door of all apartment entrances.	The Draft Precinct Structure Plan (**PSP**) promotes the provision of additional green spaces flanking the proposed extension to the Town Square to the south of St Quentin Avenue, either side of Church Lane. This space may be developed as a public reserve or publicly accessible private open space (**PAPOS**), as may be other open spaces determined through Development Approval processes to satisfy community benefit outcomes in exchange for the stipulated building bonuses and, also required as part of satisfying design requirements under the Residential Design Codes (**RDC**) Volume 2 – Apartments (**RDC Vol. 2 Apartments**). These include satisfaction of Element Objectives relating to Communal Open Space and Landscape Design (including tree and deep soil zone provision). Provision of waste disposal bags is not a consideration of the PSP but can be taken into account by the Town as part of its management of the public realm.
	Please also give consideration as to where a Veterinary facility would be located within your current plan. Whilst you have provision for commercial spaces, I am not sure that this would include our current hospital zoning (e.g. are there noise restrictions for commercial tenancies located below dwellings?). Again, with increasing pet ownership, veterinary and dog grooming services will only increase in demand. Parking needs to be accessible to clients and it needs to be safe for owners to be	Veterinary Clinics and Hospitals are currently discretionary uses in the Town Centre outside of the Shopping Policy Area which is the equivalent of the Mixed Use – Transitional Area under the Draft PSP. While the PSP does not address specific land use allocations, it is noted that the intent of the Mixed Use - Transitional Area is to provide for a broad range of transitional commercial uses (not including larger format retail activity) inclusive of Veterinary uses. These matters will be considered in

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Address	Submission	Officer's Comment
	getting pets in and out of vehicles. These parks need to be easily accessible during an emergency situation.	greater detail in the town's forthcoming review of the Local Planning Scheme No. 3 (**LPS3**) and the preparation of Local Planning Scheme No. 4 (**LPS4**). The RAC codings stipulated under the RDC Vol. 2 Apartments specifically provide for Mixed Use development with active/commercial spaces on the ground and lower floors, with residential apartment accommodation above. Accordingly, the RDC Vol. 2 Apartments also include Element Objectives relating to the management of noises impacts to ensure the commercial uses do not adversely impact on residential amenity by the provision of acoustic treatments etc. Parking provision for customers can be considered as part of the Development Approval process.
	Whilst on parking, please consider where all the extra people that will work in the additional commercial spaces will park and at what cost. Whilst public transport is available, it is not always an option for staff from other areas. Many retail workers are in the low pay bracket and $10 per day x 5 days a week is a significant cost to them. If it is prohibitive for staff to access and park in the Claremont area, it will be prohibitive for businesses in the Town Centre to attract and retain staff (this is a real and current issue for us).	Parking in the Town Centre will be constrained and will rely heavily on employees using public transport or public parking facilities on the periphery of the Centre to reduce congestion within the Centre itself. The Public Transport Authority (**PTA**) has already made significant investments into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange. This is the first stage of improvements with future improvements planned for Claremont Station itself to upgrade its accessibility in the longer term. The Draft PSP promotes the provision of employee parking in peripheral parking stations which can be funded through cash-in-lieu payments to the Town and in the promotion of other private parking stations in close

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
		proximity to the Town Centre e.g. – a parking station at the Royal Agricultural Society (**RAS**) Showgrounds. Provision of parking through these mechanisms is significantly cheaper for developers than providing underground/basement parking within individual developments.
2. \17B 25 Victoria Avenue	**A - TRAFFIC** Currently, the main problem with the Town Centre is traffic congestion. Any proposal to redevelop the Town Centre is only likely to make traffic congestion worse. A centre piece of a Structure Plan should therefore be traffic management projects to enable intensification of Town Centre usage without complete gridlock.	The Draft PSP acknowledges that traffic is a key concern resulting from outside influences such as through traffic along Stirling Highway and trip generation relating to the local private schools. While measures can be put in place to reduce the impacts of traffic generated by the local schools, such as Traffic Management and Transport Plans (**TMTP**s - which already have been approved for both Scotch and Christ Church, with equivalent studies for Methodist Ladies College), through traffic primarily generated from outside Claremont will continue to increase over time and create congestion issues. Without significant investment from the State (Main Roads WA – **MRWA**) in projects to alleviate the impact of congestion such as projects such as the sinking of Stirling Highway through the Town Centre improvements are unlikely. To a degree however, the gradual increase in traffic along the Highway will, in itself assist in resolving the issue as commuters look for alternate measures to commute (train or bus) and avoid travel during peak hours (working from home or alternative locations, altering work hours to commute outside of peak hours and that as congestion increases.

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
		Significant investment by the State (PTA) into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange will assist along with the intensified development already achieved in the North East Precinct and by this PSP for the Town Centre assist in promoting the Centre as a Transit Orientated Development (**TOD**) hub. As indicated in the Draft PSP, as density increases, and particularly when residential vehicle ownership declines (typically associated with TODs), vehicle ownership drops due to smaller households, greater access to alternative means of transport, proximal activity and reduced reliance on private motor vehicles. As private vehicle ownership declines so does vehicle trip generation and alternate transport mode share increases. While new development in the Town Centre will increase and create congestion, opportunities for use of improved public transport and strategies to encourage employee parking on the periphery of the Town Centre and encourage alternative access to the Centre from local residents will provide opportunity to reduce the impacts of traffic in the Town Centre itself.
	As Appendix 1 makes clear, the current transport infrastructure is at or near capacity. Without the recommended behaviour change and significant changes to the provision of transport and infrastructure, NO increase in floorspace in the Town Centre should be contemplated.	To prevent development of commercial and residential floorspace in the Town Centre will stifle the Centre and is highly unlikely to be supported by the Western Australian Planning Commission (**WAPC**) which currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
		Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the Department of Planning, Lands and Heritage (**DPLH**) that the private schools should not be included in the net Urban area for the purposes of this calculation. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the State Development Assessment Unit (**SDAU**) or proposed Special Matters Development Assessment Panel (**DAP**) which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
		long term development of the Town Centre and its consequential impacts.
	A1. What cannot be done School traffic is the major contributor to periodic traffic congestion and nothing new is likely to be done to resolve this over the life of the Structure Plan. The actions mentioned in Appendix 1 are either being done or not likely to make a substantive difference.	Noted and the Town has existing measures and arrangements with the local private schools to practically reduce the impacts of vehicle trip generation.
	A2. What should be done *A2.1 Public transport* A2.1.1 The <u>immediate task</u> is to relocate terminating buses from the north of Claremont out of the Town Centre (Gugeri Street) by creating a ground floor bus station in the NEP Lot 512 building yet to be constructed east of the Goods Shed.	The PTA has already made significant investments into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange. This is the first stage of improvements with future improvements planned for Claremont Station itself to upgrade its accessibility in the longer term. In negotiating the location of the Bus Interchange with PTA options of providing bus interchange to the north of the Station were considered, however where not considered appropriate in part due to clearance limitations at the Shenton Road underpass. The negotiated location presented the best option for the Town Centre in lieu of the initial proposal to the east of Claremont Station as it focused the transport hub directly adjacent the Town Centre and between Bay View Terrace and the central pedestrian spine of Claremont Quarter, reduced amenity impacts on adjacent residents and has allowed for the PTA to redirect all bus services between Bay View Terrace and Stirling Road from the Highway (such reducing an element of congestion in this section of the Highway) and into the central transport hub in the Town Centre.

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
	A2.1.2 The medium term task is for the State Government to resume land to redesign the Stirling Highway/Loch Street/Bay Road intersection as a light controlled north/south crossing and to replace the traffic lights at Bay View Terrace with pedestrian lights or overpass to service a light rail/bus terminus.	This proposal is beyond the scope of the Draft PSP which focuses on the Town Centre and should be a long term State (MRWA) consideration.
	A2.1.3 The long term task is to link Claremont/UWA/Subiaco/Morley with light rail from a terminus in Bay View Terrace/Mobila outside Council Chambers via Waratah Avenue. The intended outcome of these measures is to remove terminating bus traffic from the Town Centre leaving only through services entering the Town Centre. The current bus stops in Gugeri Street and Shenton Road would then become kiss and ride/taxi ranks. These arrangements might make Claremont a viable airport train terminus and support the provision of short term accommodation.	This proposal is beyond the scope of the Draft PSP and should be a long term State (MRWA) consideration. The Draft PSP and PTA investment into the Claremont Station and Bus Interchange to facilitate the terminating return Perth Airport connection (METRONET Forrestfield Airport Link) has already attracted interest from developers ready to build a boutique hotel in the Town Centre. Development of other short-term accommodation options are likely to follow as the Centre develops.
	A2.2 Private transport A2.2.1 The immediate task is to reverse the one-way street arrangement in Barnfield Road to facilitate east-bound through traffic in the morning (when shops are closed and peak hour traffic is most concentrated) and to redirect west-bound through traffic away, via Leura Avenue and Shenton Road, from the Town Centre when shops are open. See discussion Appendix 1 (7.4.6.1) but not reflected in the TCPSP document.	In support of the Draft PSP, the Town engaged Cardno to prepare a Traffic, Transport and Parking Strategy (**TTPS**) for the Town Centre and the Town as a whole. The TTPS reviews a number of possible modifications to the local road network to assist in improving traffic movement in the Town. It is noted however that the TTPS acknowledges that the reversal of the direction of flow at this intersection to prioritise eastbound movement would provide an alternative route for eastbound traffic towards the Perth CBD, however this is not supported for a number of reasons as it would have a significant impact on the intersection in the PM afternoon peak at the intersection of Stirling Highway and Stirling Road (and other

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Address	Submission	Officer's Comment
		intersections during the PM peak). Additional traffic eastbound during morning peak periods would be detrimental to the function of Gugeri Street, impeding the operation of the Bus Interchange and the legibility of pedestrian links from the Claremont Station to the Town Centre. Additional traffic would result during morning peak periods along Barnfield Road and beyond towards Cottesloe. It is also noted that as Stirling Highway is entirely at capacity constrained during the morning peak period and that any measure that reroutes traffic from Stirling Highway to an alternative route will simply induce additional traffic and volumes and delays will not decrease. Although the TTPS is listed as an Appendix to the Draft PSP, they have not been and are not proposed to be explicitly adopted by Council, but rather provide background information to support the preparation of the PSP and the Town's Draft Local Planning Strategy which was endorsed for WAPC approval to advertise on 14 June 2022.
	A2.2.2 The <u>medium term tasks</u> A2.2.2.1 to remove the traffic lights at Bay View Terrace to (a) provide an uninterrupted morning (eastbound) flow from Queenslea/Stirling Road lights to Ashton Avenue lights, (b) redirect evening (westbound) traffic away from the Town Centre from Ashton Avenue to Queenslea/Stirling Road via Leura/Highway (1 light) instead of Gugeri/Stirling Road (3 lights) or Gugeri/BVT/St Quentin (1 light), (c) redirect north/south through traffic away from the Town Centre to Bay Road/Loch Street.	Cardno have advised the following based on assessment of the existing network and its current and future function, but no specific modelling of this scenario has been undertaken. Removal of the Bay View Terrace traffic signals would significantly impact the operation of the southern approach to Stirling Highway, greatly increasing congestion and delays during peak periods. This would likely necessitate removal of the through movement from south to north for safety reasons, and probably the right-turn onto Stirling Highway eastbound. The effect of this change would be to restrict Bay View Terrace to left-in/left-out

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Address	Submission	Officer's Comment
		south of Stirling Highway and left-in only north of Stirling Highway. Eastbound traffic from the south would be expected to redirect to alternative routes such as Bay Road, which is currently designated as an Access Street but not configured to accept the additional traffic; or to Queenslea Drive, which is already the most congested intersection in the local network. Upgrades to these alternatives may be necessary, up to and including signalisation of Bay Road (as a left-right staggered pair with Loch Street) or Goldsworthy Road. The orientation of traffic leaving the Town Centre is largely determined by the configuration of consolidated parking locations and the requirements and capacity for turning movements. The imposition of additional through-movement delays at Bay View Terrace is not a significant factor in route assessment Bay View Terrace through the Town Centre does not form any part of a through-route in its current configuration, since it requires drivers to turn into St Quentin Avenue, a slow-speed narrow road running parallel to Gugeri Street and Stirling Highway.
	A2.2.2.2 ToC to facilitate the shift to EV transport. A2.2.3 The <u>long term task</u> is to shift private transport re the Town Centre from owner/driver cars to hire cars/taxis, bikes, gophers and scooters etc in line with the shift in consumer use of the Town Centre away from supermarket bulk shopping.	Noted. The TTPS includes these measures as options to reduce local resident vehicular access to the Town Centre.
	B - LAND TITLE	See comments below.

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Address	Submission	Officer's Comment
	ToC needs to resolve outstanding issues related to land title disputes with the State Government to give a clear basis for implementation of the TCPSP.	
	B1. Leura Avenue The land swap of the old and 'new' Leura Avenue (not shown on Figure 16) needs to be completed to provide a basis for any redevelopment in the east of the Precinct.	The Town has attempted a number of times to resolve this matter which appears to have been conceptualised on an assumption that road closure processes would deliver this outcome. The process would involve closure of the former Leura Avenue road alignment would land lock the adjoining sites at 3-11 Leura Avenue. It is also noted that the alignment also contains a major sewer main which would be expensive to relocate. The Draft PSP does not prevent these proposals being pursued with the State in the future together with the adjoining landowner.
	B2. Elliot Road The gazetted road between Shenton Place and Elliot Road needs to be combined with the adjoining Class A reserve and land owned by ToC to provide certainty for existing and future development adjoining the Town Centre Precinct. This area is crucial for the recreational needs of an increased population arising from increased population density in the Town Centre.	The Elliot Road reserve is located outside the defined boundaries of the Draft PSP and therefore not a PSP consideration. Notwithstanding, the road reserve is designated as a Parks and Recreation Reserve under the MRS, thus protecting its status for parks use. Any (unlikely) proposal to modify this use (such as construction of a road) would draw considerable concern from the local community and be subject the WAPC approval processes which would be unlikely to be supported.
	C - Map of TCP boundaries The Town Centre has been considered to be bounded by Stirling Highway to the south, Leura Avenue to the east, the railway to the north, and Stirling Road to the west. Given the major structural significance of both the Highway and the railway, inclusion of properties on either side of these transport routes is deemed appropriate. Given the current land use east of Leura Avenue it makes sense to include it in the Precinct.	The DPLH defined the area of the Town Centre PSP.

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
	It is a case of planning over reach to include the residential properties on the east of Mary Street, north of Shenton Road, west of Stirling Road (north), and west of Stirling Road (south - except the commercial property on the Highway) in the Precinct.	The DPLH defined the area of the Town Centre PSP.
	The transitional residential considerations are not relevant to these properties as the transition should occur on the west of Mary Street (R100/20) and the south of Shenton Road (R60). The proposed change to R40 north of Shenton Road is inappropriate as the size of the blocks is sufficient to provide for the requirements of future redevelopment, considering heritage values indicated in 5.4.1.1 Area 1 - Shenton. The residential considerations for transition are irrelevant west of Stirling Road (south) as they are already in place. The identified areas are, and should remain, residential properties outside Precinct consideration.	Given the WAPC requirement to achieve a minimum additional residential development yield in the Town Centre, exclusion of the transitional arrangements in these areas would result in increased height and plot ratio proposals in the Town Centre core areas, and as a consequence increased impacts on traffic, parking and arrangements for the shared view corridors. The increased density either side of Shenton Road will need to consider the impacts on Heritage Listed property and this together with optional amalgamation of property will deliver development opportunity for Area 1: Shenton Character Area. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity for owners of existing units to redevelop and contribute to the required WAPC density yield.
	The demands of the WAPC re boundaries should be resisted.	The DPLH has set the boundaries for the Town Centre PSP. As the Town needs to set its strategic path toward the future Town Centre which it desires, some compromises must be made. These compromises relative to the area of the PSP may also be viewed as positive in that, in part it spreads some of the density yield requirements north of the railway line. It also moves to add a further level of protection to the Mary Character Area by reaffirming its current density coding of R20.

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
	D - TYPO **D1. 5.4.1.6 Area 6 – Mary Character Statement**	Noted – 5.4.1.6 Area 6 – Mary incorrectly repeats the 5.4.1.4 Area 4 – Core Character Statement. The correct Character Statement is recommended to be included as follows: *The Mary Character Area is a primarily single residential area with established heritage homes creating a distinct character that shall be treated sensitively in order to protect and respect its unique character. A diversity of residential opportunities is facilitated through the PSP in this key transition area to the Town Centre, with revitalisation opportunities near Gugeri Street and Stirling Highway. New development shall respect its role in a manner that protects and celebrates its heritage elements.*
	D2. Table 2 Stormwater – principals	Noted – "principals" in Table 2 Stormwater Drainage Management Criteria is recommended to be changed to "principles" as follows: The proponent is required to demonstrate that onsite drainage proposals will meet the needs of the proposed development without impacting the function of adjacent sites or the broader drainage network and are in accordance with the principles and requirements of SPP7.3 (as applicable) and the Department of Water's *Better Urban Water Management* (2008).
	D3. Figure 10 Separate	Noted – "SEPERATE" is recommended to be changed to "SEPARATE" in the Dwellings row as follows: PROPORTION OF SEPARATE HOUSES

Schedule of Submissions – Town Centre Precinct Structure Plan

Address	Submission	Officer's Comment
	Appendix 1 **7.3.3** repeated sentence	Noted, however reference to Appendix 1 is incorrect. The duplication of the sentence relates "The bus network provides decent coverage across the Town; however, the frequency of services is mixed" contained in the Traffic, Transport and Parking Strategy which is included as Appendix C. Although the TTPS is listed as Appendix C to the Draft PSP, the Traffic, Transport and Parking Strategy (along with the other appendices) has not been and is not proposed to be explicitly adopted by Council, but rather provide background information to support the preparation of the PSP and the Town's Draft LPS which was endorsed for WAPC approval to advertise on 14 June 2022. Cardno has removed duplicated sentence from the Traffic, Transport and Parking Strategy and provide a new copy to the Town.
	E - 5.4.1.8 AREA 8 – RAILWAY CHARACTER STATEMENT **E1. Interface ignored** The statement ignores the fact that the railway line cuts the Town in two and has been made worse by recent PTA development. It also ignores the failure of current arrangements to provide adequate traffic movement to, from and around the station (both vehicle and pedestrian). It concentrates on future commercial development (not needed) instead of a holistic view that integrates the railway with the Precinct.	It is clear that the Character Area reflects the juxtaposition and locational characteristics of the rail corridor and as such is not required to explicitly state that the railway line cuts the Town in two. With these characteristics vehicle movement around the Area is clearly compromised. The PTA has already made significant investments into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange. This is the first stage of improvements with future improvements planned for Claremont Station itself to upgrade its accessibility in the longer term. These longer term plans will need to sensitively consider mobility and access upgrades together with the heritage characteristics of the existing pedestrian bridge.

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Address	Submission	Officer's Comment
		In negotiating the location of the Bus Interchange with PTA options of providing bus interchange to the north of the Station were considered, however where not considered appropriate in part due to clearance limitations at the Shenton Road underpass. The negotiated location presented the best option for the Town Centre in lieu of the initial proposal to the east of Claremont Station as it focused the transport hub directly adjacent the Town Centre and between Bay View Terrace and the central pedestrian spine of Claremont Quarter, reduced amenity impacts on adjacent residents and has allowed for the PTA to redirect all bus services between Bay View Terrace and Stirling Road from the Highway (such reducing an element of congestion in this section of the Highway) and into the central transport hub in the Town Centre. As the Character Area links to the North East Precinct and includes landholdings south of Shenton Road (Lot 512, the Goods Shed and the Town's Carpark 5A), development of this space is correctly and clearly directed towards place making and economic use of the land as part of the final pieces of the TOD north of the railway line. The future uses and development proposals for these properties are clearly and separately guided by the North East Precinct Structure Plan.
	F - PLAN 3 **F1. Leura Avenue** **F2. Table 11** This plan precludes redevelopment to the west of Leura Avenue because of the failed 'land swap' with the State Government. The whole area (including the current carpark should be shown as 6 storeys.	As indicated above, the Town has attempted a number of times to resolve this matter which appears to have been conceptualised on an assumption that road closure processes would deliver this outcome. The process would involve closure of the former Leura Avenue road alignment would land lock the adjoining sites at 3-11 Leura Avenue.

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Address	Submission	Officer's Comment
		It is also noted that the alignment also contains a major sewer main which would be expensive to relocate. The Draft PSP does not prevent these proposals being pursued with the State in the future together with the adjoining landowner.
	F2. St Quentin Avenue The proposed 10 storey limit is strongly supported.	Noted.
	G - 2.2.4 ECONOMY There is no recognition of a shift in the economy to working from home (either completely or in part) and the ways for the Town Centre to accommodate these emerging needs of residents.	This is not correct. Although not specifically part of the PSP, it is takes into consideration a number of Strategies prepared for the Town which are listed in the appendices. Appendix B – Retail and Commercial Needs Assessment (Pracsys) includes Other Floorspace Drivers under Part 3.7 which take into account the following retail trends. Under the Trend – Omnichannel Retail it is noted that drivers include "Emergence of digital marketing across a range of devices, platforms and applications have provided multiple channels for retailers to market their products. Physical stores need an online presence to be competitive, as consumers may shop using both means at different times. Under the Trend – Critical Mass, it is noted that suburban shopping mall expansions across Perth have drastically increased the retail floorspace across the network. This provides greater offering to catchment consumers and suburban shopping malls need to provide a competitive value proposition to limit the leakage of expenditure from their catchment to online, interstate and internationally. Under the Trend – Retailtainment, it is noted that the popularity of online retail channels has resulted in physical

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Address	Submission	Officer's Comment
		retailers needing to provide a retail experience or social experience as a point of difference. Millennials integrate retail and entertainment as a single social experience. Under the Trend – Small Retail, it is noted that specialty shops and smaller floorplates are becoming more popular as curated selections with niche products and more knowledgeable staff are predicted to be more competitive that larger stores where products can be harder to find. Although not specifically acknowledged in the Trend comments, many of these aspects would apply generically to online sales vs tailored staffing and products in boutique stores. It is also acknowledged in the Retail Needs Assessment (prepared in 2021 and 2022) that COVID-19 resulted in high retail turnover supported by consumers diverting the spending from overseas and interstate travel into retail goods. Significant rises in spending included cafes, restaurants and takeaway food services, department stores and clothing, footwear and personal accessories. It is acknowledged that retail expenditure may decline once borders open again and this needs to be monitored. Finally, part 2.2.4 Economy acknowledges that the Centre has a greater diversity of activity than most Secondary Centres in Perth which provides a greater offering to the catchment, however the changing nature of retail has the potential to result in changes to the composition of major retailers. Rather than see this in a negative light, the PSP acknowledges that this scenario may create a number of opportunities for redevelopment of these spaces including attracting multiple smaller tenants or a diversity of land uses filling the vacant spaces.

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		The Pracsys Needs Assessment, which takes into account a myriad of matters (inclusive of the above trends) initially predicted that various growth scenarios would increase the total commercial floorspace growth gap in the Town Centre between 20,997 – 32,536m^2 by 2041 (inclusive of retail growth). Upon review of submission during the PSP advertising, it was noted that the PSP needs to be updated to reflect the correct figures as per the revised Needs Assessment prepared by Pracsys in March 2022 which increase the commercial growth gap by 2041 to between 32,208m^2 – 36, 896m^2. It is therefore recommended that modifications are made to the PSP on Pages 40, 78 and 79 (Tables 12 and 13) to reflect the updated commercial growth gap figures to 2041 of 32,208m^2 – 36, 896m^2. The modification of the commercial growth gap figures to 2041 does not have any substantial impact on the PSP as advertised.
	H - BENCHMARK **H1. Notable land use gaps** It is absurd to say the following is a gap – "Shop (café, restaurant and function centres; bread and cake stores; butchers)". P. 77 The Town Centre is awash with cafes, restaurants are constantly going out of business, a butcher (nearby) has closed, two nearby function centres are underutilized.	Noted and recommended the following sentence be deleted from p.77: Shop (café, restaurant and function centres; bread and cake stores; butchers). It is also noted that on p.40 of the PSP, Claremont is described as having a greater diversity of land uses in comparison with other Secondary Centres across the Metropolitan Region. However, it must be noted that compared to other Secondary Centres such as Subiaco, Karrinyup, Stirling and Fremantle, Claremont has a lower

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		diversity of floorspace than these benchmark centres and it is therefore proposed that the PSP facilitates greater diversity in the Town Centre to elevate Claremont to a benchmark level.
	It should be blindingly obvious that the gap, in a Precinct that includes the Airport Rail Terminus, is there is no short term accommodation. This is indicated in Appendix 3 but not reflected in the proposed Structure Plan. There should be identified locations where such use is preferred.	The Draft PSP and PTA investment into the Claremont Station and Bus Interchange to facilitate the terminating return Perth Airport connection (METRONET Forrestfield Airport Link) has already attracted interest from developers ready to build a boutique hotel in the Town Centre. Development of other short-term accommodation options are likely to follow as the Centre develops. As the entire Centre is located within the Station catchment, it is not considered necessary for the PSP to be prescriptive over specific locations for where short term accommodation should be provided. This should be left for the market to determine in the Centre and take into account land use economics to guide the product selection process (e.g., a boutique hotel may be more appropriate on Bay View Terrace than immediately adjacent the railway station, where lower budget accommodation may be more appropriate).
	I - 6.2.1 The claim of no significant population growth 2001 – 2016 ignores CQ and 328 Stirling Highway as important markers of change. This claim only highlights the absurdity of including Mary Street (east), Shenton Road (north), and Stirling Road (west) in the Precinct.	Noted – it is recommended that the Claremont Quarter and 328 Stirling Highway apartments be acknowledged as provided for below. The first sentence of 6.2.1 Population Growth and Change be modified as follows: Noting the development of apartments at Claremont Quarter and 328 Stirling Highway which has brought some population growth in the PSP area, the population has not grown significantly over the 15 year period from 2001 to 2016.

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	J - Section 9.3.5 PARKING **J1. Shift emphasis to public parking stations to the periphery of the Town Centre paid for by cash-in-lieu funds.** It is a major defect of this Structure Plan to have such an irresponsible statement related to a crucial feature of the Town Centre. Where on 'the periphery of the Town Centre' is there unused opportunity for such parking stations? If it can be identified, they should be. The consequences of removing existing uses of those areas should also be detailed. These matters are canvassed in Appendix 1 8 -20 but NOT in the TCPSP.	To encourage all sites to provide their own onsite parking will have a number of detrimental impacts on the Town Centre, inclusive of increasing internal congestion and issues relative to removing large volumes of earth for the construction basement parking together with acid sulphate soil risks. In addition, the cost of this type of construction would be a serious inhibiter to viable economic construction. Provision of parking stations on the periphery of the Centre offers a solution where cash-in-lieu for parking provision will allow the construction of less problematic and cheaper decked construction. This has been a key feature of the Town's approach to parking in the Centre for a number of years. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. In the absence of the State's final review of this matter, it is inappropriate for the PSP to pre-empt the Parking Strategy outcomes. Notwithstanding, there are a number of land holdings owned by the Town which are already developed as at-grade parking areas on the periphery of the Town Centre where decked parking stations may be developed, either

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		in isolation or as part of a multi-use development. These include the existing at-grade parking stations in Leura Avenue Carpark 7, Claremont Crescent Carpark 5A and along Davies Road (to Lapsley Road). Other options may include other Council property, joint ventures or alternatively private car parking station developments with private landowners such as the RAS, where a parking station could provide employee parking for the Town Centre and an income source for the RAS in addition to assisting in accommodating their parking needs during their peak show operations.
	Why is the ToC parking station west of the Goods Shed not considered?	See comments above.
	Why is the Typika site not considered?	See comments above.
	While the TCPSP makes the claim (above), there is NO shift of emphasis except to canvass the improbable scenario of the RAS doing something in conjunction with the Town for the benefit of others.	See comments above.
	Why is the conclusion not made clear? Additional parking provided by ToC for Town Centre employees is both expensive and of limited increased supply. The alternative is for employers (through redevelopment) to supply employee parking.	See comments above.
	Comments on Appendix 1 – **Table 7-1**	Reference to Appendix 1 here is incorrect. The reference refers to the Cardno Traffic, Transport and Parking Strategy which is included as Appendix C. Although listed as Appendix C to the Draft PSP, the Traffic, Transport and Parking Strategy (along with the other appendices) has not been and is not proposed to be

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		explicitly adopted by Council, but rather provides background information to support the preparation of the PSP and the Town's Draft Local Planning Strategy which was endorsed for WAPC approval to advertise on 14 June 2022. Should Council in the future consider the specific recommendations made by the Traffic, Transport and Parking Strategy, these along with other comments made in this submission may be considered.
	By combining footpaths and cycleways, this data is useless. It is possible that footpaths (as a result of ToC action) are good and improving and cycleways (even where provided) are unused. "Within the Town Centre there is an opportunity to extend pedestrian priority, including along side streets and lanes. This may include reduced traffic speeds (both design speeds and posted speeds). The interventions along Bay View Terrace shows how effective such works can be". P. 22 This is pointless (except on paper). Traffic speeds in the Town Centre are already slow in St Quentin Ave and laneways so posting speed signs would have no practical effect.	Cardno has provided the following comments in relation to this matter: • The Scorecard data is from an external review of resident perception. It should be understood that residents do not view footpaths and cycleways as two different things. Most residents will use footpaths for cycling – as they are legally permitted to do. • Measures to prioritise Town Centre Streets for pedestrians consist of more than slower posted speed limit signage (though this is part of it). They involve redesigning the street to make it clear that pedestrians have equal rights to the road space.
	Gugeri Street pedestrian sensing may improve traffic flow but could be seriously compromised when the sole bridge over the rail line is in place. A major concern for traffic management is provision of safe crossing for almost all the train station patrons while still enabling traffic to use Gugeri Street. An overpass could replace the pedestrian crossing at CQ thereby improving pedestrian safety and traffic flow.	Cardno has provided the following comments in relation to this matter: • An overpass is one potential option, but unless integrated into development and activity is unlikely to replace the need for controlled at-grade crossings.

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		• Using technology to help with the signalised crossing means that drivers would not have to sit and wait for the green signal when there are no pedestrians to cross. One of the main benefits is that drivers are more likely to stop for the lights when there are fewer 'false interventions' delaying the flow of traffic. See additional comments above.
	Figure 7 – 6 Contrary to the claim, there is direct connection between main cycle path and river via Stirling Road/Queenslea.	Cardno has provided the following comments in relation to this matter: • There is a partial sealed shoulder on the east side of Queenslea Drive that terminates at the Christ Church car park entry. • North of Stirling Highway, cycling facilities comprise a narrow, busy shared path with numerous constraining items of infrastructure including pram ramps and bus shelters. This facility does not constitute a link sufficient for an effective Local Route. See additional comments above.
	"In particular, there is a long-term opportunity for electric bikes (ebikes) and scooters to replace private motor vehicle transport. Charging stations for e-bikes may be considered in this context." P. 26 This comment is strongly endorsed.	Noted and supported. See additional comments above.
	"Continue the implementation of the Safe Active Street between UWA and Claremont." P. 26 The rejection of this connection by the ToC is supported.	Cardno has provided the following comments in relation to this matter:

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		• The lack of viable, safe links south of Stirling Highway means that some form of local road connection is necessary. • It is noted that Council has to date rejected the Safe Active Street proposal'. • If Council does not wish to support the safe, slow-speed on-street facility (which has a number of clear benefits for residential amenity, walking, cycling and road safety), then alternatives may be considered such as separated on-road bike lanes or a wide shared path. See additional comments above.
	Figure 7 – 18 A bus slip lane (eastbound) at Stirling Road (Highway) is pointless for buses that stop over at the mid-point wait station outside Hungry Jacks. It would have the deleterious side effect of blocking the slip lane for traffic left into Stirling Road.	This bus bay is no longer in operation as the through bus network has been diverted to the Bus Interchange in Gugeri Street. It will be up to MRWA and PTA to remove the bus lane as and when required. See additional comments above.
	The Leura Avenue bus slip lane is likewise pointless for buses required to wait outside ToC or buses diverted to the train station.	This bus bay is no longer in operation as the through bus network has been diverted to the Bus Interchange in Gugeri Street. It will be up to MRWA and PTA to remove the bus lane as and when required. See additional comments above.
	Figure 7 – 23 The figure for Victoria Avenue west of BVT cannot be correct if the figures for Queenslea and Victoria Avenue are correct.	Cardno has provided the following comments in relation to this matter:

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		• Traffic volumes have been taken from detailed longitudinal surveys completed by the Town over many years. • The most recent data available has been used to provide a snapshot of traffic. However, the datapoints that make up this snapshot of function do not necessarily come from the same time period. See additional comments above.
	Figure 7 – 25 The graph P. 40 shows Education to be the largest traffic generator but Figure 7 – 25 seems to ignore this. The difference between school term and holidays should be used to measure the 'school effect'.	Cardno has provided the following comments in relation to this matter: • This assessment has been completed for the Town Centre only, not the entirety of the locality. • Traffic is aggregated into three streams only: 1. Residents of the Town Centre arriving or leaving 2. Employees of the Town Centre arriving or leaving, and 3. Visitors to the Town Centre (everyone else). • The precise mix of traffic related to individual destinations is not calculated in this. See additional comments above.

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	Recommendation 8.3.9 This recommendation should be rejected and ToC should maintain its free parking policy but enforce a reasonable cash-in-lieu policy and NOT make individual exception as was done for redevelopment of the Claremont Hotel.	Cardno has provided the following comments in relation to this matter: • The Town is welcome to manage its parking in any way it sees fit, however best-practice management (and basic economic theory) suggests imposing a parking fee when demand exceed supply. • There are a number of reasons why exceptions might be considered reasonable such as heritage, environmental impacts etc. However, these should be avoided wherever possible. See additional comments above.
	8.5.1 Merely a rehash of the rejected paid parking option. ToC manages parking very well already.	Cardno has provided the following comments in relation to this matter: • Noting the Council's view on paid parking, it is generally considered that paid parking is the most effective management method for constrained (Town Centre) parking situations. • The demand for parking in the Town Centre will continue to grow beyond the provided capacity and management of this parking using only timing restrictions may have future repercussions. See additional comments above.
	8.5.9 Paid parking "Parking through the majority of the LGA is still operating well under a duration-restriction system. However, the scarcity of parking supply in the Town Centre, and the fact that privately-	It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking

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	owned parking is already priced (Avion Way and Claremont Quarter), suggests that a fee payment system should be put in place." P. 97	standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. These comments made with reference to parking may be specifically considered in the context of preparing the Parking Strategy.
	It is some years since I have been unable to find a short term car park in the Town Centre when and where I want it (without ever having to resort to paid parking locations) – thus, the scarcity of parking claim is false. I am, however, familiar with the parking provision in the Town Centre and visitors may have more difficulty finding a park (wayfinding helps).	Cardno has provided the following comments in relation to this matter: • 'Expert' users will definitely be able to find parking when others can't, and wayfinding does help improve efficiency. • As clearly stated in the Strategy, if parking is operating below capacity, then the appropriate price may well be zero. See additional comments above.
	The fact that there is already a paid parking option refutes any suggestion that the Town should follow suit (for no clear identified reason). Those who wish to use paid parking can do so already.	Claremont Quarter provides free parking for a period of 3 hours. This readily accommodates customer use, but fees apply for longer periods for (typically) staff parking. See additional comments above.
	The cited results (Litman 2020) that price increase reduces trips is exactly why paid parking should not be introduced. ToC wishes to encourage people to shop in Claremont and has been successful so far with free parking.	Cardno has provided the following comments in relation to this matter: • Basic economic theory says that when you introduce a price, demand decreases: which is

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		exactly what you want in a capacity-constrained system. • This will induce people to park further away (where it is cheaper), go at different times of day, or use another mode (bike, walk, taxi, uber etc.). • The correct price for parking is the minimum fee required to ensure that everyone who wants to drive can park. That price may be zero in many streets, but in areas with demand exceeds supply, it is recommended that the solution shouldn't be 'first come, first served'. See additional comments above.
	8.6 **"**Options for reinvestment of income from parking services and cash-in-lieu into improving transport infrastructure." This should be investigated by ToC	Noted. See comments above.
	8.6 **"**Options for reinvestment of income from parking services and cash-in-lieu into improving transport infrastructure." This should be investigated by ToC	Noted. See additional comments above.
	8.7 Cash-in-lieu but not parking revenue should be in a designated, purpose-limited reserve.	Cardno has provided the following comment in relation to this matter: These decisions are at the discretion of the Town, however there is good evidence to suggest that allocation of parking fee revenue to the local district greatly helps with business acceptance. See additional comments above.

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	9. Behaviour change I could not find any reference to taxis as a form of public transport or the impact that the use of taxis has on parking requirements – both Town Centre and residential.	Cardno has provided the following comment in relation to this matter: • While taxis do provide a quasi-public transport function, their main benefit to the system is the reduced need for long-stay parking. Generally, taxi service increases traffic impacts rather than reduces it, and requires dedicated parking facilities to support standing. • Taxis are considered to be a net benefit to the broader system in that they allow residents to reduce car ownership and are particularly helpful to limit the parking needs of some forms of development (hotel, Food & Beverage offerings). See additional comments above.
	10. Emerging technologies Wholeheartedly endorse revising the ToC approach to traffic management in the light of changes it wishes to make by encouraging the uptake of various new technologies. The resistance to this approach by the Town in the past has been unfortunate but now should change.	Noted. See additional comments above.
	11. Performance measurements This approach should be totally rejected. This is only useful when ignorant people are required to make sophisticated judgements based on numbers. The real information upon which ToC should make judgements are the experience and informed conclusions reached by relevant competent staff (including those 'on the street'), active Councillors, informal feedback at the Reception desk, formal feedback in Town Centre liaison meetings, formal feedback to development applications or State Government initiatives, periodic reviews such as this Structure Plan.	Cardno has provided the following comment in relation to this matter: • If the Council wants to rely on purely qualitative opinions to inform policy, then that is their prerogative, however care may need to be applied to ensure decisions are not based on biased views. • Selecting a number (not all) of the potential metrics listed will help inform decision-making

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		using impartial data and will communicate progress towards Council's stated objectives. See additional comments above.
	13. Recommendations Only those related to new technologies are likely to make a significant difference to behavior change and thus improve the outcomes that might permit the planned increase in floorplan in the Town Centre.	Cardno has provided the following comment in relation to this matter: This statement suggests that people do not change their behaviour in the face of cost, congestion or the delivery of alternative options. See additional comments above.
	APPENDIX 3 This Appendix does not provide data and analysis at a level to be useful for a Structure Plan. For example, it generates an 'Office gap' figure based on benchmarks elsewhere without recognition that a proposed commercial building just outside the Town Centre was not built because it was not viable. It identifies café, restaurant, drinking, etc 'gaps' based on benchmarks without regard to or analysis of a history of failures in these enterprises in the Town Centre. It is no point pointing to a difference (called a gap) between provision in other locations and the Town Centre without consideration of why they were tried and failed in the past. All that does is embed in a Structure Plan what has previously failed in the hope that future population growth will solve any problems.	Although not specifically part of the PSP, it is takes into consideration a number of Strategies prepared for the Town which are listed in the appendices. This includes a Retail and Commercial Needs Assessment (Pracsys) as Appendix B (not Appendix 3). As indicated above, the Retail and Commercial Needs Assessment (along with the other appendices) has not been and is not proposed to be explicitly adopted by Council, but rather provides background information to support the preparation of the PSP and the Town's Draft Local Planning Strategy which was endorsed for WAPC approval to advertise on 14 June 2022. Should Council in the future consider the specific recommendations made by the Retail and Commercial Needs Assessment, these along with other comments made in this submission may be considered.
	This Appendix, to be useful, should have considered whether short term accommodation should be located in future mixed use	The Draft PSP and PTA investment into the Claremont Station and Bus Interchange to facilitate the terminating

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	development on Stirling Highway, north of the railway/Shenton Road, or the RAS. A Structure Plan should identify approved location for this use.	return Perth Airport connection (METRONET Forrestfield Airport Link) has already attracted interest from developers ready to build a boutique hotel in the Town Centre. Development of other short-term accommodation options are likely to follow as the Centre develops. As the entire Centre is located within the Station catchment, it is not considered necessary for the PSP to be prescriptive over specific locations for where short term accommodation should be provided. This should be left for the market to determine in the Centre and take into account land use economics to guide the product selection process (e.g., a boutique hotel may be more appropriate on Bay View Terrace than immediately adjacent the railway station, where lower budget accommodation may be more appropriate).
	APPENDIX 6 **6.1 Claremont Yacht Club** No recognition of the river as a public open space for recreation nor of the Club as a provider in the interview list.	Although not specifically part of the PSP, it is takes into consideration a number of Strategies prepared for the Town which are listed in the appendices. This includes a Public Open Space and Community Facilities Strategy (David Lanfear) as Appendix F (not Appendix 6). As indicated above, the Public Open Space and Community Facilities Strategy (along with the other appendices) has not been and is not proposed to be explicitly adopted by Council, but rather provides background information to support the preparation of the PSP and the Town's Draft Local Planning Strategy which was endorsed for WAPC approval to advertise on 14 June 2022. The Public Open Space and Community Facilities Strategy is however expected to further advance into a Public Realm and Community Benefit Contribution Plan, and at

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		that time, these comments may be taken into consideration.
	6.2 Typika/Hub "Claremont Library and Community Hub could be further enhanced through the development of Typika café. Consideration should be given to how this space could provide a more expansive and fit-for-purpose venue. This however would need to be balanced against the requirement to generate income from limited Town resources and offsetting apparent deficits in community infrastructure." P 39	See comments above. Individual landholdings owned by the Town will need to be considered in light of this Strategy, together with commercial considerations relative to the highest and best use the site may provide as a community asset for the Town in a holistic sense.
	"Extension of community space into the Typika site to expand the library service and community hub – ground floor development." P. 52	See comments above.
	Apart from these comments, there is no effort to explore and identify practical suggestions that may inform Council in its implementation of this critical component of the Structure Plan. The integration of these two sites is central to any part ToC may play in enhancing the Town Centre and the Structure Plan should clearly identify the issues related to this important matter. What new, expanded, or replacement services might reasonably be expected to be provided in redevelopment?	See comments above.
	Omission No discussion, other than height, of the contribution to the overall beneficial function of the Town Centre and its contribution to the wellbeing of the residents, of redevelopment of the Typika site and the site west of Leura Avenue and carpark. What vision does the Town have for these sites and how may this Plan help advance actions to bring that vision into being?	As indicated above, both these sites need to be considered in their holistic context and together with commercial considerations relative to the highest and best use the sites may provide as a community asset for the Town. In the case of the Typika site, provision of a parking station may not be the best land use and development outcome for the site, as it may be more valuable as a community

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		asset which achieves its full development potential provided by the PSP. With regard to the Leura Avenue Carpark, this site offers a peripheral location which can support the development of additional parking which takes into account its transitional location and restrictions to ameliorate amenity impacts on adjoining property.
3. 27 Claremont Crescent	I fully support the Draft Town Centre Precinct Structure Plan, however I believe the proposed increases in height and density are insufficient in the area of my residence, specifically the area bound by Claremont Crescent (east) / Stirling Rd / Shenton Rd.	Noted. While also noting the response above in the previous submission on this matter and the WAPC requirement to achieve a minimum additional residential development yield in the Town Centre, increasing the development outcomes in this Character Area would ignore the deliberate transitional arrangements from the Town Centre core areas to the adjacent Residential zone and lower density codings. The increased density either side of Shenton Road provided by the PSP already needs to consider the impacts on Heritage Listed property together with optional amalgamation of property to deliver development outcomes which provide for housing diversity by delivering apartments in a town housing form.
	Given that for a large section of this parcel, the top level of a 3 storey development would not even have views over the elevated rail line/noise barriers it would seem to me that a better outcome and more balance could be achieved by allowing at least 4 storey development and creating a cascading effect transitioning from the city centre south of the rail line across to the north.	Area 1 – Shenton is intended to be coded R40 to the north of Shenton Road and R60 (generally) to the south. The proposed development form is for apartments in a town house form to provide variety in housing form/options within the Town Centre. Given the number of Heritage Listed dwellings scattered through the Character Area, a built form which provides

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		for a maximum height of three storeys (to the south) with special consideration for reduced heights immediately abutting a Heritage Listed property is considered appropriate. It is noted that reference in the PSP to apartment development taking on a town house form indicates that development standards will reference the RDC Vol. 2 Apartments requirements as opposed to the RDC Vol. 1 requirements which relate to single houses and grouped dwellings. It is further noted that the WAPC is in the process of preparing and releasing specific RDC requirements for medium density development based on the RDC Vol. 2 Apartments standards. The RDC Vol. 2 Apartments standards relative to height indicates a maximum height of two storeys for R40 and three storeys for R60. It remains to be seen where these height restrictions may settle on the final review of the Medium Density Codes, however based on the existing situation, three storeys would be the maximum height south of Shenton Road and two north as provided for in the PSP.
	I believe that in the not too distant future, limiting this parcel to R80 /3 storeys will be considered a gross under-utilisation of the area given its close proximity to the city centre, rail, schools etc.	The Draft PSP is designed to accommodate a minimum of 650 new dwellings. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations.

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		This minimum realistic growth target has been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). This growth, together with other strategic locations through the Town, as identified in the Draft Local Planning Strategy adopted for the purpose of seeking WAPC approval for public advertisement will achieve a potential growth target of between 3,675 and 4,825, some 2.83 to 3.71 times the Town's minimum growth target under Perth and Peel @ 3.5 Million of 1,300 dwellings between 2010 and 2051 (which has already been achieved). This does not take into account the RAS and Stirling Highway West Planning Investigation Areas identified under the Local Planning Strategy, which have the potential to provide further growth well beyond the current planning timespan promoted under this PSP.
	It would seem more sustainable outcomes could be achieved by providing the planning framework now to facilitate optimal development rather than in several 'steps' into the future.	The Draft PSP and other areas of consolidation identified in the Local Planning Strategy more than accommodates the WAPC growth targets for the Town while providing for housing diversity and optimal development in strategic locations and at the same time protecting the character of the single housing areas.
	The level and scale of development in the Claremont Oval Precinct would support the case for greater heights and density provisions in the parcel to which I refer.	The level and scale of the development surrounding Claremont Oval is appropriate in its own context of a planned development with high levels of amenity/public open space which would be difficult to achieve in this Character Area.
4. 502/20 Gugeri Street c/o 2C Doonan Road Nedlands	The Structure Plans fails to address the future of Stirling Hwy & its carrying capacity. The Plan make no provision for alternate road arrangements (sinking, widening or elevation). The weakness of the Plan is the provision of a 10 storey apartments between St	Without significant investment from the State (MRWA) in projects to alleviate the impact of congestion such as projects such as the sinking of Stirling Highway through the Town Centre improvements are unlikely.

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	Quentin Ave & Stirling Hwy; this will increase conjection & grid-lock.	To a degree however, the gradual increase in traffic along the Highway will, in itself assist in resolving the issue as commuters look for alternate measures to commute (train or bus) and avoid travel during peak hours (working from home or alternative locations, altering work hours to commute outside of peak hours and that as congestion increases. Significant investment by the State (PTA) into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange will assist along with the intensified development already achieved in the North East Precinct and by this PSP for the Town Centre assist in promoting the Centre as a TOD hub. The centrally located portions of the Stirling Highway and Core Character Areas, predominantly located between the Highway, St Quentin Avenue, Avion Way and either side of Church Lane are ideally located to provide some heavy lifting in terms of density yields as they will not directly impact on the direct views between the Claremont Quarter apartments and the river.

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	Propose the Shenton Road/Claremont Cres residential be increased to 6 storey to spread the residential space to max. infrastructure access; same for the Leura/Mary St in the northern end.	While noting the responses above in the previous submissions on this matter and the WAPC requirement to achieve a minimum additional residential development yield in the Town Centre, increasing the development outcomes in this Character Area would ignore the deliberate transitional arrangements from the Town Centre core areas to the adjacent Residential zone and lower density codings. The increased density either side of Shenton Road provided by the PSP already needs to consider the impacts on Heritage Listed property together with optional amalgamation of property to deliver development outcomes which provide for housing diversity by delivering apartments in a town housing form.
	Imagine a better Show Ground; max. its land value & function to better community outcomes & not a 'once a week' wonder.	The draft PSP does not include plans for the RAS Showgrounds. However, options to improve the Showgrounds may be subject of Future Investigation Areas extending from the Draft Local Planning Strategy which was endorsed for referral to the WAPC for permission to advertise at Council on 14 June 2022.
	Retain Claremont Village & not high-rise.	One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape.
	<u>LONG-TERM CONSIDERATION:</u> 1. What will the front cover of the Subi POST read in 50 yrs "Poor Planning of the 2020's"	It is expected that the PSP will be well regarded as a balanced approach to meeting the State government planning objectives while at the same time protecting the

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		residential amenity and tree-lined heritage streetscapes of the prevailing single residential areas within the Town.
	2. Sink the rail north of station.	The sinking of the railway (along with Stirling Highway) through the PSP area is not envisaged by this plan as it is clearly not in the State government's long term plans for the life of the PSP – 10 to 15 years. This matter may be considered in future PSP reviews.
	Imagine a new Showground – with open space and temporary structures for a weekly show. Whiteman Park is where a new show should be!	The draft PSP does not include plans for the RAS Showgrounds. However, options to improve the Showgrounds may be subject to future investigations extending from the draft Local Planning Strategy which was endorsed for referral to the WAPC for permission to advertise at Council on 14 June 2022.
	3. Ensure all new building permits have charging stations. Require Claremont Quarter to install one now!	These matters are becoming an increasingly common expectation for new developments and their marketing strategies. Accordingly, they are often voluntarily incorporated into new developments and are also being sought for retrofitting by existing residents. Discussions have taken place with Claremont Quarter in this regard, however until building legislation catches up with market demands and expectations, the Town cannot legally regulate their provision.
	4. All apartment complexes need charging stations for tenants.	See comment above.
	5. Consider the land around the old Claremont Teachers College for residential development. Its wasted space.	The land around the former Claremont Teachers College owned by the University of WA is not located in close proximity of the Town Centre and accordingly does not form part of the PSP, nor could any potential development on this site contribute to the density requirements stipulated under Draft State Planning Policy 4.2 - Activity Centres (2020).

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	6. Look at the 'big picture'.	The Town Centre PSP forms a small but significant part of the bigger strategic planning picture promoted by the Local Planning Strategy which has been endorsed by Council to seek approval for advertising by the WAPC on 14 June 2022.
5. 6 Bay View Terrace c/o 33 Browne Avenue	Basically against the draft plan – Claremont is already becoming overdeveloped and increasing the density will incur more problems in the following areas:	Noted, however in preparing the Town Centre PSP (and Local Planning Strategy), the Town is satisfying its regional obligations to the planning framework in balancing the WAPC's Central Sub-regional planning Framework Principles of Urban Consolidation requirements and draft provisions under State Planning Policy 4.2 - Activity Centres (2020) and the Town's local planning objectives which aim to protect the amenity of the Town's quality/heritage residential areas.
	Traffic Congestion – we already have gridlock – people will not use alternative transport options.	While new development in the Town Centre will increase and create congestion, opportunities for use of improved public transport and strategies to encourage employee parking on the periphery of the Town Centre and encourage alternative access to the Centre from local residents will provide opportunity to reduce the impacts of traffic in the Town Centre itself.
	Car Parking – people will not walk to shop.	The PSP supports customer parking in the Town Centre and encourages employee parking in peripheral parking stations.
	Utilities – will be overloaded – especially water – stormwater, drainage and sewage.	A number of reports and strategies have been commissioned by the Town to support the preparation of the PSP. An Infrastructure Capacity Review (Appendix D) was undertaken by JDSi Consulting Engineers to analyse infrastructure upgrade requirements to accommodate

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		increased demand generated by the anticipated redevelopment. Key findings include: • Should any upgrades be required to sewer pipes greater than 300mm diameter, Water Corporation will undertake this as part of their Capital Investment Program as and when required. Any minor upgrades to reticulation works (pipes less than 300mm diameter) will be required to funded by developers. • With regard to water supply, should any upgrades be required to pipes greater than 300mm diameter, Water Corporation will undertake this as part of their Capital Investment Program as and when required. • Power supply is currently fed by the Nedlands sub-station and the increased electricity demand is likely to be augmented from the Cottesloe sub-station. At his point in time there is sufficient capacity in the network however further investigations are required to secure this supply. • ATCO have confirmed that the existing network has capacity to supply the Town Centre without reinforcement. • Stormwater drainage is required to be accommodated on site. In the absence of capacity to drain on site, the public network may require preparation of a drainage management plan and facilities upgraded.

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	Village Atmosphere – will disappear – 2 storeys nice, 10 storeys etc will feel claustrophobic – tunnel like – make you feel like you are in a highrise inner city e.g. Chicago.	One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape.
	Natural Light – won't be any as you will be surrounded by buildings.	The lower level podium and setback buildings above (with RDC compliant side setbacks) will allow natural light intrusion to the streetscape and public realm. In addition, the Element Objectives contained in the RDC Vol. 2 Apartments relate to apartment and room design providing well-proportioned spaces that facilitate good natural ventilation and daylight access, and solar and daylight access.
	Heat from air conditioners/concrete/people will build up as nowhere for it to go.	It is acknowledged that urban environments create heat islands, however a number of the Element Objectives contained in the RDC Vol. 2 Apartments relate to the provision of tree canopies and deep soil areas to mitigate against these impacts.
	Developers will be the only winners.	Development options provided for in the Draft PSP are deliberately contained to reduce the impact on local amenity. Where development is permitted to exceed the base height and plot ratio requirements, the developments incentives are required to be off-set by community benefits which will add to the public realm and amenity outcomes.
	I have been associated with Claremont for over 65yrs and I don't see that any more development will be good for Claremont, nor enhance it.	To prevent development of commercial and residential floorspace in the Town Centre will stifle the Centre and is highly unlikely to be supported by the WAPC which

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		currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the MRS. This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes such as through the SDAU and proposed Special Matters DAP which will have no community based strategic planning process. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional

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		Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
6. 23 Mary Street	I have some concerns regarding the proposed 'Draft Precinct Structure and Maximum Building Height Plans' prepared by planning for comment.	Noted
	• Plans as draw, appear to show No Boundary Set Backs (Only Building Edge Limits) abutting Residential lots on Mary Street Properties.	All residential development and residential development abutting residential lots will be required to comply with the setback and Orientation (overshadowing) provisions of the RDC Vol. 2 Apartments. In a similar manner, commercial development provisions to address these aspects may be included in the review of the LPS which is scheduled to commence in 2023.
	• There is no indication of any Open or Green Space to act as buffer zones to the Heritage Listed Properties on Mary Street.	The intent of the draft PSP is to protect the existing heritage values of the precinct and maintain the existing streetscape. Adjacent new development will need to comply with the setback, landscaping and orientation provisions of the RDC Vol. 2 Apartments.
	• The Precinct Structure Plan shows no Indication of any 'Additional Open or Green Space' throughout the Entire Township Plan.	Additional green flanks are proposed either side of the extensions proposed for the Town Square. Additional spaces may be considered as PAPOS at ground level of new development where community benefits are required for increased development outcomes inclusive of identified height and plot ratio under the draft PSP.
	• There is no indication of how TOC is 'Actually' proposing to manage Parking requirements within the Building Development Process.	Provision of parking stations on the periphery of the Centre offers a solution where cash-in-lieu for parking provision will allow the construction of less problematic and cheaper decked construction. This has been a key

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		feature of the Town's approach to parking in the Centre for a number of years. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. In the absence of the State's final review of this matter, it is inappropriate for the PSP to pre-empt the Parking Strategy outcomes. Notwithstanding, there are a number of land holdings owned by the Town on the periphery of the Town Centre where decked parking stations may be developed, either in isolation or as part of a multi-use development. These include the existing at-grade parking stations in Leura Avenue Carpark 7, Claremont Crescent Carpark 5A and along Davies Road (to Lapsley Road). Other options may include other Council property, joint ventures or alternatively private car parking station developments with private landowners such as the RAS, where a parking station could provide employee parking for the Town Centre and an income source for the RAS in addition to assisting in accommodating their parking needs during their peak show operations.
	• Mary and Langsford Street Residents have previously been assured by TOC that there will be NO changes to traffic flows with this area.	The PSP does not propose to re-open the existing road closure at the southern end of Mary Street, however, for

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		clarity, the following is recommended for inclusion in the Key Attributes of Area 6: Mary: Retain the existing road closure at the southern end of Mary Street behind the Stirling Highway frontage properties to prevent commercial and through traffic intrusion in the area from the south. Further, a notation indicating that Mary Street is to remain closed is recommended for inclusion in Figure 56.
7. 15 Langsford	My main concern is increased traffic on residential streets. Langsford Street is already a "rat run" with cars constantly cutting through from Stirling Hwy to Gugeri St. Speed bumps and making it a 40km zone may assist this, but the best solution would be to close the street at the Stirling Hwy end. There is no point in, including Mary St in the Precinct boundary as it is residential. I cannot see the reasoning behind this, I have attached a copy with a suggested change to the boundary (eastern side of Leura Avenue). Mary St will also be impacted with traffic as it is ear marked as a 'key street vehicle connection', notably with traffic directed to Langsford St. Previously the small <u>residential</u> precinct from Mary St to, and including, Reserve St, was called the 'Heritage Precinct'. This	The PSP does not propose to re-open the existing road closure at the southern end of Mary Street, however, for clarity, the following is recommended for inclusion in the Key Attributes of Area 6: Mary: Retain the existing road closure at the southern end of Mary Street behind the Stirling Highway frontage properties to prevent commercial and through traffic intrusion in the area from the south. Further a notation indicating that Mary Street is to remain closed is recommended for inclusion in Figure 56. The inclusion of Mary Street in the PSP was a direction from the DPLH and is not negotiable. There is some value in its inclusion – the PSP clearly outlines the PSP's intention to retain the heritage values of the precinct, with increased development opportunity at the northern and southern ends adjacent major roads. The Town's Local Government Inventory (Local Heritage Survey) and associated Heritage List under LPS3 identifies

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	terminology seems defunct, with a lack of concern for the preservation of heritage and little consideration for the impact of development on what were quiet suburban streets.	the Heritage Listed properties in Mary, Langsford and Reserve Streets and Vaucluse Avenue as individual Heritage Areas. In formal heritage terms, reference to Heritage Areas and Precincts is an outdated term, unless applying to a significantly larger area with an associated LPPs. These matters will be addressed in the review of the Local Heritage Survey and Heritage List which is scheduled to be considered by Council later in the year.
8. 705/20 Gugeri Street	I don't think that we as residents have much of a say when the State Govt usually overrides council decisions. They say you can't buy a view, well I certainly did!	Technically from a planning perspective, you cannot buy a view, however the draft PSP proposes that development above podium level between the Claremont Quarter apartments and the river is generally located between the two apartment blocks at Claremont Quarter and individually will be setback from each other in accordance with the setback requirements of the RDC Vol. 2 Apartments. The intent of this is to provide for view corridors between the developments above podium level and an attempt to share the views which are presently exclusively afforded to the Claremont Quarter apartments.
	The people living in all the proposed units, will have a birds-eye view into everyone's living spaces.	All residential development will need to comply with the privacy requirements of the RDC Vol. 2 Apartments, which apply unilaterally through the State.
	The council will obviously love the extra rates coming in & the developers will be happily lining their pockets.	It is acknowledged that additional rates will result from the additional development contemplated by the PSP, however with this comes additional demands for services and opportunity for additional/improved public facilities to improve the living standards of existing and future residents and the local economy. Development options provided for in the Draft PSP are deliberately contained to reduce the impact on local amenity. Where development is permitted to exceed the

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		base height and plot ratio requirements, the developments incentives are required to be off-set by community benefits which will add to the public realm and amenity outcomes.
	The village feel will be lost forever, forget the setbacks.	One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape.
	I think what is planned for Claremont is a huge mistake & I totally oppose it.	To prevent development of commercial and residential floorspace in the Town Centre will stifle the Centre and is highly unlikely to be supported by the WAPC which currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the MRS. This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the SDAU or proposed Special Matters DAP, which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State

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		to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
9. 5/4 Gugeri Street	I keenly approve the Structure Plan and look forward to this new legislation being passed. I am the owner of a commercial/dual zoning site on Gugeri Street which is noted as a gateway site on the Structure site. Currently the site is very underdeveloped with a current building height of 2 storeys. To build a new 2 storey structure on this site is under valuing the location and facilities nearby. Close proximity to rail, beach, shopping and schools should be considered when developing this site to assist with reducing the urban sprawl. I look forward to this draft being approved.	Noted Noted Noted Noted

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10. 20 Gugeri Street	As usual, it's all about the height. As one accustomed to European apartment life, as well as Asian, I would strongly recommend a uniform height restriction of not more than 6 stories, if you wish to preserve the character and appeal of Claremont.	The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. The development achieved within these sites within the PSP period (10 years) has the capacity to achieve a minimum 650 new dwellings to meet the new WAPC yield requirements for this Secondary Centre and respectfully allows for a gradual reduction of heights through transitional areas to the outlying single residential areas which are generally capped in height to two storeys. A uniform allocation of six storeys would not accommodate the WAPC growth targets and sensitively address the transitional arrangements to adjacent two storey single residential areas.
	What does 'subject to performance provision' really mean? Higher & higher, usually.	Performance provision requirements are clearly articulated in discussion relating to development bonuses for Landmark and Gateway sites (p.21 & 22) of the PSP. These arrangements provide for additional height of either two storeys for Gateway sites which are coded R-AC3 (with no proposed associated bonus plot ratio) or four storeys for Landmark sites (with a proposed plot ratio bonus of 0.5). It is noted that the base R-AC0 height of six storeys proposes a plot ratio of 3:1 and that the additional four

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		floors for a Landmark site is 3.5:1. Accordingly the recommended plot ratio for R-AC0 coded Landmark sites would equate to 0.125 per additional storey. Based on the same rationale, the Gateway sites have a base of height of six storeys with an R-Coding of R-AC3 which is afforded a plot ratio of 2:1 under the RDC Vol. 2 Apartments requirements. Applying an equivalent plot ratio bonus of 0.125 for each additional storey (2), the plot ratio would increase by 0.25 from 2:1 to 2.25:1 It is noted however that this will be inconsistent with the Amendment No. 138 proposal for a plot ratio of 2.75 for eight storey (additional two storey) 'Designated Landmark Sites', and as the same principles for setbacks to the south relative to protection of overshadowing and impacts of building bulk apply together with the slender built form above podium to respect view corridors, there is a case for the standards to differ along Stirling Highway East and in the Town Centre. This will require special attention when LPS4 scheme provisions are prepared to ensure a distinction applies to the R-AC0 coded property within the Town Centre as compared to outside the Town Centre along Stirling Highway. In this regard, it is recommended that the cl.5.5.1.2 of Part 1 of the Draft PSP be modified to include under Development Controls: d) The maximum additional plot ratio for Gateway sites coded R-AC3 where a height bonus of two storeys is approved is 0.25 (to a maximum total plot ratio of 2.25:1) subject to meeting the criteria outlined in Section 5.5.7.

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	It takes courage to stand in the face of powerful, purely for profit, forces. Think of the beauty of Rome, smile, and do it, for your community.	Noted.
11. 3/20 Gugeri Street c/o 26 Hesperia Avenue City Beach	With the new underpass joining Claremont Crescent to the town center, it would be great to see some retail and higher density on the Claremont crescent side to better link the east and west precincts of Claremont. This would fit well with the Claremont oval development providing a walk of shops / cafes as well as additional residential on the east side.	The Shenton Character Area is proposed primarily as a transitional residential area, and apart from the non-conforming use shop at the intersection of Claremont Crescent and Shenton Road, not intended to provide for commercial uses.
12. 13 Shenton Road	Being open and transparent - as we stand to gain financially due to the proposed re-zoning of our PPOR (*property*) likely leading to increase in property valuation, we support the proposed PSP plan. However, being resident to Shenton Road, an already very congested suburban thoroughfare, we are concerned about how existing traffic volumes impact on the local community (noise, air pollution, wasted time due to congestion etc). This will be even worse with higher traffic volumes which the PSP does not appear to have any firm approach to address. It is my belief that excessive speed of some vehicles along Shenton Road is also presents a serious safety issue that if left unaddressed is likely to lead to injury or fatality in the foreseeable future. Speed enforcement or traffic calming / slowing devices (such as speed humps) along this stretch of road would help this situation greatly.	Noted. Shenton Road already carries significant volumes of traffic especially during peak periods which primarily relate to school delivery and collection times. It is acknowledged that traffic congestion will increase and measures to mitigate safety concerns will need to be considered by the Town in the longer term.
13. 22 Langsford Street	I attended one or two of the community workshops around this precinct structure plan and there was overwhelming agreement that Mary St should not be included in the 'heart' of Claremont and that it should not become an area for development. However - you have included it in your plan which is disappointing. You would remember that the streets from Mary Street through to Loch Street are considered heritage and a part of the heritage of Claremont and its history. These streets are very special in that	The inclusion of Mary Street in the PSP was a direction from the DPLH and is not negotiable. There is some value in its inclusion – the PSP clearly outlines the PSP's intention to retain the heritage values of the precinct, with increased development opportunity at the northern and southern ends adjacent major roads.

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	they have preserved the beautiful heritage and character homes. These streets are the heritage heart of Claremont and you are jeopardising this. Our future will look a lot brighter if we can retain our heritage streets and this pockets of streets and homes are worth retaining and protecting.	
	The second thing I point out to you is in your Plan 1 diagram and Key Street Vehicle Connection. Here it shows a dotted line from Gugeri down Mary Street and across the laneway to Langsford Street. This is not an appropriate vehicle pathway because there is no exit onto Stirling Highway from Langsford Street, there are a lot of pedestrians and bicycles using the laneway and Langsford street would become a thoroughfare - which is totally inappropriate in a heritage street with young families - which then becomes a safety issue.	It is acknowledged that the Key Street Vehicle connection shown in Mary Street and down the side laneway on Plan 1 does not connect to Stirling Highway. This in fact is important as it recognises the intent that Mary Street is not to be opened to the Highway as raised as a concern in this and other submissions. This matter is further addressed below. The link into the laneway is also an important element of LPS3 in that where laneways provide access, that access is to be used as the primary access for the property (instead of the public road) and in this area, this requirement serves to enforce the significance of maintaining the heritage character of the area.
	At the Workshop I attended we were all very concerned about the traffic flow in and out of the Centre of Claremont - it doesn't cope now with busy periods and with the planned development there is a major fear that it will just get worse and worse - and that will then prevent people from coming to Claremont. Too much development in the Centre will just block the roads more and cause frustration and accidents. More thought needs to go into traffic flow - and keeping the heritage of Claremont. I also worry that the building height down St Quentin's Avenue will create a wind tunnel, block sunshine and become an unattractive concrete block.	The PSP does not propose to re-open the existing road closure at the southern end of Mary Street, however, for clarity, the following is recommended for inclusion in the Key Attributes of Area 6: Mary: Retain the existing road closure at the southern end of Mary Street behind the Stirling Highway frontage properties to prevent commercial and through traffic intrusion in the area from the south. Further a notation indicating that Mary Street is to remain closed is recommended for inclusion in Figure 56.
	The beautiful character of Claremont shopping district was ruined with the building of Claremont Quarter. We need to retain our	Noted.

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	heritage, sense of community and create spaces where people want to 'hang out' - not high rise concrete blocks with zero personality or attraction. I ask you to revisit Two of the main points of feedback from the Workshop - 1. do not include Mary Street in the Centre precinct and 2. look at current and future traffic flow and direct it away from heritage streets.	See comments above.
14. 18/22 Belmont Avenue Rivervale	Is this really all the community engagement you're doing? Not even any questions, just a comment box?	The Survey Monkey consultation form completed was only one of the consultation measures undertaken as detailed in the report to Council and in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.
15. 4/4 Gugeri Street	Having successfully operated a business from Claremont for the past 22 years, it has been extremely pleasing to see how the town centre has been transformed and developed into a vibrant commercial and shopping hub. The Draft Town Centre Precinct Structure Plan is another vital step in taking Claremont forward into the future, making it possibly the most desirable location in the metropolitan area for business operators and residents alike. I fully support the Town of Claremont's initiative and hope that all development goes ahead as proposed.	Noted. Noted. Noted.
16. 18 Reserve Street	Traffic and parking are some of my major concerns regarding this proposal. I'm curious as to where the parking stations would be located and concerned that the local streets outside of this area will be used for parking and an alternative route for driving from point A to point B (rat runs).	Parking in the Town Centre will be constrained and will rely heavily on employees using public transport or public parking facilities on the periphery of the Centre to reduce congestion within the Centre itself. The PTA has already made significant investments into improvements in the facilities at Claremont Station and

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		providing linkages between the upgraded rail service and bus services at the new Bus Interchange. This is the first stage of improvements with future improvements planned for Claremont Station itself to upgrade its accessibility in the longer term. The Draft PSP promotes the provision of employee parking in peripheral parking stations which can be funded through cash-in-lieu payments to the Town and in the promotion of other private parking stations in close proximity to the Town Centre e.g. – a parking station at the RAS Showgrounds. Provision of parking through these mechanisms is significantly cheaper for developers than providing underground/basement parking within individual developments. There are no changes proposed under this plan for the local street network between Gugeri Street and Stirling Highway, and Leura Avenue and Reserve Street. Accordingly, the PSP and the broader planning for the area does not propose to facilitate 'rat runs'. It should be noted that prevention of 'rat runs' has been a focus of the Town for a considerable period and will continue to be monitored and improved where possible when MRWA move to upgrade Stirling Highway with the provision of median strips (and openings) in the longer term. It is also noted that when Amendment No. 138 to LPS3 is gazetted, the Town proposes to carry out an access study into secondary traffic circulation measures for properties along the Highway to ensure increased traffic intrusion

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		into the adjacent residential areas from new development promoted by the amendment along the Highway is minimised.
	As you are aware parking is limited for some homes in the area just outside this plan and I hope the current arrangement does not change.	The Town currently monitors (and will continue to do so) impacts of Town Centre parking intrusion into adjacent residential areas and puts in place mitigation measures where necessary.
	I'm also concerned regarding the comment about the realignment /relocation of roads as there seems to be a road going through Rowe Park connecting Vaucluse to Gugeri. Can this be explained?	The road reserve referenced in the submission is reserved as Regional Parks and Recreation under both LPS3 and Metropolitan Regions Scheme. It is not uncommon for public purpose reservations to be made up of different land holdings and in this case, the land contains an old road reserve which linked Vaucluse Avenue with Graylands Road on the other side of the railway. A comparison can be made with the Regional Parks and Recreation reserve for Lake Claremont, where there are three unconstructed road reserves traversing the area which are not constructed. There are no plans for the extension of Vaucluse Avenue across the park and the Precinct Structure Plan simply shows the cadastral boundaries but does not propose this as an extension.
17. 29/11 Stirling Road	Referring to Area 2: Stirling West; I believe that discretion for bonuses in the form of additional height and yield should be available to encourage the prompt redevelopment of the existing flats along Stirling Road.	The proposed R Coding of R160 with associated RDC Vol. 2 Apartments height and plot ratio allowances of five storeys and 2.0:1 are proposed to be varied in the Stirling West Character Area. The height is varied to six storeys, but no variation is contemplated to plot ratio. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity and incentive for

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		owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area. Any additional height or plot ratio for this Character Area will diminish the intent of the transitional arrangements to the neighbouring lower coded property. With regard to the requested plot ratio increases, it is noted that plot ratio requirements for R-AC3 development (also six storeys) under the RDC Vol. 2 Apartments also provides for a plot ratio or 2.0. Accordingly, given that the PSP development standards promote podium style development to three storeys (facing Stirling Road) and two storeys to the rear, Barnfield Road and Mount Street, with inset setbacks for development above podium level, an increase in plot ratio is not supported.
	These buildings are not representative of Claremont's rich heritage or vibrant future and should be redeveloped in the near future.	Noted. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity for owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area.
	In order to coordinate and encourage multiple individual owners to simultaneously redevelop these properties, there should be a mechanism that unlocks additional redevelopment potential for the existing owners and creates additional value for the Town of Claremont.	The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity for owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area.
	For 11 Stirling Road specifically, please consider for the podium heights and setbacks that the western side of the lot is currently retained and set lower than the lots to the west, so any new development would be starting from a lower platform, especially if they were to level the lot and bring the ground level of the	The PSP development standards promote podium style development to three storeys (facing Stirling Road) which lower two storeys to the rear which is consistent with the standard building height applicable to the applicable adjacent R40 coded residential area. Setbacks for the

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	western side down. There is also an alleyway dividing the lot from the lots to the west, allowing additional space between structures. The lot also has three street frontages, making future access straightforward.	podium from the rear laneway are proposed at 3m with an inset of a further 3m for the development above. Given the laneway width of 3m the podium will be setback 6m from the adjacent residential lots and 9m for development above the podium. These setbacks are designed to reduce the building bulk impacts of development on the adjacent residents (noting also that the RDC Vol. 2 Apartments will also apply standard privacy setbacks).
	The jarring contrast between the degrading flats along Stirling Road and the beautiful Claremont Town Centre needs to be improved sooner rather than later.	Noted. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity for owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area.
	Thank you again. I think the Plan is outstanding and look forward to seeing the exciting changes that it will bring to Claremont.	Noted.
18. 18 Mary Street, Claremont	Why are there no details for the final layout of the train station?	Proposals to upgrade access to Claremont Station through the provision of lifts and (possible) ramp structures are the responsibility of the PTA. The final stage of the Claremont Station redevelopment is presently on hold and is unlikely to be commenced before the platform requires extension to accommodate six-car sets (from the existing four). At that time the temporarily relocated at-grade pedestrian crossing to the east of the station is proposed to be removed by the PTA, and detailed designs to upgrade the existing heritage pedestrian bridge (to upgrade mobility access standards) will be prepared.
	Is the road overpass still planned? *Clarity on this question has been provided by the respondent as follows:*	The original PTA proposal was to construct a new pedestrian bridge to the east of the Station Master's House which was not supported as it dislocated the

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	I meant the pedestrian overpass that was proposed to link the railway station to the town centre. I understand that plan has changed but I can't see anything on the Claremont town website or the Dept Transport site that indicates what the current plan is? It seems like that would be an important issue for the Precinct Structure Plan to include given the much higher volumes of foot traffic expected once the airport commuter train commences. And at present the only level crossing requires going up to Mary St Park and crossing a very busy road. Is there a public document available to show these plans?	existing station's direct links with the Town Centre opposite Bay View Terrace and was disrespectful to the existing heritage bridge. At that time the proposed new bridge was decoupled from the station upgrade project and placed on hold as indicated above. As also indicated above, plans to upgrade the existing heritage bridge to improve its mobility access arrangements are with the PTA to finalise before being progressed through the development approval process. This may take many years to eventuate. The Town is unaware of any PTA plans for the proposed heritage bridge upgrade.
19. 706/20 Gugeri Street	It is so important to keep the integrity of the "Village" feel/vibe all of Perth has come to identify Claremont to have. We don't want to become another Whitford or Carousel shopping precincts. We need to have the community diversity of living accommodation and retail, but we need to respect what we have and keep **ALL** height limits which it is now. Going higher would be to the detriment of all that our Town of Claremont has built on.	One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape. The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the

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		Town will lose control of its future planning and development approval processes through the SDAU or proposed Special Matters DAP which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
	No higher than 8 levels high! Please	The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey

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		'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. As noted above, one of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums are to be setback to disappear behind the podium levels and not dominate the streetscape. The development achieved within these sites within the PSP period (10 years) has the capacity to achieve a minimum 650 new dwellings to meet the new WAPC yield requirements for this Secondary Centre and respectfully allows for a gradual reduction of heights through transitional areas to the outlying single residential areas which are generally capped in height to two storeys. A uniform allocation of eight storeys may accommodate the WAPC growth targets but not sensitively address the transitional arrangements peripheral development sites to adjacent two storey single residential areas.
20. 704/20 Gugeri Street	I am strongly against any sites on the PSP having the right to build higher than 3 storeys. I purchased my apartment on the top floor (7th floor) of 20 Gugeri Street in 2012 to enjoy the views of the CBD and the Swan River. Any construction that impedes my view will negatively impact the value of my property. Claremont does not need more high rise buildings. The development around the Claremont Oval has already reduced the quality of my view.	The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. As noted above, one of the key considerations of the PSP is to maintain the "village character" of the existing Town

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		Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape. Technically from a planning perspective, you cannot buy a view or claim an impact on property value as a valid planning consideration, however the draft PSP proposes that development above podium level between the Claremont Quarter apartments and the river is generally located between the two apartment blocks at Claremont Quarter and individually will be setback from each other in accordance with the setback requirements of the RDC Vol. 2 Apartments. The intent of this is to provide for view corridors between the developments above podium level and an attempt to share the views which are presently exclusively afforded to the Claremont Quarter apartments. The development achieved within these sites within the PSP period (10 years) has the capacity to achieve a minimum 650 new dwellings to meet the new WAPC yield requirements for this Secondary Centre and respectfully allows for a gradual reduction of heights through transitional areas to the outlying single residential areas which are generally capped in height to two storeys. A uniform allocation of three storeys through the PSP will not accommodate the WAPC growth targets and accordingly will not be supported by the WAPC. The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new

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		dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the SDAU or proposed Special Matters DAP which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the

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		long term development of the Town Centre and its consequential impacts.
	Furthermore, the noise and disturbance of further large constructions will only add to the pain endured over recent years by residents such as myself. It has been unforgiving with the construction on Claremont Oval, Metronet and now the Claremont Hotel.	Redevelopment of urban areas at the scale contemplated by the PSP will undoubtedly result in short term amenity impacts in the existing Centre. Unfortunately, this is a consequence of change which the Town is mandated by the WAPC to accommodate. Notwithstanding, the Town through its Development Approval and Building Permit processes can control some of the impacts through Construction Management Plans and limiting construction times through the *Environmental Protection (Noise) Regulations 1997.*
21. 45A College Road	The areas I was looking at were mostly in areas 3,4,5,6,7 as you noted in the Structure Plan and enhancements that could be made as I will describe below & with some attachments *(see photos attached to full submission).*	Noted.
	I believe Claremont is undergoing some great developments with Claremont oval apartments almost fully completed around. The newly completed works for the train station & bus transfer lane added & also the Claremont Hotel redevelopment now under way.	Noted.
	This all while having what is probably the best shopping centre in the western suburbs, but there is a lot more that can be done & some recent upgrades that could have been completed a lot nicer in my opinion for the area we are living in.	Noted.
	While not everything I note here you might consider to be relevant for comment on the Structure Plan, I thought I would take this opportunity to comment about all items that I feel can benefit the City and other residents.	Noted.

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	1) It would be great to see Claremont using the same kerbing that the City of Perth is using in some parts of the city. I'm sure it costs more to purchase & install, and I'm not saying we need to be replacing all the CBD & surrounds in one go. I'm 100% sure all the residents that visit every week would be very happy with the "higher" end appeal this would add to the streets. A very recent opportunity just missed for this, is the roundabout at the cnr Gugeri St & Leura Avenue. *(See submission for photographs)*	Noted – this is not an element of consideration in the PSP, however future proposals for modifications to the street networks to create Pedestrian Shared Space Streets can consider these types of matters in elevating the road treatments.
	2) Speaking about the above kerbing upgrades, we really need to be looking at replacing all the old red paving as well in St Quentin Avenue, Avion Way & the surrounds of Claremont quarter. These enhancements will make considerable higher end feel to the area and I believe will attract more visitors who will spend more & maybe even want to live in our area. *(See submission for photograph)*	Noted – this is not an element of consideration in the PSP, however future proposals for modifications to the street networks to create Pedestrian Shared Space Streets can consider these types of matters in elevating the road treatments.
	3) Maintenance is some areas when walking around needs attention & while I have only attached 1 photo of a shop exhaust vent I saw in Avion way. I have seen shop front awnings in Bay View Terrace that are not looking as good as they could be & even some lights that were covered in cobwebs. *(See submission for photograph)*	Noted – this is not a specific element of consideration in the PSP, however these matters are ordinarily addressed through the redevelopment and maintenance process.
	4) Maude Jackson Lane was noted a little while ago having some street art added to the laneway wall & while a little plain, it was a good start. And then nothing else has happened & I feel that a lot more could be added to the lane with say some pot plants added and better flooring enhancement.	The tenant adjacent the laneway has recently applied for an Activating Alfresco Rebate Program grant from the Department of Local Government, Sport and Cultural Industries and has made further upgrades to the seating and landscape planting of the laneway.

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	5) Mary St Reserve, I agree the driveway access to Gugeri Street for the houses & units here should be moved to have side access to Mary Street. Doing this is a much safer option than having cars crossing over the footpath all the time. 6) There is another small landscape area just past Mary St reserve on Gugeri Street with a park bench surrounded by a lot of bushes with no real access to this bench. Not sure why it's really there, but think it could be moved somewhere else for better use.	Noted. This site is outside the PSP area, however the bench in question has been raised with Infrastructure Services.
	7) Post office side area to Gugeri Street. This space is a area long overdue for some landscaping enhancement. So much could be done here to make it a great little area, I know that a shade structure would be good as on sunny days when trying to see & read the LCD screen on the electronic post boxes there you cannot see anything. How the older people manage I don't know. *(See submission for photograph)*	This land is privately owned and contains a State registered Heritage Place. These types of matters are often addressed with redevelopment property. The PSP provides opportunity for the site to be extensively redeveloped while retaining the integrity of the Heritage Place.
	8) The proposed pedestrian bridge over Stirling Hwy linking Claremont Park with Leura Avenue. Not a bad "future" project, would need to have a great design (nothing plain) again to really enhance our area & could really become a attraction to visit the area. I think also by having a side "trail" that can guide people into Bay View Terrace would be worthwhile.	Noted. In order to provide for the acquisition of land necessary for the pedestrian bridge landing on the Adairs site at 301 Stirling Highway through consideration of community benefit performance provisions, it is recommended that the site be designated as a Gateway site with a bonus height to eight stories (two additional storeys on the base height of six storeys) subject to performance provisions. Further, as detailed above for other Gateway sites, the plot ratio be increased from 2 to 2.5 to correspond with the additional two storeys.
	In closing it was good to see this Structure Plan sent out for comment & it's a great start for making Claremont a even better	Noted.

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	place to live and I'm sure council is doing all they can to speed up & improve these areas	
22. 17 Mary Street	Our property directly runs alongside the LEURA AVE car park hence shares a limestone fence for approximately 75 % of our property boundary. The proposed future development of the car park suggests a 4-level development on the existing car park site. This development will obviously have a huge negative impact on our existing property. It has been brought to our attention that the development would become either a 4-level car park or a 4-level residential complex filled with apartment living. Both of these proposals due to the height specifications will directly affect the way we presently live. **<u>1. OVERSHADOWING</u>** Overshadowing will be resulted due to the height and close proximity of the development. All of our sun will be taken from the morning until the afternoon or early evening. The shadowing of the development will be a huge impact on our lifestyle due to the back yard being a large portion of our property which is utilised every day. If you view the photos attached you will see the direct incredible impact any development will have on our existing property.	Noted. The site is identified as a parking station to assist the Town in providing parking for the Town Centre in surrounding peripheral locations in preference to within the Town Centre with resultant congestion issues. The PSP provides for the parking station to be constructed to a height of four storeys with no specific two storey podium (or above) setbacks to the south (adjoining this property) or rear identified, noting a podium setback of 2m is proposed to Leura Avenue and a further 3m above. If not developed for parking purposes, a multitude of other uses, inclusive of apartments may be considered and their applicable setbacks applied. Noted – see relative comments below. Overshadowing impacts will be controlled under the provisions of the RDC Vol. 2 Apartments if Carpark 7 is developed for residential purposes. However, if developed for non-residential purposes, cl.37A of LPS3 would presently provide setback, landscaping and masonry boundary fence requirements which will need to be updated in the preparation of LPS4 to provide measures for the mitigation of amenity impacts. In the review of these provisions, it is recommended that additional

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		requirements to correlate with RDC privacy requirements be included. With regard to the PSP, it is recommended that the following statement be included at the end of the introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary): Where properties in the Leura Character Area are developed for non-residential purposes or mixed-use apartments and abut/adjoin a single residential property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour. The above proposed modification will have an impact on the developable floor area and height of the parking station at the rear (max. three storeys). This will, as a result limit the capacity of the site to optimise parking. This may then impact on the potential to realistically develop the site for additional parking, and accordingly, Council may need to consider alternative proposals for the site such as a four storey apartment block strictly

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		compliant with the Element Objectives of the RDC Vol. 2 Apartments. Alternatively, widening of the site by 8.5 – 10m to accommodate an enlarged carpark floorplate would assist in the viability of developing a decked carpark on this site. It is noted that there is opportunity for widening to occur to the north of the site into the rear of the properties fronting Gugeri Street. Nothing that these properties consist of two recently constructed single dwellings and older flats (Weerona) which are underutilized in terms of the PSP proposals (four and six storeys respectively), there is capacity to reflect the Weerona flats and the western most single house lot as a combined Gateway site (to balance with the proposal on the western side of Leura Avenue at the intersection of Gugeri Street) and provide the two sites with a height bonus to eight storeys subject to provisions which provide for widening of the carpark by 10m. Accordingly, it is also recommended that: Plan 3 be modified to change the northern portion of the Leura Avenue carpark be widened by 10m to the north into the Weerona flats and 56 Gugeri Street sites at a height of 4 storeys, and that the two sites to the north, being the Weerono flats and 56 Gugeri Street, be modified to a Gateway site with a Bonus height to 8 storeys subject to performance provisions.
	2. LOSS OF PRIVACY Due to our back garden being such a dominant part of our property the proposed 4 level development will completely strip	Privacy impacts will be controlled under the provisions of the RDC Vol. 2 Apartments if Carpark 7 is developed for residential purposes. However, if developed for non-

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	us of any privacy whilst being out in our back garden. The large space would be completely unusable due to people being able to view directly into the property. We will have increased risks of break and entry on a constant basis.	residential purposes, it is recommended that the above modifications to the PSP apply.
	RESOLUTION We understand that you are under pressure to develop from the State Government. We are not anti-development and believe that working together we can come to some arrangement which would suit both parties.	Noted – see comments below.
	OPTION 1 We would prefer to have no development at all and retain the car park as a ground level car park due to the devastating impact any development will have on our existing property.	As the land is owned by the Town, a decision to develop (or not) the site will ultimately be made by Council. A number of considerations may apply to such a decision inclusive of commercial considerations relative to the highest and best use the site provides as a community asset for the Town and that this site is one of a limited number of sites where the Town can provide off-site parking solutions for the Town Centre in a peripheral transitional location. It is recommended that the Town endeavour to find solutions to address the amenity impacts on adjoining property as the prime development consideration for the site.
	OPTION 2 We would like our property rezoned to allow for a 4-level development. We could then retain our privacy and develop our property to the same height level as our boundary [proposed 4 level car park or apartments]. Our property needs to be viewed differently and sympathetically within the proposal due to the lengthy direct boundary sharing of the existing council car park and 17 Mary Street.	Given the key attributes of the Mary Character Area are to prioritise the protection and respect of its unique heritage character elements and to ensure the character elements fundamental to the basis of any future development, and also as the property is a Heritage Listed 1908 Federation Bungalow which makes some contribution to the Mary Street Heritage Area and is locate opposite and adjoining similarly listed properties to the north and south, removal of the property from the Heritage List and rezoning of the property to allow a four storey apartment development is

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		not supported as the heritage impacts would be substantial.
	I suggest that all people making the decision need to actually visit the car park to see the direct impact such a development will have to the 17 Mary street Property.	Photos of the property have been viewed and it is noted that a 2m high (approx.) limestone bock wall is located along the common side boundary between the two properties which presently reduces the amenity impacts of the existing car park.
23. 23/11 Stirling Road c/o 36 Langham Street, Nedlands	As owners of property at 11-19 Stirling Road, Claremont, we are in favour of the change of zoning as this site is underdeveloped.	Noted.
	The apartments are old and require upgrades. We have owned units in this block since 1979. The location is great but property now needs lots of money spent on it so ripe for redevelopment.	Noted.
24. 61/1 Freshwater Parade	My main concern is increase in traffic, more congestion & parking issues. Already the Hwy between Bayview Tce & Queenslea Drive is terrible at all times & especially peak hour (morning & afternoon). Traffic is often GRID LOCKED & this will prove problematic during the building process & afterwards. Parking is already a huge problem.	The Draft PSP acknowledges that traffic is a key concern resulting from outside influences such as through traffic along Stirling Highway and trip generation relating to the local private schools. Without significant investment from the State (MRWA) in projects to alleviate the impact of congestion such as projects such as the sinking of Stirling Highway through the Town Centre improvements are unlikely. To a degree however, the gradual increase in traffic along the Highway will, in itself assist in resolving the issue as commuters look for alternate measures to commute (train or bus) and avoid travel during peak hours (working from home or alternative locations, altering work hours to commute outside of peak hours and that as congestion increases.

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		Significant investment by the State (PTA) into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange will assist along with the intensified development already achieved in the North East Precinct and by this PSP for the Town Centre assist in promoting the Centre as a TOD hub. As indicated in the Draft PSP, as density increases, and particularly when residential vehicle ownership declines (typically associated with TODs), vehicle ownership drops due to smaller households, greater access to alternative means of transport, proximal activity and reduced reliance on private motor vehicles. As private vehicle ownership declines so does vehicle trip generation and alternate transport mode share increases. While new development in the Town Centre will increase and create congestion, opportunities for use of improved public transport and strategies to encourage employee parking on the periphery of the Town Centre and encourage alternative access to the Centre from local residents will provide opportunity to reduce the impacts of traffic in the Town Centre itself. In order to assist in the reduction of congestion in the Core of the PSP, it is recommended that parking stations be developed on the periphery of the Centre through cash-in-lieu for parking provision. This has been a key feature of the Town's approach to parking in the Centre for a number of years. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing

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		development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. In the absence of the State's final review of this matter, it is inappropriate for the PSP to pre-empt the Parking Strategy outcomes. Notwithstanding, there are a number of land holdings owned by the Town which are already developed as at-grade parking areas on the periphery of the Town Centre where decked parking stations may be developed, either in isolation or as part of a multi-use development. These include the existing at-grade parking stations in Leura Avenue Carpark 7, Claremont Crescent Carpark 5A and along Davies Road (to Lapsley Road). Other options may include other Council property, joint ventures or alternatively private car parking station developments with private landowners such as the RAS, where a parking station could provide employee parking for the Town Centre and an income source for the RAS in addition to assisting in accommodating their parking needs during their peak show operations.
25. 8/54 Gugeri Street	What will be the "buy back scheme" for the unit owner?	It is noted that the new *Strata Titles Act 2020* introduces protection mechanisms for termination of existing Strata schemes for existing owners. A scheme can be terminated to allow for redevelopment if the owners unanimously support the proposal. For over

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		five lots or more, if 80% of owners support the proposal, measures are in place for the State Administrative Tribunal (SAT) to review the proposal (in the interests of those owners opposing the proposal) which require the proponent to provide a report detailing what they propose and what compensation they are offering to each owner. An independent advocate will be appointed to review the report and present to the owners their assessment of the proposal. Under the new laws, SAT will only allow a termination if they consider the proposal is just and equitable and objecting owners will receive fair market value for their lot and are not financially worse off. SAT will be guided by the new regulations to use the current market value of the existing property in this assessment. They will be empowered to request changes be made to a termination proposal to make it fairer, including making more compensation available for individuals. During SAT proceedings, the dissenting owners will be provided with representation services at the expense of the proponent. Additionally, those owners who are assessed as vulnerable owners will be provided with extra assistance such as an interpreter, and financial guidance throughout the process, also at the expense of the proponent. Taking the above matters into consideration, any "buy back scheme" would be negotiable between the owners and the proponent/developer and subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development.

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	As the owner of a unit within the current apartment complex will I have the opportunity to buy within the new complex?	Taking the above matters into consideration, any opportunity to buy into a new apartment complex would be negotiable between the owners and the proponent/developer and subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development.
	Do I have rights to a newly built unit within the same building envelope?	Given the new development would involve the termination of the existing Strata Scheme, it is unlikely that the same building envelop would be available. Notwithstanding this, it would really depend on what form the new development takes and how the new Strata Scheme is configured.
	If I have to vacate who will be responsible for alternate housing?	Taking the above matters into consideration, alternative housing arrangements during the construction of the new development would be the owner's individual responsibility, however this would not prevent the owners and developers making joint or transitional arrangements which can be considered as part of the above process. Again, these arrangements may be subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development.
	What incentive will be offered to myself as a current owner to stay within the new apartment complex?	Taking the above matters into consideration, incentives to support the proposal would be negotiable between the owners and the proponent/developer and subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development.
	What will the time-frame be for the owner being given notice to vacate?	Taking the above matters into consideration, the time-frame for redevelopment would be dependent on approval and construction periods and ultimately negotiable between the owners and the

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		proponent/developer and subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development.
	If I have to vacate, who is responsible for my alternate housing?	Taking the above matters into consideration, alternative housing arrangements during the construction of the new development would be the owner's individual responsibility, however this would not prevent the owners and developers making joint or transitional arrangements which can be considered as part of the above process. Again, these arrangements may be subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development.
	This unit has been my home for 36yrs and find this all very distressing this is been considered. I do not have the capacity to buy something similar in this area.	As part of negotiations between the owners and developers/proponents, alternative arrangements for housing and assistance to existing residents is likely to be offered as part of a package to entice residents to terminate the existing Strata Scheme to allow redevelopment. As indicated above, the *Strata Titles Act 2020* provides safeguards to protect existing residents who may not wish to take part in redevelopment options.
26. 24 St Quentin Avenue	Our Client's landholding comprises one single lot covering 1,166m^2 in area with approximately 24m of frontage to St Quentin Avenue. The subject site comprises an existing building with multiple tenancies, however the entire building remains in single ownership. Although well maintained, the existing building is approximately 40 years old and is nearing a stage when it would be considered suitable for redevelopment.	Noted.
	Whilst our Client does not have an immediate intention to pursue the redevelopment of the subject site, it is important to ensure	Noted.

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	that the planning framework provides the required incentive for redevelopment to occur whilst ensuring that an appropriate future scale of development is facilitated. We therefore provide the following comments in relation to the draft Structure Plan.	The PSP identifies the site as having 'Landmark' status. This provides for redevelopment of the site to a standard density of R-AC0 a height of 6 storeys and plot ratio of 3.0. Plot ratio may be increased to 3.5 together with a height increase to 10 storeys on 'Landmark' sites subject to performance provisions. These provisions include public realm or community benefit contributions either paid in cash in lieu and/or the provision of PAPOS. It is noted that the setbacks for development above the podium level prescribed by the PSP together with side and rear setbacks may limit the development potential due to the size and width of the property. Accordingly, to maximise the development yield on the property, it likely to be advantageous for the site to be amalgamated and developed with an adjoining site.
	Identification of Development Standards The entirety of the subject site is identified in 'Plan 1 Precinct Structure Plan' as being included in the 'Mixed Use – Retail Core' zone with an RAC-0 density coding, which is supported. The subject site is also identified as having 'Landmark Status' which is also supported.	Noted.
	Whilst the designation of zoning in Plan 1 follows cadastral boundaries, 'Plan 2 Character Areas Plan' does not. The northern portion of the subject site fronting St Quentin Avenue is contained in the 'Area 4: Core' Character Area whilst the southern (rear) portion of the site is contained within the 'Area 7: Stirling Highway' Character Area. Given the subject site comprises one lot on a single Certificate of Title, any redevelopment of the subject site would be undertaken as a whole. As such the assessment of development proposals could be complicated by the application	The intent of the Character Areas is to identify varying objectives and requirements for development, and as such standards for each development site frontage will vary. In this instance, it is recommended that: The demarcation between Area 4: Core and Area 7: Stirling Highway be relocated to follow the rear boundaries of 24 and 26 St Quentin Avenue.

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	of different development standards to different parts of the subject site.	
	It is acknowledged that the Stirling Highway frontage of the locality has different characteristics to the St Quentin Avenue frontage, however the subject site does not have direct frontage to Stirling Highway. The rear boundary of the subject site is over 34m from Stirling Highway allowing sufficient area on the lot to the south of the site to accommodate any transition to Stirling Highway. Dividing the subject site with two different Character Area designations could potentially unnecessarily complicate future redevelopment.	Noted – see recommended modification above.
	It appears that the only development standard which is different between the 'Area 4: Core' and the 'Area 7: Stirling Highway' Character Areas is the portion of the gross floorplate area that is permitted above 6 storeys. The reasoning behind the difference in the two Character Areas is unclear. It is also suggested that Table 1 which depicts the maximum portion of a building floorplate that is permitted above and below the 6 and 7 storey height is unclear and confusing. The relative proportions are identified as a maximum percentage of the floorplate above 6 storeys and a maximum percentage of the floorplate below 7 storeys. In the case of 'Area 4: Core', 50% of the floorplate may be below 7 storeys and 20% may be above 6 storeys. Based on this, a 10 storey building with (say) 1,000m^2 of permissible floor area could only achieve 700m^2 of floor area, given that 500m^2 of floor area could be contained in levels 1 to 6 and 200m^2 in levels 7 to 10. Whilst this may not be the intent for the application of the table, the lack of clarity in how the standard is to be applied will result in the table being interpreted in such a manner as to effectively reduce development potential.	Noted. To add clarity, the Table 1 headings are recommended to be modified as follows: The Table 1 heading 'Maximum gross floorplate area less than 7 storey' be reworded to 'Maximum gross floorplate area (per floor) for 6 storey and below' and the heading 'Maximum gross floorplate area greater than 6 storey' be reworded to 'Maximum gross floorplate area (per floor) greater than 6 storey'.
	In addition to the above mentioned observation, it is suggested that the distribution of floorplate area identified in Table 1 is not	The fundamental basis for specifying the floorplate maximums for Building above the podium, was not

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	conducive to the objective of creating taller, thinner buildings that support greater space at the human scale, with increased separation between buildings. Essentially it is contended that there should be encouragement for buildings to have a greater portion of the floorplate above 6 storeys to create increased relief in the streetscape and across the skyline. Such an approach must be supported by increased height (see justification below) hence also creating improved outlook from future apartments.	intended to specifically encourage taller buildings, but rather to ensure that the building mass and shape above the podium becomes less dominant and slender in profile. This will ensure the objectives to achieve or maintain view corridors from the building and from adjacent buildings, sustainability benefits of ventilation and solar amenity through separation between towers and reduced overshadowing are satisfied. If detailed site design testing reveals that the maximum floorplate percentages above the podium may benefit from refinement for Character Area 4 to achieve the Landmark development objectives, then this could be considered in a PSP refinement through the amendment process.
	Building Height and Plot Ratio The Claremont Town Centre is strategically significant with exceptional accessibility to public transport and the potential to deliver a true Transit Orientated Development. As a designated Secondary Activity Centre within the Perth and Peel Activity Centre Hierarchy, the Claremont Town Centre plays a major role in the broader metropolitan context. Any new development within the Town Centre is likely to remain in place for an extended period (likely over 50 years) and as such it is important that new development capitalises on the locational attributes and significance of the area. An 'under development' of the Town Centre would be detrimental to the long term sustainability of the Town and would be inconsistent with the broader regional growth and sustainability objectives of Perth. Additionally existing landowners need a suitable incentive to redevelop their land to facilitate achieving the broader land use and density objectives from both a regional and a local perspective.	It is considered that there is a suitable incentive provide to encourage development for this property to develop in accordance with the R-AC0 to a height of 10 storeys with a plot ratio of 3.0. These development standards are the highest contemplated by the PSP and represent a balanced approach to intensifying development while at the same time protecting local amenity.

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	Having regard to the above, it is considered that the development intensity proposed by the draft Structure Plan is not reflective of the significance of the Town Centre and the contribution that new development within the Town Centre should make towards accommodating the growing population of Perth.	The draft PSP delivers more development intensity within the Town Centre than the current State planning framework documents contemplate and accordingly provide for a balance between State and Local planning objectives. Accordingly, the PSP makes a significant and appropriate contribution to accommodating its proportional share of urban growth in Perth.
	As noted above, the Maximum Building Heights Plan allocates a maximum building height of 6 storeys to the entire subject site. Furthermore a maximum plot ratio of 3.0:1 is applicable. It is acknowledged that there is the potential for a further 4 storey increase and a 0.5:1 plot ratio increase for the site, subject to compliance with a number of criteria. Given a site area of 1,166m^2 the additional plot ratio floor area of 583m^2 would be distributed on average as 145.75m^2 per bonus level. It is evident that the amount on bonus plot ratio floor area which is available does not correlate with the number of additional floors that can be achieved if the bonus criteria are met. In the event that plot ratio is retained as a development standard, then it is suggested that a bonus plot ratio of 1.0:1 would be more appropriate relative to the number of storeys that the floor area would be distributed over.	The current maximum plot ratio for Landmark sites is 3:1 at height of six storeys. The bonus height afforded to Landmark sites is four storeys with an associated increase in plot ratio of 0.5:1 (0.125 per storey) to a maximum of 3.5:1. The proposal to increase the plot ratio bonus to 1 would increase the current proposal of 0.125 plot ratio bonus per floor to 0.25 per floor to a maximum of 4:1. Any modification to the plot ratio for Landmark sites needs to be considered in their vital contextual relationship and the relative design objectives. As detailed above, it is noted that 'Designated Landmark Sites' under Amendment No. 138 proposals are provided with an additional plot ratio of 0.75 (total 2.75) for eight storey development (additional two storeys – 0.375 per storey). Whilst the design principles along Stirling Highway covered by Amendment No. 138 consider overshadowing and stepped setbacks to the south (and also to the north to respond to building bulk concerns to the north) as a key driver to achieve strict compliance with the Orientation Element Objectives under the RDC Vol. 2 Apartments and address building bulk issues, the Amendment No. 138

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		proposal do not have protection of view corridors and the desire for slender buildings above a podium as an additional driver. Taking the additional objective into consideration, the 0.125 additional plot ratio per floor is recommended as an appropriate design response to these objectives and an increase of plot ratio per floor to 0.375 (as per Amendment No. 138 proposals) or 0.25 per floor as requested will alter the design outcomes. Accordingly, the proposed increase in plot ratio to 4:1 is not supported.
	The *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments* (RCodes) identifies a building height of 6 storeys in the RAC-3 code increasing to 9 storeys in the RAC-1 code with an expectation for higher development in the RAC-0 code being the code that is applicable to the subject site. The Structure Plan has been prepared for a designated Secondary Activity Centre in a strategically significant location with exceptional public transport options and well established community facilities. It appears illogical to use the Structure Plan to apply lower building heights than would otherwise be possible through the standard application of the Residential Design Codes. It is suggested that a more appropriate response would be to apply a building height of 10 storeys (consistent with the expectation through the Residential Design Codes) and then utilise the Structure Plan mechanism to apply the additional 4 storey height bonus where additional community benefit is achieved. Such an approach would be reflective of the regional significance of the Town Centre.	In regard to the requested increase in base height of the site (six storeys) to reflect the landowner's expectation of R-AC0, it is noted that R-AC0 is an appropriate code to be applied in this context given the unique contextual development considerations, locational specific nuances and the flexibility that the code provides in this regard for development controls. The intent of the R-AC0 coding is not to automatically ramp up development heights, but more so to reflect the specific requirements of a Structure Plan, where heights and other development requirements listed in Table 2.1 vary considerably relative to the intended outcomes of various portions (Character Areas) of a Structure Plan. The Draft PSP is designed to accommodate a minimum of 650 new dwellings. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new

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		dwellings will be achieved in the PSP in order to satisfy the WAPC expectations. This minimum realistic growth target has been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). This growth, together with other strategic locations through the Town, as identified in the Draft Local Planning Strategy adopted for the purpose of seeking WAPC approval for public advertisement will achieve a potential growth target of between 3,675 and 4,825, some 2.83 to 3.71 times the Town's minimum growth target under Perth and Peel @ 3.5 Million of 1,300 dwellings between 2010 and 2051 (which has already been achieved). This does not take into account the RAS and Stirling Highway West Planning Investigation Areas identified under the Local Planning Strategy, which have the potential to provide further growth well beyond the current planning timespan promoted under this PSP. The building design outcomes promoted by the PSP achieve a balance between the State regional and local planning objectives consistent with the Principles of Urban Consolidation promoted under the WAPC's Central Sub-regional Planning Framework.
	The draft Structure Plan applies a plot ratio limitation, however it also establishes a building envelope to control building massing. The application of a building envelope and a plot ratio limitation is unnecessary and represents a duplication of planning control, which is not consistent with the wider intent of the State Government to streamline and simplify local planning frameworks.	The building massing, particularly above podium level is a deliberate intent of the PSP to ensure existing resident of the Claremont Quarter apartments maintain a reasonable level of amenity and access to river views through view corridors, which will also take into account RDC Vol. 2 Apartments setbacks between buildings.

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	The use of a defined maximum building envelope would be the more appropriate planning control, noting that compliance with the various standards stipulated through Volume 2 of the Residential Design Codes will have the effect of requiring that any development will not be able to be built to the maximum extent of the prescribed building envelope.	See comment above.
	Podium Level The Maximum Building Heights Plan within the draft Structure Plan identifies maximum podium heights in addition to maximum building height. The subject site is identified as having a maximum podium height of 2 storeys. The definition of a 'storey' in the RCodes notes that double height floors greater than 5m floor to ceiling are counted as two floors. This has the effect of allowing a 2 storey podium to be 9.8m in height. It is suggested that double height floors within a podium element should be encouraged as should mezzanine levels, given they create interest and interaction. Consideration should be given to Part 1 of the Structure Plan referencing podium heights in meters rather than storeys. A podium height of 12m and 3 levels would allow an entry foyer with a mezzanine level and an additional level above with only a relatively minor increase in overall height that would still relate well to the character and width of St Quentin Avenue.	The Town's consultants do not recommend identifying podium height in metres on Plan 3, however it is noted that Section 2.2. Table 2.2 of the RDC Vol. 2 Apartments provides indicative building heights relative to storeys as guidance for residential development. It is also noted that there are large variations in the storey heights anticipated in response to the variety of land uses and different Character Areas in the Town Centre – particularly at the ground level. This is hard to capture in a controlling plan without rigorous architectural testing, and a far more detailed plan distinguishing between residential and mixed use areas along with topographic considerations. It is therefore considered that the 'storey' mechanism for height control is more appropriate due to the flexibility this provides within its definition.
	Application of Development Bonus Clause 5.5.7 of the draft Structure Plan identifies a number of criteria which are to be satisfied for bonus building height and plot ratio to be granted. As noted above, RCodes already stipulates several design requirements that must be satisfied, however the draft Structure Plan seeks to reduce the development potential relative to that possible under the RCodes and to then re-instate the development potential only if additional criteria (potentially including financial contributions) are met. This approach is fundamentally unreasonable.	The intent of the development bonus requirements linked to the provision of community benefits in the PSP is deliberately designed to allow some but limit the extent of plot ratio and height variances applicable in the Town Centre. Relying solely on the RDC Vol. 2 Apartment provision concerning development incentives for community benefit may have the impact of unbridling the development bonuses envisaged by the PSP and undermining its intent and objectives.

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	Development bonuses should only be applied above and beyond the RCode building height and plot ratio standards.	The above variance restrictions proposed by the PSP are raised in Part 1 cl.7.3, however on review, it is apparent that further clarity in the provision is required to remove some ambiguity in its draft form to separate the elements of variation and discretion. It is recommended that cl.7.3 be amended as follows: 7.3.1 Variations to height and plot ratio requirements applicable to property within the PSP is strictly limited to those properties identified as 'Landmark' and Gateway' sites to the extent provided for and in accordance with cl.5.5.7. 7.3.2 To assist with the exercise of discretion for all other development provisions which apply to property within the PSP, due regard is to be given to whether the variation: • Enhances the design quality of the building; • Presents no significant additional impact on amenity of the adjoining properties or the public realm; and • Is consistent with the objectives of the Precinct and/or the applicable design Element Objectives of the R-Codes.
	The subject site is identified within the R-AC0 code. Given the R-AC1 code has a building height of 9 storeys and a plot ratio of 3.0:1 under the RCodes, it is reasonable to assume that the R-AC0 would have greater development potential – 'as of right' subject to compliance with the RCode standards. The additional community benefit that is sought through the development bonus	See comments above.

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	approach should only apply where development intensity beyond the RCode standards is being sought. The current approach is essentially a development 'tax' that would not incentivise redevelopment.	
	Building Setbacks Podium level setbacks are notated on Plan 4 in Part 1 of the draft Structure Plan document. A Town Square with associated setbacks is identified on the corner of St Quentin Avenue and Church Lane which acknowledges and strengthens the existing piazza on the northern side of St Quentin Avenue. The Town Square is created by virtue of a 6m setback requirement. However, the 6m setback requirement extends beyond the identified Town Square area and in so doing, extends across a portion of the subject site. This extended setback requirement is not replicated on the northern side of St Quentin Avenue.	The intent of the proposed flanking greens spaces either side the Town Square extensions is to provide a green extension to the harder Square environment. It is not located on the north side of St Quentin Avenue due to the existing built form of Claremont Quarter and also land on the north side would be overshadowed by the Claremont Quarter development, resulting in difficulty for greenery to survive.
	Extending the setback requirement will have the effect of diminishing the impact of the Town Square. The Town Square should be a clearly defined space with focused activity. The focus of activity will not be achieved in the current proposal particularly given the impact of the existing built form on the northern side of St Quentin Avenue. Additionally, creating a portion of the frontage of the subject site with a substantial setback will create a disjointed building façade.	The flanking green spaces are considered desirable to complement the hard surfaces of the Town Square as extension areas where urban heat can be ameliorated.
	It is unreasonable to impose the requirement for additional setback without a corresponding increase in development potential. The development bonus arrangements are structured in a way whereby any additional development intensity is provided subject to the provision of additional community benefit. Similarly any site that is expected to provide elements that are specific to that site for the benefit of the community should have additional development benefits 'as of right'.	The green spaces may be provided as PAPOS and qualify (in part) for the development bonuses provided to the property in terms of building height (four storeys) and plot ratio (0.5).

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	As such it is suggested that the entirety of the frontage of the subject site should be identified with a nil setback.	As per comments above, this proposal is not supported.
	Summary In summary, we request the following: • that Table 1 is revised to encourage a greater proportion of the building structure at higher levels hence promoting a taller building form that is thinner at lower levels whilst also reconsidering the table so that there is greater clarity as to how it is to be applied,	The allocated four storeys of height above the standard six storey height and above podium level with associated setbacks is considered the absolute maximum height applicable to maintain the intended 'village feel'.
	• that 'Plan 3 Maximum Building Heights Plan' is amended to reflect the maximum building height applicable to the subject site as 10 storeys with an ability to achieve an additional maximum 4 storey bonus height subject to performance provisions',	Plan 1 of the draft PSP currently proposes this site as a 'Landmark Site' and Plan 3 provides for the site to be developed to six storeys with a bonus height to ten storeys (additional four storeys) subject to performance provisions.
	• that the plot ratio limitation is removed and a clear statement is included to recognise that plot ratio does not apply,	Plot ratio together with other development standards promoted by the PSP together with other RDC Vol. 2 Apartments requirements are a feature of the PSP are considered necessary to maintain the intended built form and retain the 'village feel'.
	• that 'Plan 3 Maximum Building Heights Plan' is amended to reflect Podium height in meters with a 12m Podium height applied to the subject site and a 3 level limit within the Podium, and	As indicated above, the Town's consultants do not recommend identifying podium height in metres on Plan 3, however it is noted that Section 2.2. Table 2.2 of the RDC Vol. 2 Apartments provides indicative building heights relative to storeys as guidance for residential development. It is also noted that there are large variations in the storey heights anticipated in response to the variety of land uses and different Character Areas in the Town Centre – particularly at the ground level. This is hard to capture in a

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		controlling plan without rigorous architectural testing, and a far more detailed plan distinguishing between residential and mixed use areas along with topographic considerations. It is therefore considered that the 'storey' mechanism for height control is more appropriate due to the flexibility this provides within its definition.
	• that 'Plan 4 Podium Streets Setback Plan' is amended to reflect a nil Podium setback across the full frontage of the subject site.	The setbacks proposed for above podium level are a feature of the PSP are considered necessary to maintain the intended built form and retain the 'village feel'.
	We trust that the above reflects a sensible and logical approach to the consideration of future planning for the Town Centre area. In the event that the planning department of the Town does not support the above, we request an opportunity to engage in further consultation with representatives from the Town in relation to the refinement of the draft documentation prior to consideration by Council.	It is recommended that aspects of the submission be recommended for modifications to the PSP, however other element which challenge the key foundations and objectives of the PSP should not be supported.
27. Apartment 22 / 1 Freshwater Parade	We have lived in Claremont for over 50 years and have a very keen interest in the proper planning and development of the Town Centre and the surrounding residential properties. I would like to congratulate the Town of Claremont on the Draft PSP which I have now had the opportunity to consider in detail. I strongly support the philosophy and planning concepts encapsulated in the PSP and the objectives set out in 1.2. Of course there are some aspects of it where there is room for further consideration which I have set out below. However, before setting out a few of these aspects I must express my concern that all the time, work, consultation and input put into the PSP will, for all practical aspects, be a wasted	Noted. Noted. Noted. Noted. One of the intents of the Draft PSP was to set a local planning framework in motion which can be used in the Council's objection to the 22 St Quentin Avenue

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	effort if the proposed 17 storey development in St Quentin's Avenue and Church Lane, the subject of my submission to the Western Australian Planning Commission of 26 October 2021 (a copy of which is enclosed) is approved. That proposal is contrary to the interests of the Town of Claremont and its residents and way in excess of current planning rules and policies. It is also completely opposite to the philosophy and concepts of the PSP and appears to consider the Town Centre is to support the railway link and not the line supporting the Town and I assume is aimed at taking advantage of the determination of the Minister to cause as much aggravation to residents of Claremont for the financial benefit of the developer.	development. It is noted that the development application has not been determined to date by the SDAU.
	It particularly offends statements like that in clause 5.5.1.1 to ensure that building heights are consistent with the desired scale and form of the PSP vision and is respectful of the 'village feel' and local character and to ensure that larger scale developments are appropriately located within the PSP to manage appropriate transitional height and scale to the outer edges of the PSP.	Noted.
	1) Height, light, sunshine and a village atmosphere One of our primary concerns is light and shading and a strong factor in purchasing our apartment was that we have full sun on the northern and eastern sides all year round consistent with a feature of current planning for the Precinct that shade should not at any time reach beyond the footpath on the south side of Stirling Highway.	Noted. These considerations are embedded in the Stirling Highway Local Development Plan which was one of the precursors to the PSP, and also in the Orientation Element Objectives of the RDC Vol's 2 Apartments requirements.
	While we would prefer lower than 10 storey buildings opposite on Stirling Highway providing the shading and light requirements remain as they are with the PSP, we accept this part of the Proposal. I am not clear about what "the bonus height to 10 storeys" means but assume all new developments will seek to obtain that bonus. I may be reading too much into it but I have some concern with	The intent of the development bonus requirements linked to the provision of community benefits in the PSP is deliberately designed to allow some but limit the extent of plot ratio and height variances applicable in the Town Centre. Relying solely on the RDC Vol. 2 Apartment provision concerning development incentives for community benefit may have the impact of unbridling the

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	the statement in 7.3.1 paragraph 1 to "generally maintaining height limits' which may lead to interpretation that the 10 storey limit may be extended.	development bonuses envisaged by the PSP and undermining its intent and objectives. The above variance restrictions proposed by the PSP are raised in Part 1 cl.7.3, however on review, it is apparent that further clarity in the provision is required to remove some ambiguity in its draft form to separate the elements of variation and discretion. It is recommended that cl.7.3 be amended as follows: 7.3.1 Variations to height and plot ratio requirements applicable to property within the PSP is strictly limited to those properties identified as 'Landmark' and Gateway' sites to the extent provided for and in accordance with cl.5.5.7. 7.3.2 To assist with the exercise of discretion for all other development provisions which apply to property within the PSP, due regard is to be given to whether the variation: • Enhances the design quality of the building; • Presents no significant additional impact on amenity of the adjoining properties or the public realm; and • Is consistent with the objectives of the Precinct and/or the applicable design Element Objectives of the R-Codes.
	We support the vision of the plan set out in 2.39 "The Town is a progressive, respectful, sustainable local government supporting a connected flourishing	Noted.

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	community." The maintenance of the Claremont Village concept is consistent with that vision.	
	2) Traffic and Parking Traffic and Parking is a major consideration. There are obviously limitations on planning for this. I have not noticed any particular references to Freshwater Parade in this regard but I assume the traffic and parking will be considered.	No specific references are made relative to development on the south side of Stirling Highway, however the general references to traffic and parking also apply to this area, possibly to a lesser degree on parking considerations where the less congested nature of this Character Area south of the Highway may allow greater flexibility in the provision of all forms of parking given the land is on the periphery of the Town Centre.
	One area of concern is the comments in the PSP to restricting on-site parking (like 9.3.5). One consequence of this is increased street parking by residents. This is already an issue for streets such as Freshwater Parade where several apartments have only one or no onsite parking rights. We have found that, for example in Freshwater, there is constant requirement from residents with only one reserved car park to seek at least a second. There is no doubt also that lack of on-site parking adversely affects the value of properties.	See comments above. In this location, on the southern periphery of the Town Centre, normal parking requirements should apply to all development.
	This issue is also related to references in the PSP to encouraging short term accommodation. Unless carefully controlled this could lead to more demand for residents on street parking as well as the other undesirable social problems which can arise with short term letting such as 'Air BnB'.	References to encouraging short term accommodation relate to the promotion of hotels in the Town Centre to take advantage of the extensive work already undertaken by the PTA to deliver the return Perth Airport connection (METRONET Forrestfield Airport Link). Current restrictions under LPS3 require Air BnB developments to obtain Special Approval under LPS3 from Council for Residential Building development.
	3) Claremont Park	Noted. The associated Public Open Space and Community Facilities Strategy which was prepared to support the PSP

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	We are regular users of Claremont Park which is one of the best parks in Perth. I note at 8.2.1 on top page 115 "rationalisation and improvement of key public spaces (particularly Claremont Park)". Improving access to and through the Park is a great objective but we would not like to see commercialisation of this beautiful Park or departure from the mixture of local and exotic trees and plants.	proposes that the Town prepare a Masterplan for Claremont Park to rationalise improve its facilities. Any proposals for the Masterplan should be widely advertised for public comment before being endorsed by Council.
	4) Bikes and e-scooters Having recently been in Adelaide and noticed the 'for hire' scooters left in the streets and the behaviour of some users, I have no doubt you will be cautious about implementing this suggestion.	Noted.
	We support the Town of Claremont in facilitating the development which maintains and enhances the 'village feel' for the Claremont Town Centre and ensures that the unique character of the precinct is respected, relevant, enhanced and celebrated and respects sensitivity to residential interface.	Noted.
28. 509/2 Bovell Lane	**Response to the stated objectives of the Draft Town Centre Precinct Structure Plan** 1. *Maintain and enhances the 'village feel' for Claremont Town Centre, and ensures that the unique character of the precinct is respected, retained, enhanced and celebrated.* At no point is the Council's concept of the 'village feel' defined, but it apparently does not align with our general idea of what constitutes this concept. What gives Claremont its 'village feel' is the low-rise nature of most of the building stock, the older style buildings which	One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape. The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey

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	open on to the streetscape, give variety to that streetscape and are 'people friendly'	'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the SDAU or proposed Special Matters DAP which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern.
	Responds sensitively to residential interface amenity... Whilst the proposed plan responds sensitively to residential interface for most of the single residential areas that surround the Town Centre, it does not do this for the residences already existing in the Town Centre. The plan will create increased traffic congestion, which is already a problem; increased parking issues; increased overlooking, which is not a problem with the existing Claremont Quarter as those apartment overlook either the railway line or the commercial properties on St Quentin Ave; increased noise pollution; and overshadowing for most of the day for most of the year. This will detract from the amenity of the area for both existing residents and for visitors.	One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape. The building massing, particularly above podium level is a deliberate intent of the PSP to ensure existing resident of the Claremont Quarter apartments maintain a reasonable level of amenity and access to river views through view corridors, which will also take into account RDC Vol. 2 Apartments setbacks between buildings.

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		The intent of this is to provide for view corridors between the developments above podium level and an attempt to share the views which are presently exclusively afforded to the Claremont Quarter apartments. Privacy, noise and overshadowing standards are regulated by requirements included in the RDC Vol. 2 Apartments (and also by the *Environmental Protection (Noise) Regulations 1997.)* It is acknowledged that traffic congestion will increase as a result of the plan, however to reduce the impacts of congestion and parking in the Town Centre, parking in the Town Centre is proposed to be concentrated on serving residents and customers, with employee parking provision being directed to parking stations on the periphery of the Centre and beyond through cash-in-lieu for parking contributions. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. Notwithstanding, there are a number of land holdings owned by the Town which are already developed as at-grade parking areas on the periphery of the Town Centre where decked parking stations may be developed, either in isolation or as part of a multi-use development. These

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		include the existing at-grade parking stations in Leura Avenue Carpark 7, Claremont Crescent Carpark 5A and along Davies Road (to Lapsley Road). Other options may include other Council property, joint ventures or alternatively private car parking station developments with private landowners such as the RAS, where a parking station could provide employee parking for the Town Centre and an income source for the RAS in addition to assisting in accommodating their parking needs during their peak show operations.
	2. *Keeping the residential development yield to a sensitive minimum...* The upper limit of 10 storeys is not a *sensitive minimum...* The existing 4 storey mixed use development on the southern side of St Quentin Ave could be considered a less intrusive model.	When compared to proposals for 17 storeys (SDAU application for 22 St Quentin Avenue) and up to 18 storeys promoted by two submissions on the PSP, the proposals contained in the draft PSP of up to 10 storeys sensitively reconciles the WAPC's State planning objectives with Council's local planning objectives. The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. The development achieved within these sites within the PSP period (10 years) has the capacity to achieve a minimum 650 new dwellings to meet the new WAPC yield requirements for this Secondary Centre and respectfully allows for a gradual reduction of heights through transitional areas to the outlying single residential areas which are generally capped in height to two storeys.

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		A uniform allocation of four storeys would not accommodate the WAPC growth targets. The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the SDAU or proposed Special Matters DAP which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing

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		Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
	3. Retaining the existing village character...See *above 1*	See comments above.
	4. Providing for development bonuses... More detail is needed as what this really means, with some details of what constitutes *community benefits.*	Performance provision requirements are clearly articulated in discussion relating to development bonuses for Landmark and Gateway sites (p.21 & 22) of the PSP. To facilitate these requirements, the Town will be required to prepare a Public Realm and Community Benefit Contribution Plan which will then lead to the inclusion of statutory provisions into the new Local Planning Scheme, LPS4. The intent of the development bonus requirements linked to the provision of community benefits in the PSP is deliberately designed to allow some but limit the extent of plot ratio and height variances applicable in the Town Centre. Relying solely on the RDC Vol. 2 Apartment provision concerning development incentives for community benefit may have the impact of unbridling the development bonuses envisaged by the PSP and undermining its intent and objectives. The above variance restrictions proposed by the PSP are raised in Part 1 cl.7.3, however on review, it is apparent that further clarity in the provision is required to remove some ambiguity in its draft form to separate the elements of variation and discretion. It is recommended that cl.7.3 be amended as follows: 7.3.1 Variations to height and plot ratio requirements applicable to property within the PSP is strictly limited to those properties identified as

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		'Landmark' and Gateway' sites to the extent provided for and in accordance with cl.5.5.7. 7.3.2 To assist with the exercise of discretion for all other development provisions which apply to property within the PSP, due regard is to be given to whether the variation: • Enhances the design quality of the building; • Presents no significant additional impact on amenity of the adjoining properties or the public realm; and • Is consistent with the objectives of the Precinct and/or the applicable design Element Objectives of the R-Codes.
	5. *Commercial growth inclusive of ..* There is already a *sustainable day and night-time economy,* including the Claremont Quarter and the existing specialty shops, a hotel, a wine bar, numerous restaurants (including 4 Japanese, 2 Italian, a Thai, a Chinese, a Tex Mex, and fast-food outlets!) and numerous cafes.	Since the development of Claremont Quarter, the southern end of Bay View Terrace and other shops around the Town have suffered from loss of foot traffic exposure. Development to be supported by the PSP inclusive hotels and new office/commercial floorspace will bring more customers to the Town Centre during the day and into the evening to assist in creating an activated Town Centre.
	6. *Protection of Heritage character.* There is no indication of how the Heritage character can be protected. The height limits proposed will only lead to considerable redevelopment of the Town Centre which will require the demolition of the existing buildings which give the Town its Heritage character.	The PSP protects Heritage Listed properties in the Town Centre in a number of ways: 1. For the Core Character Area (specifically the Bay View Terrace Heritage Precinct), additional development of properties above the ground floor is to be setback specific to achieving a 32 degree

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		angular plane upper level sightline measured from a person standing on the opposite side of the road. 2. For the Mary Character Area (Mary Street Heritage Area), the heritage character of the Heritage Listed dwellings will be maintained through Council's existing Local Planning Policy LPP124 - Retention of Heritage Property which provides policy guidelines to the protection of Heritage Listed property and two storey edge limits to adjoining Heritage Listed properties. 3. For Heritage Listed properties contained in the Shenton Character Area, where development is permitted to three storeys, two storey edge limits are applied to protect heritage streetscape elements and adjoining Heritage Listed property. Heights for redevelopment in some instances is limited to two storeys.
	4. *Acknowledging traffic and Parking constraints...* The height allowances proposed will greatly increase traffic movement in the area. This is already a problem with congestion and delays frequent. At peak times parking is already insufficient.	It is acknowledged that traffic congestion will increase as a result of the plan, however to reduce the impacts of congestion and parking in the Town Centre, parking in the Town Centre is proposed to be concentrated on serving residents and customers, with employee parking provision being directed to parking stations on the periphery of the Centre and beyond through cash-in-lieu for parking contributions. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a

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		suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. Notwithstanding, there are a number of land holdings owned by the Town which are already developed as at-grade parking areas on the periphery of the Town Centre where decked parking stations may be developed, either in isolation or as part of a multi-use development. These include the existing at-grade parking stations in Leura Avenue Carpark 7, Claremont Crescent Carpark 5A and along Davies Road (to Lapsley Road). Other options may include other Council property, joint ventures or alternatively private car parking station developments with private landowners such as the RAS, where a parking station could provide employee parking for the Town Centre and an income source for the RAS in addition to assisting in accommodating their parking needs during their peak show operations.
	5. Other. • The proposed building height will make both Bay View Terrace and St Quentin Ave wind tunnels, detracting further from the amenity of the area	Advice received by the Town with regard to wind tunnel impacts along Stirling Highway relative to Amendment No. 138 indicated that tower setbacks from the "street wall' are highly beneficial to preventing the expected wind tunnel effects along the linear Stirling Highway corridor. Given the similar design features of the podium design with setback and separated upper floor development promoted by the PSP, it is understood that the same principles would apply. Further investigation in this matter may be considered by Council to confirm this understanding through a desktop study and associated wind tunnel testing.

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	• There is a need for greater detail on some points and shadow drawings	It is recommended that Council investigate this matter further under the 2023/24 budget for both the PSP and Amendment No. 138 to LPS3 to assist with preparing Scheme provisions for the Town's proposed LPS4. Given that development will vary significantly relative to individual site requirements, overshadowing plans will vary significantly and any shadow representation without specific plans to consider may give the wrong impression on future development impacts. Notwithstanding, all apartment development will need to comply with the Orientation Element Objectives of the RDC Vol. 2 Apartments requirements, specifically "Building form and orientation minimises overshadowing of the habitable room, open space and solar collectors of neighbouring properties during mid-winter."
29. 13 Mary Street	I would like to make a submission proposing amendments to the draft Town Centre Precinct Structure Plan (PSP).	Noted.
	This submission should be read in conjunction with the attached Plan 3 which has relevant street numbers marked in blue font for ease of reference.	Noted - properties include Council's Carpark 7 in Leura Avenue, Weerona apartments at intersection of Leura Avenue and Gugeri Street, 54, 56 and 58 Gugeri Street, 2,6, 9, 10, 13, 15, and 17 Mary Street)
	I understand and accept the State Government's need for density infill to curtail urban sprawl which results in more costly infrastructure such as additional roads, extension of bus and rail services, new schools and hospitals etc.	Noted.
	It is to this end that I seek to work with the Council to enable it to meet its targets and provide an outcome more acceptable to all parties. I therefore submit 2 proposals accordingly:	Noted – see comments below.

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	Proposal 1 It is my understanding that the State Department of Planning, Lands and Heritage (DPLH) have not only set targets for the number of dwellings but have also maintained Mary Street should be included in the Town Centre PSP despite strong representation by the Town of Claremont to protect this heritage area.	Correct understanding noted.
	I therefore propose an alternative which would be much more attractive to the DPLH than Mary Street/Gugeri Street/Leura Avenue scenario as it is a larger land mass and would deliver more beneficial outcomes.	See comments below on Proposal 1.
	Firstly, I suggest preserving the heritage and character of Claremont by retaining the current zoning of the properties between Leura Avenue and Mary Street and offer an alternate area viz, the area bound by Davies, Lapsley and Elliott Roads and Mulder Park. ✓ I estimate this land area would provide a significant greater number of dwellings than those in the draft Town Centre PSP for the land between Leura Avenue and Mary Street. ✓ There are no adjoining properties as this land is surrounded by parkland and reserve. ✓ It is not a heritage precinct and there appears to be no buildings of heritage significance which would justify being heritage listed. ✓ All traffic resulting from any multi-storey development in this area would dissipate north of the railway line. It would therefore not impact the current traffic congestion around the Town Centre which would only be further	Mary Street is located in the PSP given its immediate proximity to the Town Centre. Although the alternative area suggested is located within an 800m radius of the town square, it is dislocated from the current Town Centre PSP area boundary by some 400m. The land is also presently coded R30 and provides for significant areas of medium density grouped dwelling development. Given the physical separation, the land is not considered suitable as a replacement for the Mary character in the PSP.

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	aggravated from the Leura Avenue to Mary Street infill as specified in the draft Town Centre PSP. ✓ It would not be setting a precedence for multi-stories as there is already a high-rise building (Saint Andrews, 34 Davies Road - 8 stories) in this area. ✓ It would also be very attractive proposition for Developers as the outlook of many of the apartments would be overlooking Lake Claremont and natural parkland. ✓ This area lies within the prescribed 800 metre catchment area.	
	Proposal 2 In the event that Proposal 1 is not accepted and the draft Town Centre PSP proceeds in its current form, I propose an amendment due to its severe impact on my property:	See comments below on Proposal 2.
	Impact of draft Town Centre Precinct Structure Plan on 13 Mary Street The current draft Town Centre PCP provides for 4 storey buildings on both the ❖ Northern boundary - 9 (Units 1-4) Mary Street [There is not a 11 Mary Street], and ❖ Western rear boundary - Leura Street Council carpark of 13 Mary Street resulting in the following significant impacts on the property:	See comments below on how the impacts of the PSP proposals.

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	1) Invasion of privacy New developments with windows and balconies would look directly into the backyard, family room, bedroom, kitchen and alfresco BBQ area of the property. Even the application of well-intentioned design codes at planning / building approval stages may not prevent such invasion of privacy, the protection of which is a tenet held so highly in modern society. It is recognised that setbacks alone cannot achieve visual privacy because the setback distances required would be much greater than those that could feasibly be provided.	Privacy impacts will be controlled under the provisions of the RDC Vol. 2 Apartments if Carpark 7 is developed for residential purposes. However, if developed for non-residential purposes, cl.37A of LPS3 would presently provide setback, landscaping and masonry boundary fence requirements which will need to be updated in the preparation of LPS4 to provide measures for the mitigation of amenity impacts. In the review of these provisions, it is recommended that additional requirements to correlate with RDC privacy requirements be included. With regard to the PSP, it is recommended that the following statement be included at the end of the introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary): Where properties in the Leura Character Area are developed for non-residential purposes and abut, adjoin or are adjacent to a single or grouped dwelling residential property, the non-residential setbacks to the adjoining residential property boundary shall be designed so as to not overshadow the fence to the south and proposed development shall not exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between the non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.

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	2) Overshadowing The property would be denied sufficient solar access and become devoid of sunshine from both the North and the West. (There is no sun from the South and sun from the East is restricted by tall verge trees).	See comments above, noting that in this instance, the property is to the east of the proposed carpark and as overshadowing in the RDC is only measured to the direct south, there would be no quantifiable overshadowing impacts on this property.
	3) Prevention of prevailing cooling breeze from the south-west in summer Buildings of 4 stories on the western property (Carpark) would be an obstruction and prevention of such a wind as required by residential design codes.	The setbacks proposed for the proposed rear carpark, with two storey edge limit and a typical open construction nature will not obstruct prevailing south westerly breezes accessing the adjoining property.
	4) Depreciation in the value of the property Core planning precepts are therefore at risk with consequent adverse impact on the previously enjoyed levels of the amenity.	Property valuation is not a valid planning concern.
	Proposed Amendment to draft Town Centre PCP *It is therefore suggested 13 Mary Street should also be rezoned to 4 stories to ensure a more equitable outcome on environmental planning grounds and to minimise any potential for adverse impact:* ✓ It would overcome the 4 detrimental impacts on 13 Mary Street as detailed above. ✓ It would maintain parity with, and a consistent town planning philosophy to, the rezoning of neighbouring properties in Mary Street (viz. Units 1-4, 9 Mary Street) to 4 stories as well as the Leura Street carpark. [Note: 2 and 6 (Units 1-8) Mary Street, which are on the opposite side of the Street and not adjoining any Leura Avenue properties, are also designated for rezoning to 4 stories in the draft Town Centre PSP]	Given the key attributes of the Mary Character Area are to prioritise the protection and respect of its unique heritage character elements and to ensure the character elements fundamental to the basis of any future development, and also as the property is locate opposite and adjoining Heritage Listed properties to the east and south, rezoning of the property to allow a four storey apartment development is not supported as the heritage impacts would be substantial.

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	✓ The current draft Town Centre PSP provides an asymmetrical land area with the properties at the top of Mary Street in conjunction with adjacent properties along Gugeri Street to Leura Avenue.	
	It also seems sensible that, in addition to 13 Mary Street, 15 Mary Street be rezoned to 4 stories as well. The designation of 15 Mary Street on the Town's heritage list appears to be somewhat of an anomaly as it does not have any high heritage integrity or architectural significance and an application could be lodged for it to be removed. I have discussed this with the property owner who will be making her own submission. This would also overcome this unsymmetrical perimeter by completing a rectangular block of land consisting of the Leura Avenue carpark to Mary Street in conjunction with the adjoining properties of 54 (Weerona Apartments) Gugeri Street (corner Leura Avenue and adjacent to the Carpark), 56 and 58 Gugeri Street, and 9 (Units 1-4) Mary Street thus creating more compelling and viable future development proposals. If the amalgamation of these properties were to occur, it would also provide dual access (front and rear) to be utilised for more land parcels adjacent to 13 Mary Street which backs onto the Leura Street carpark. ✓ It would not have any more impact on the streetscape of Mary Street than the proposed rezoning of Numbers 2; 6 (Units 1-8) and the adjoining 9 (Units 1-4) Mary Street to 4 stories in the draft Town Centre PCP. It would be a continuation of the streetscape from the rezoning of	Given the key attributes of the Mary Character Area are to prioritise the protection and respect of its unique heritage character elements and to ensure the character elements fundamental to the basis of any future development, and also as 15 Mary Street is a Heritage Listed 1908 Federation Bungalow which makes some contribution to the Mary Street Heritage Area and is locate opposite and adjoining similarly listed properties to the east and south, removal of the property from the Heritage List and rezoning of the property to allow a four storey apartment development is not supported as the heritage impacts would be substantial.

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	these properties. It should be noted that collectively their total property frontage is equivalent to more than 6 block frontages of 13 Mary Street. ✓ The amendments proposed in this submission would not have any major additional effect to neighbouring properties to Nos. 13 & 15 Mary Street as 9 Mary Street (northern boundary) is rezoned to 4 stories in the draft Town Centre PSP and 17 Mary Street is already primarily impacted by the Leura Street carpark being rezoned to 4 stories. ✓ It would also increase the number of dwellings.	
	• In the event 13 Mary Street is not rezoned to 4 stories, then due to the close proximity of construction of high-rise buildings on the adjoining properties: ➢ the property may be surrounded on 2 sides by building noise for 1-2 years as well as dust being a health hazard during the building phase. This would have a significant effect on the quality of life. ➢ Pre- and post-building surveys on the house and property would also need to be carried out by a 3rd party for assessment of any damage resulting from the scope of works such as from vibrations and earthworks etc. in relation to the foundations and basement car parking.	Redevelopment of urban areas at the scale contemplated by the PSP will undoubtedly result in short term amenity impacts in the existing Centre. Unfortunately, this is a consequence of change which the Town is mandated by the WAPC to accommodate and as a result of the congestion this development will create in the core of the Town Centre, options to accommodate parking on the periphery of the Centre on Council landholdings is a cornerstone to the PSP. Notwithstanding, the Town through its Development Approval and Building Permit processes can control some of the impacts through Construction Management Plans and limiting construction times through the *Environmental Protection (Noise) Regulations 1997.* In addition, any construction works in proximity to adjoining development will be required to provide dilapidation reports through the Building Approval processes.

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	If 15 Mary Street is not included, then this submission would remain relevant to 13 Mary Street being rezoned to 4 stories as a standalone property and in conjunction with other adjoining properties.	Modification to the PSP to accommodate four storey development on this property is totally inconsistent with the with the key attributes of the Mary Character Area and is not supported due to the potential impacts on the heritage characteristic of the Mary Street Heritage Area listed under the Town's Heritage List.
	Should my proposed amendment for 13 Mary Street to be 4 stories *not* be accepted, I would seek detailed specifications on the boundary setbacks to ensure adequate landscape buffering and screening to overcome the direct and resultant adverse impacts on 13 Mary Street from the Town Centre Precinct Structure Plan in its current form.	See comments above concerning recommended amendments to the PSP to address the amenity impacts of non-residential development adjoining residential development.
30. 1-26 Avion Way	Our Client's landholding comprises one single lot which is bisected by Avion Way. The lot covers a total land area of 2,546m^2 with 1,277m^2 on the eastern side of Avion Way and 1,269m^2 on the western side of Avion Way. A substantial existing building comprising 26 individual tenancies occupies the site. It is noted that Figure 38 in Part 2 of the Structure Plan report is incorrect in its depiction of the subject site given the subject site is a single lot in single ownership covering an area greater than 2,000m^2. The existing building on the subject site crosses over Avion Way in two places, one being adjacent to the Stirling Highway frontage and the other being at the St Quentin Avenue frontage. Whilst our Client does not have an immediate intention to pursue the redevelopment of the subject site, it is intended that the site will be redeveloped in the medium-term. Unfortunately Avion Way currently creates a significant impediment to the future implementation of a cohesive and effective redevelopment proposal. In this context, it is our Client's intention to seek the closure of the existing Avion Way road reserve at the appropriate time with a relocation of the road so that it aligns with the	Noted – Figure 38 is recommended for modification to show the combined total area of 1 Avion Way – 2,544m^2 within the 2001m^2 - 3000m^2 category. Noted with the acknowledgement that vehicle connections above the road level link the two halves of the development. Noted and this intention was expressed by the owner in initial landowner discussions during the public engagement exercise undertaken prior to the preparation of the Draft PSP. It is also noted that the closure of Avion Way and relocation to the west to create a consolidated development site would be subject to road closure and

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	western most boundary of the site. The land that is currently occupied by Avion Way could then be incorporated into our Client's landholding, creating a more cohesive land parcel.	land subdivision/amalgamation processes which could not be addressed/finalised prior to the preparation of the Draft PSP. Notwithstanding, this intent has been acknowledged in the Draft PSP under part 2 Figure 56 with a notation stating: *'Consider a developer lead investigation into relocating Avion Way to the west to improve alignment with entrance to Claremont Quarter and consolidate owners landholdings.'* The PSP also identifies the two halves of the lot inclusive of the Avion Way road reserve as being coded R-AC0, acknowledging the possibility of the higher 'Landmark' standards applying without the need to recode the property.
	It is acknowledged that the Precinct Structure Plan will, to some degree, need to reflect the existing situation with respect to the Avion Way road reservation, however the documents should also facilitate and encourage changes that will result in improved development outcomes.	See comments above.
	Our comments in relation to the draft Precinct Structure Plan are related to the manner in which the document reflects the subject site as a result of the location of Avion Way. Specifically this relates to the relocation of Avion Way and to the manner in which the development standards have been applied to the site having regard to the existing location of Avion Way rather than acknowledging the cadastral boundaries of the site. We also provide observations in relation to the development standards that are being proposed and the need to provide an incentive that will stimulate redevelopment and investment.	Noted.
	Relocation of Avion Way	Noted.

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	It is understood that there is a specific process required to be followed with respect to a road closure and possible land swap to reposition Avion Way, however the details associated with this process are beyond the scope of a Structure Plan.	
	Notwithstanding the above observation, the Structure Plan will guide development over (at least) a 10 year period and as such it should reflect a framework that encourages and facilitates the achievement of the most desirable future development outcome.	Noted.
	The draft Structure Plan is supported by a Traffic, Transport and Parking Strategy prepared by Cardno. In section 7.4.6.6 the Strategy it is noted that modifications to the alignment of Avion Way which shift its location to the east or west does not necessarily constitute an issue. The draft Structure Plan document also recognises the opportunity for the relocation of Avion Way. This is specifically identified in Part 2 of the document in Figure 56 where the following is stated in the legend: *'Consider a developer lead investigation into relocating Avion Way to the west to improve alignment with entrance to Claremont Quarter and consolidate owners landholdings.'* In principle the inclusion of the above statement in Figure 56 is supported however it is requested that the wording is amended as follows: *'Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way.'*	Supported, however in the relocation of the road to the immediate west and consolidation of the development site, the impacts of the additional built form above the podium height will need to be will need addressed to reduce the amenity impacts on residents of the Claremont Quarter Apartments located to the north. This part is addressed below, however in relation to the Figure 56 notation, no objections are raised to the notion being modified as requested and to read: *'Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way.'*
	Given the Traffic, Transport and Parking Strategy specifically considers the relocation of Avion Way and notes that the relocation does not create an issue, together with the observation that the realigned location would better align with the entrance to	Noted – a stronger position is supported as detailed above.

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	Claremont Quarter and that the physical consolidation of the landholding will facilitate an improved redevelopment outcome, the Structure Plan document should reflect a stronger position of encouraging the relocation of Avion Way.	
	It is noted that Figure 56 is contained in 'Part 2 Explanatory Section' of the Structure Plan document. A similar statement should be included within 'Part 1 Implementation' of the document. Inclusion of the revised statement in Part 1 of the Structure Plan document will avoid the need for an amendment to the Structure Plan should Avion Way be relocated. Specifically it is suggested that the revised statement is included as a new sub-section in section '7.0 Additional Information' of the Structure Plan document.	Relocation of the road and extension of the Landmark development rights over the consolidated portion of the land (after road realignment) will impact of the extent of views towards the river from the easternmost apartment in the western Claremont Quarter apartments. Notwithstanding, views from these apartments are already impacted to a degree by the Freshwater apartments and significant vegetation to the south. While noting that views cannot be owned, it is a feature of the PSP that of view corridors be protected as much as possible. Accordingly, subject to further investigation, there may be a setback solution which takes into account the interests of the property owner in their quest to obtain a consolidated Landmark development site and the interests of the residents to the north. While noting that the comments raised in the submission may be partially addressed by the following recommended modifications to the PSP, the amenity impacts should be further investigated and the most appropriate mechanism for this is through formal variation processes of the PSP. It is recommended therefore that in supporting the request, that the following statement be added to Part 1 Section 7.0: 7.4 In supporting the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way, it is noted that consequential modifications

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		to the demarcation of the Quarter and Core Character Areas will be required, along with the allocation of Landmark status and the extension of the bonus height to ten storeys subject to performance provisions over the area of the existing road. An amendment to the PSP will be required to appropriately address these consequential modifications which will be subject to consideration of amenity impacts on the surrounding locality, and specifically of setback requirements to the relocated Avion Way to give consideration to impacts on view corridors from the Claremont Quarter apartments to the north.
	In addition to the above, it is also requested that 'Plan 1 Precinct Structure Plan' is amended to include a suitable symbol over Avion Way and include the corresponding annotation in the legend of the plan.	Supported. It is recommended that the Plan 1 Precinct Structure Plan be modified by inclusion of the following notation with associated symbol: *'Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way.'*
	Inclusion of the statement in section 7.0 Part 1 of the document and on the Structure Plan itself will provide a guide for the future road relocation process and will recognise that the road relocation is a desirable outcome that needs to be encouraged.	See comments below.
	Identification of Development Standards The entirety of the subject site is identified in 'Plan 1 Precinct Structure Plan' in the draft Structure Plan as being included in the 'Mixed Use – Retail Core' zone with an RAC-0 density coding which is supported. Whilst the designation of zoning in Plan 1 follows the cadastral boundaries of the site, 'Plan 2 Character Areas Plan' and 'Plan 3 Maximum Building Heights Plan' do not	See recommended modifications above.

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	follow the cadastral boundaries of the site. Given the subject site comprises one lot on a single Certificate of Title, any redevelopment would be undertaken of the site as a whole. As such, the assessment of development proposals would be complicated by the application of different development standards to different parts of the site.	
	It is acknowledged that the Stirling Highway frontage of the site has different characteristics to the St Quentin Avenue frontage however the current proposal applies two different 'Character Areas' to the St Quentin Avenue frontage. It is suggested that the entire St Quentin Avenue frontage of the site should be included within the 'Area 4 Core' character designation.	Agreed in part acknowledging the intended character statements for land fronting St Quentin Avenue and Stirling Highway need to be maintained. It is not considered appropriate however to shift the boundary between Area 3: Quarter and Area 4: Core to encapsulate the existing western portion of the lot, but it is noted that, should the road be relocated, the present alignment of the Character Area boundary along the western side of the road will align with the eastern side of the road. As indicated in the response to this matter in submission 26, it is recommended that the demarcation between Area 4: Core and Area 7: Stirling Highway may be relocated to follow the rear boundaries of 24 and 26 St Quentin Avenue and extending to the existing rear boundary of 34 St Quentin Avenue.
	Whilst the Maximum Building Heights Plan allocates a maximum building height of 6 storeys to the entire site, only the eastern half of the site is identified as benefiting from a potential bonus building height. Given any redevelopment would be undertaken of the site as a whole, and noting the intention to seek a relocation of Avion Way, it is suggested that the bonus building height designation should apply to the entire subject site hence facilitating the ability to pursue a comprehensive redevelopment proposal that does not present in a disjointed manner.	Noted. See comments above.

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	Development Standards The Claremont Town Centre is strategically significant with exceptional accessibility to public transport and the potential to deliver a true Transit Orientated Development. As a designated Secondary Activity Centre within the Perth and Peel Activity Centre Hierarchy, the Claremont Town Centre plays a major role in the broader metropolitan context. Any new development within the Town Centre is likely to remain in place for an extended period (likely over 50 years) and as such it is important that new development capitalises on the locational attributes and significance of the area. An 'under development' of the Town Centre would be detrimental to the long term sustainability of the Town and would be inconsistent with the broader regional growth and sustainability objectives for Perth. Additionally existing landowners need a suitable incentive to redevelop their land to facilitate achieving the broader land use and density objectives from both a regional and a local perspective.	Noted. The term 'underdevelopment' is however subjective and open to a variety interpretations. It is the Town's view that the PSP achieves an appropriate balance of State and Local planning objectives and accordingly provides for the right level of development.
	Having regard to the above, it is considered that the development intensity proposed by the draft Structure Plan is not reflective of the significance of the Town and the contribution that new development within the Town should make towards accommodating the growing population of Perth.	The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation, and accordingly a minimum of 600 new dwellings is required. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing

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		Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
	As noted above, the Maximum Building Heights Plan allocates a maximum building height of 6 storeys to the entire subject site. Presently only the eastern half of the site is identified as benefiting from a potential bonus building height up to 10 storeys (although it is requested that this bonus is extended to cover the entire site). Furthermore a maximum plot ratio of 3.0:1 is applicable with the potential for a further 0.5:1 increase for the eastern portion of the site. The State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments identifies a building height of 6 storeys in the RAC-3 code increasing to 9 storeys in the RAC-1 code with an expectation for higher development in the RAC-0 code being the code that is applicable to the subject site. The Structure Plan has been prepared for a designated Secondary Activity Centre in a strategically significant location with exceptional public transport options and well established community facilities. It appears illogical to use the Structure Plan to apply lower building heights than would otherwise be possible through the standard application of the Residential Design Codes. It is suggested that a more appropriate response would be to apply a building height of 10 storeys (consistent with the expectation through the Residential Design Codes) and then utilise the Structure Plan mechanism to apply the additional 4 storey height bonus where additional community benefit it achieved. Such an approach would be reflective of the regional significance of the Town Centre.	An extension to the bonus height area to ten storeys is in-principally supported as an appropriate outcome following the approved relocation of Avion Way. This modification to Plan 3 should not take place until a formal PSP amendment is prepared with appropriate justification. In regard to the requested increase in base height of the site (six storeys) to reflect the landowner's expectation of R-AC0, it is noted that R-AC0 is an appropriate code to be applied in this context given the unique contextual development considerations, locational specific nuances and the flexibility that the code provides in this regard for development controls. The intent of the R-AC0 coding is not to automatically ramp up development heights, but more so to reflect the specific requirements of a Structure Plan, where heights and other development requirements listed in Table 2.1 vary considerably relative to the intended outcomes of various portions (Character Areas) of a Structure Plan. The Draft PSP is designed to accommodate a minimum of 650 new dwellings. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations.

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		This minimum realistic growth target has been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). This growth, together with other strategic locations through the Town, as identified in the Draft Local Planning Strategy adopted for the purpose of seeking WAPC approval for public advertisement will achieve a potential growth target of between 3,675 and 4,825, some 2.83 to 3.71 times the Town's minimum growth target under Perth and Peel @ 3.5 Million of 1,300 dwellings between 2010 and 2051 (which has already been achieved). This does not take into account the RAS and Stirling Highway West Planning Investigation Areas identified under the Local Planning Strategy, which have the potential to provide further growth well beyond the current planning timespan promoted under this PSP. The building design outcomes promoted by the PSP achieve a balance between the State regional and local planning objectives consistent with the Principles of Urban Consolidation promoted under the WAPC's Central Sub-regional Planning Framework.
	The draft Structure Plan applies a plot ratio limitation however it also establishes a building envelope to control building massing. The application of a building envelope and a plot ratio limitation is unnecessary and represents a duplication of planning control. The Town Centre is somewhat unique in that there is likely to be a higher demand for larger apartment typologies. As such the use of a defined maximum building envelope would be the more appropriate planning control, noting that compliance with the various standards stipulated through volume 2 of the Residential Design Codes will have the effect of requiring that any	The plot ratio requirements proposed by the PSP together with height allowances are integral to the PSP, specifically designed to control the extent of development and the impacts on local amenity. Removal of the plot ratio requirements is therefore not supported.

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	development will not be able to be built to the maximum extent of the prescribed building envelope.	
	In summary, we request the following: • that the statement in Part 2 figure 56 of the Structure Plan is amended to state *'Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way',*	Noted and a modification to the PSP is supported as detailed above.
	• that 'Plan 1 Precinct Structure Plan' is amended to include an suitable symbol over Avion Way and to include the above mentioned corresponding annotation in the legend of the plan,	Noted and a modification to the PSP is supported as detailed above.
	• that a new sub-section is included in section '7.0 Additional Information' Part 1 of the Structure Plan document with suitable text referencing support for the future closure of Avion Way in its current alignment and the relocation of the road reserve such that a consolidated land parcel is created for future redevelopment,	Noted and a modification to the PSP is supported as detailed above.
	• that 'Plan 2 Character Areas Plan' is amended to reflect the entire St Quentin Avenue frontage of the site as being in the 'Area 4 Core' character designation,	Not supported at this point as this consequential modification relative to the road relocation is subject to further consideration of amenity impacts through an identified variation process.
	• that 'Plan 3 Maximum Building Heights Plan' is amended to reflect the entire site as having the 'Bonus height subject to performance provisions',	Not supported at this point as this consequential modification relative to the road relocation is subject to further consideration of amenity impacts through an identified variation process.

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	• that the maximum building height applicable to the subject site is increased to 10 storeys with an ability to achieve an additional maximum 4 storey bonus, and	Not supported at this point as this consequential modification relative to the road relocation is subject to further consideration of amenity impacts through an identified variation process.
	• that the plot ratio limitation is removed and a clear statement is included to recognise that plot ratio does not apply.	Not supported.
	We also take this opportunity to advise that there appears to be a typographical error in section 5.5.7 (page 23 *21?*) where reference to section 5.5.1.11 should be 5.5.1.	Noted. It is recommended that the error be corrected, and the PSP be modified to refer to Section 5.5.1.1 on page 21 (Development Controls a)), not 5.5.1 on page 23.
	We trust that the above reflects a sensible and logical approach to the consideration of future planning for the Town Centre area. We would be most pleased to engage in further consultation with the Town in relation to the refinement of the draft documentation.	Noted.
31. Unit 219 / 40 St Quentin Avenue	I own an apartment at the end of St. Quentin Avenue (No. 40) adjoining Stirling Road and Stirling Highway. Since Covid and closed Borders, people remained in Perth and traffic increased. I have been here three and a half years and consider St. Quentin Avenue has become over that time a dangerous street as so many people seem unaware that this end is two way traffic and often they step out onto the road without looking and car doors open without waiting for traffic to pass.	Noted. The PSP proposes the creation of shared spaces on Gugeri Street, St Quentin Avenue (to Avion Way) and Avion Way. The intent of these spaces, similar to modifications made to Bay View Terrace, is to prioritise the pedestrian experience over the vehicle experience including the core of the Town Centre through slow speed streets with 'shared use' movement for vehicles and pedestrians. Noting the concerns raised, it is recommended that the St Quentin Shared Space be extended to Bovell Lane.

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	This end of St. Quentin Avenue needs to have a much SLOWER SPEED LIMIT. Traffic still needs to go two directions. Proposed Ten Storey Buildings will add to traffic onto Stirling Highway and Stirling Road. Stirling Road is already a difficult traffic spot to enter at certain times of day. Electric Bikes should NOT BE ALLOWED in Bayview Terrace or St. Quentin Avenue for General Safety of Public.	See comments above. In support of the Draft PSP, the Town engaged Cardno to prepare a TTPS for the Town Centre and the Town as a whole. The TTPS reviews a number of possible modifications to the local road network to assist in improving traffic movement in the Town. The TTPS recommends the support for use of e-bikes and e-scooters to reduce congestion in the Town Centre. Although the TTPS is listed as an Appendix to the Draft PSP, they have not been and are not proposed to be explicitly adopted by Council, but rather provide background information to support the preparation of the PSP and the Town's Draft Local Planning Strategy which was endorsed for WAPC approval to advertise on 14 June 2022.
32. Unit 6 / 4 Gugeri Street	I support the proposed Town Precinct Structure Plan and suggest that there be NIL set back for building's along Gugeri Street as per the existing Hawaiian development as the proposed set back does not offer any viable amenity to the streetscape adjacent a railway line the properties along there would benefit from added land use to mitigate noise and or vibrations from the rail line.	Noted, however proposals for the development Gateway sites on these properties desires a very differing built form outcome to the predominantly back end commercial development of the Claremont Quarter, and accordingly this proposal is not supported.
33. 10 Mount Street	I am a resident of 10 Mount Street, which is part of a strata of 17 residences (St Quentin Court). This is my home. I moved here because this site provides the right blend of medium to high density living in a green environment that is quiet and safe.	Noted.

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	Whilst I understand the need for the Town of Claremont to accommodate its growing population, I believe the proposed plans are premature and not in the interests of many current residents, for the following reasons: 1. The town has already embarked on an ambitious expansion plan which has seen the approval and/or construction of large residential/commercial developments. Notable amongst these is Claremont on the Park and the development application for 22 St Quentin Avenue. It is still far too early to gauge the impact that these developments are having or will have on the local community.	See comments below. The Claremont on the Park development was a joint planning initiative between the Town and the then LandCorp (now DevelopmentWA). The project, together with other private developments in the Town Centre (Claremont Quarter and freshwater apartments) have carried the heavy lifting in terms of development yield to meet the WAPC's minimum residential growth target of 1,300 new dwellings between 2010 and 2050. The SDAU application for development of 22 St Quentin Avenue is not supported by Council and in fact precipitated the urgent preparation of the Town Centre PSP in order to provide the local planning framework to fight against the approval of the proposal. Whilst noting the concern that it is too early to gauge the impacts of the 22 St Quentin Avenue development, the development at Claremont on the Park is nearing completion and has been Nationally recognised as an award winning TOD project which, due to its location north of the railway line, does not have a negative impact on the Town Centre. The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the MRS. This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). The Town has successfully justified a

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		case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation and a minimum development target is required. In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the SDAU or proposed Special Matters DAP which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.

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	2. St Quentin's Court currently provides substantial green canopy which benefits not only the strata residents but also the local community. The proposed changes would see the loss of most, if not all, of this canopy.	In considering the merits of new apartment developments in the Town Centre, the Element Objectives of the RDC Vol. 2 Apartments must be satisfied. These provisions include requirements tree canopy to be retained and provision of deep soil areas. Any site which already provides a substantial green canopy will be required to retain healthy and appropriate trees or offset of tree canopy from the pre-development condition.
	3. As you have identified in traffic and parking studies, local traffic is already congested. You have also identified that congestion will increase even before this proposal is taken into consideration. You state in the supporting documents mailed to me (Our Ref: LND/00095) that "measures are being suggested to improve the operation of key intersections, encourage use of other modes of transport (train, cycle and e-scooters etc) and focus employee parking on the perimeter in parking stations…" Again, it is far too early to tell whether these suggestions will be implemented, and if so, whether they will succeed.	The Draft PSP acknowledges that traffic is a key concern resulting from outside influences such as through traffic along Stirling Highway and trip generation relating to the local private schools. Without significant investment from the State (MRWA) in projects to alleviate the impact of congestion such as projects such as the sinking of Stirling Highway through the Town Centre improvements are unlikely. To a degree however, the gradual increase in traffic along the Highway will, in itself assist in resolving the issue as commuters look for alternate measures to commute (train or bus) and avoid travel during peak hours (working from home or alternative locations, altering work hours to commute outside of peak hours and that as congestion increases. Significant investment by the State (PTA) into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange will assist along with the intensified development already achieved in the North East Precinct and by this PSP for the Town Centre assist in promoting the Centre as a TOD hub.

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		As indicated in the Draft PSP, as density increases, and particularly when residential vehicle ownership declines (typically associated with TODs), vehicle ownership drops due to smaller households, greater access to alternative means of transport, proximal activity and reduced reliance on private motor vehicles. As private vehicle ownership declines so does vehicle trip generation and alternate transport mode share increases. While new development in the Town Centre will increase and create congestion, opportunities for use of improved public transport and strategies to encourage employee parking on the periphery of the Town Centre and encourage alternative access to the Centre from local residents will provide opportunity to reduce the impacts of traffic in the Town Centre itself. In order to assist in the reduction of congestion in the Core of the PSP, it is recommended that parking stations be developed on the periphery of the Centre through cash-in-lieu for parking provision. This has been a key feature of the Town's approach to parking in the Centre for a number of years. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated.

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		In the absence of the State's final review of this matter, it is inappropriate for the PSP to pre-empt the Parking Strategy outcomes. Notwithstanding, there are a number of land holdings owned by the Town which are already developed as at-grade parking areas on the periphery of the Town Centre where decked parking stations may be developed, either in isolation or as part of a multi-use development. These include the existing at-grade parking stations in Leura Avenue Carpark 7, Claremont Crescent Carpark 5A and along Davies Road (to Lapsley Road). Other options may include other Council property, joint ventures or alternatively private car parking station developments with private landowners such as the RAS, where a parking station could provide employee parking for the Town Centre and an income source for the RAS in addition to assisting in accommodating their parking needs during their peak show operations.
	In summary, I strongly recommend that the proposed rezoning be delayed to allow time to properly measure the impact of current and already approved rezoning activities on the local community.	In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes such as through the SDAU and proposed Special Matters DAP which will have no community based strategic planning process. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes

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		significant development along Stirling Highway which continues to cause community concern. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
34. 410 / 2 Bovell Lane	I fully support activities to improve the vibrancy of the Claremont CBD and the development of a night time economy. I support the provision of more residential capacity in and around the Claremont CBD. I do not support the provision of development heights, (including bonus heights) in excess of 6 storeys - as I believe this will damage the character of Claremont, limit light / cast shadows at street level and go against the 'village' character that is desired.	Noted. The residential growth, together with commercial floorspace will have a positive impact of stimulating a day and night-time economy. The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. The development achieved within these sites within the PSP period (10 years) has the capacity to achieve a minimum 650 new dwellings to meet the new WAPC yield requirements for this Secondary Centre and respectfully allows for a gradual reduction of heights through transitional areas to the outlying single residential areas which are generally capped in height to two storeys. A uniform allocation of six storeys would not accommodate the WAPC growth targets and sensitively

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		address the transitional arrangements to adjacent two storey single residential areas. One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape. The lower level podium and setback buildings above (with RDC compliant side setbacks) will allow natural light intrusion to the streetscape and public realm. All residential development will be required to comply with the requirements of the RDC Vol. 2 Apartments. In addition, the Element Objectives contained in the RDC Vol. 2 Apartments relate to apartment and room design providing well-proportioned spaces that facilitate good natural ventilation and daylight access, and solar and daylight access.
	It will be essential that TOC enforce the delivery of activated retail / hospitality frontages and public amenity / street level public space in each and every redevelopment that occurs. This will ensure the vibrancy and activity levels on Bayview / St Quentins and other arcade areas is not subject to decline / will hopefully improve (from an already low base).	Delivery of activated retail frontages will be a key consideration in all mixed use developments, however they are not likely to be applicable to pure residential developments.
	Its important that a diverse mix of destination retail outside Claremont Quarter, at street level, is maintained and grown.	Noted – within the mixed use retail core area only.

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	Provision must be made for residents in future developments to be able to move in and out / receive deliveries (unlike Claremont Residences where no such provision exists and expensive and difficult council permits must be obtained simply to have truck delivery).	The Town is aware that this has become an issue with the Claremont Quarter apartments, but has previously been advised that Claremont Quarter management has resolved the matter. Residential and mixed use (residential) development standards are set by the RDC Vol. 2 Apartments requirements. One of the Design Guidance notes under the section on Vehicle Access indicates that consideration of building servicing requirements is required.
	Visible connectivity to the train/bus station, intuitive street design supporting active / sustainable transport and provision of easily accessible and practical bike parking facilities (eg: not hidden in a car park many levels off the ground) in each new development should be a minimum requirement.	Way finding within the PSP will be a key consideration in future public works undertaken by the Town. Bike parking is a design consideration of the RDC Vol. 2 Apartments.
35. 8 Freshwater Parade	I strongly support this plan, particularly the proposed height limits in the study area, which I regard as the absolute maximum if we are to retain the ambience of our town.	Noted.
	Traffic congestion will become an increasingly serious problem unless the public can be motivated to relinquish car travel. A simple way of alleviating The Stirling Highway peak hour gridlock is to install continuous median strips between Stirling Road an Laura Avenue. The Gugeri Street/Shenton Road intersection improvements must be achieved without intruding into Rowe Park.	It is acknowledged that traffic congestion will increase, however measures are proposed to discourage parking of employees in the Town Centre to reduce these impacts. The long term plans for the upgrade of Stirling Highway include the construction of a central median with designated median openings to allow selected access points to side streets. MRWA has no specified timeframe for this upgrade at this time.
	Environmental considerations must not be overlooked. The conclusions of the study should guide future decision making.	Noted.

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36. 21 Langsford	Thank you for the invitation to review and comment upon the draft TCPSP and appendices. Following our review of these documents, we summarise our comments as follows.	Noted.
	1. We are concerned regarding the potential safety hazard of increased traffic density arising from increased residential and visitor density which do not appear to have been adequately addressed in the Draft TCPSP.	No additional traffic intrusion is proposed in Lansford Street from the PSP.
	2. We are concerned regarding the additional safety hazard of allowing multistorey parking access through quiet residential streets.	The PSP proposes the construction of parking stations on the periphery of the Town Centre but does not propose these stations will be accessed from quiet residential streets.
	3. We are concerned regarding the potential overlooking of existing adjacent dwellings by proposed high rise multistorey developments.	In considering the merits of new apartment developments in the Town Centre, the Element Objectives of the RDC Vol. 2 Apartments must be satisfied, inclusive of the Privacy Element Objectives. It is noted that the closest PSP property with development potential under the PSP is the existing service station at 275 Stirling Highway. This property contains a large tree in the rear corner. The RDC provisions include requirements tree canopy to be retained and provision of deep soil areas. Any site which already provides a substantial green canopy will be required to retain healthy and appropriate trees or offset of tree canopy from the pre-development condition.
	To help understand our viewpoints, we expand on our comments regarding points (1) and (2) as follows:	Noted – see responses below.
	• We believe that Stirling Highway through Claremont should be widened to allow an additional traffic lane. This should be principally a bus lane, but should also function	Upgrading plans for Stirling Highway are the responsibility of MRWA. The reserve width for the Highway was reduced a number of years ago and do not provide for the

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	as a car park entry deacceleration and exit acceleration lane, with a colour coded road surface indicating areas where cars are permitted	addition of a bus lane. Notwithstanding, room for a central median strip with openings to side streets are ultimately planned by MRWA. It is understood that as these construction proposals near, detailed plans will be widely consulted with the local community and Council.
	• Access to car parks for new high rise developments adjoining Stirling Highway should not be through existing residential streets, but onto an additional lane on Stirling highway. Roundabouts should be provided at appropriate intervals on Stirling highway to facilitate change of direction, rather than allowing turns across traffic lanes.	Access to the new development sites will be determined at the time of application through the approval process which involves gaining MRWA support. Consideration of roundabouts along Stirling Highway is a responsibility for MRWA.
	• The "Transport & Parking Strategy" consultants report confirms several facts that many Claremont residents have known for a considerable time. We expand further on just one issue to demonstrate the potential value of seeking out and using community knowledge.	Noted.
	• The Cardno report section 7.4.5 fig. 7.26 shows high traffic density in Langsford St. where it joins Gugeri Street. Local residents would confirm that this is caused by a traffic "rat-run" through Langsford-Stevens-Vaucluse/Reserve Streets to avoid log jams on Leura Avenue and Stirling Road. They would also confirm that many "new-comers" to this rat run encountering a "no-entry" sign at the south end of Langsford Street, ignore the sign to access Stirling Highway. A CCTV system in this area would soon pay for itself from traffic fines. Alternatively, they obey the sign, and turn left into the narrow laneway, often driving at dangerous speed, entering Mary Street to discover there is still no access to Stirling Highway. They then drive north up Mary Street, often at dangerous speed, on to Gugeri Street. Opening Mary Street and Langsford Street to provide Highway	These streets are primarily located outside the PSP area and are therefore not subject to consideration in this report. Notwithstanding the concerns regarding 'rat-runs' in this location are noted and have been referred to the Town's Infrastructure Services team for review and consideration of any appropriate action.

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	access as indicated in the report would compound this rat run issue and increase the chance of traffic accidents from driving at speed in residential streets. • Referring to Table 7-2, we believe there is sufficient space at the Stirling Highway/Queenslea Drive and Stirling Highway/Leura Ave intersections to construct roundabouts of a size required to meet international standards to significantly improve peak time traffic flows.	Table 7-2 of the Cardno Traffic, Transport and Parking Strategy does not reference a roundabout for this location.
	• The paragraph under Table 7-2 states "Stirling Highway is constrained in width with any future improvements focused on opening up public and active transport capabilities". People will not wish to use buses if it does not reduce their journey time. This begs the question why the original plan to widen Stirling Highway through Claremont was superseded by a plan to rezone all unzoned portions of lots adjacent to Stirling Highway as "Highway" and amend the residential code of the "Highway" zone to R-AC3 R-AC0 to increase density by allowing mixed use commercial- apartment buildings up to 8 storeys high (27m- current limit 12m). We believe this is a serious irreversible retrograde step towards improving living in and visiting Claremont.	The reduction in the reserve width of Stirling Highway was carried out as an amendment to the Metropolitan Region Scheme (MRS) by the Department of Planning a number of years ago and no longer allows for the construction of additional carriageways along the Highway. The Town is required to respond to the MRS Amendment and this led to Council initiating Amendment No's 136, 137 and 138 to LPS3. Amendment No. 138 has been with the Minister for Planning awaiting approval for over a year, with delays caused by the need to consider the Town's strategic planning direction under both this PSP and the Local Planning Strategy. Given the progression of these matters and the source of the changes extending from the State, it is highly unlikely that the original Stirling highway reservation will ever be reinstated.
	With regard our comments point (3), we believe that new RDC Vol. 2 is a positive step to designing increased density without adverse impact on the amenity of adjoining properties, streetscape and desired character of the local areas. However, the issue of potential overlooking is of significant concern.	The design requirements contained in the Element Objectives of the RDC Vol. 2 Apartments are a positive step forward to achieve good planning outcomes for apartment development as a uniform measure throughout the State.
	To illustrate this point, we attach a scale cross section *(see full submission)* showing our home and an apartment outline on 275 Stirling Highway, currently a Service Station, indicating the	The diagram provided is not an accurate representation of development contemplated by the PSP and along Stirling

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	potential overlooking the revised R coding will allow. Recent developments in Nedlands provide many examples of how developers gain planning approval of non-compliant overlooking multi-storey dwellings blocks.	Highway outside of the Town Centre in accordance with proposals contained in Amendment No. 138. Plan 3 indicates that the service station property to the south, located in Area 7: Stirling Highway has a two storey edge limit setback 2m from the Right of Way (ROW) and a further setback of 3m above the two storey Podium to a height of six storeys. These setbacks automatically achieve a combined setback inclusive of the ROW width of approximately 10m which exceeds the RDC requirements. While noting the proposed recommendation above to apply a 'Gateway Site' allocation to this property with a base height set at six storeys (consistent with the Town's Stirling Highway Local Development Plan), and to allow an increase in height to eight storeys subject to performance (primarily community benefits to facilitate a pedestrian bridge landing north of the Highway), other controls are recommended for inclusion to protect the amenity of the adjoining residential property adjacent to mixed-use development. These controls, as indicated above relative to Area 5: Leura, can add safeguards to protect the residential amenity. It is noted that the Stirling Highway property is located to the south of the Mary Street property and accordingly does not impact on residential amenity in terms of overshadowing. While noting that the Stirling Highway property is significantly lower than the Mary Street property, controls relative to height and setback can be applied consistent with proposals under Amendment No. 138. Also, privacy implications are addressed by the

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		specific element Objective requirements of the RDC Vol. 2 Apartments. As per previous comments above, it is recommended that the following statement be included at the end of the introductory paragraph under 4.3.7 Area 7: Stirling Highway noting that they are general and may apply also to other properties south of the Character Area in terms of overshadowing: Where properties in the Stirling Highway Character Area are developed for non-residential purposes or for mixed-use apartments and abut, adjoin or adjacent to a single residential or grouped dwelling property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.
	We read a developer's submission for 301 Stirling Highway, with the proponent stating concerns in relation to the detailed development controls for residential setbacks to the North and overshadowing setbacks to the South embedded in the code amendments which are likely to severely limit the ability of sites	See comments above relative to additional development controls aimed at reducing the amenity impacts on adjacent residential developments.

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	to reach their development capacity. We expect the developer will eventually achieve approval of a non-compliant building in order to achieve a desired profit margin.	
	Many of these points have already been raised by the local community in relation to the LPS Amendment 138 and were addressed in our letters to the Town Mayor and yourself, dated 22 February and 8 March 2021 respectively, which you should have on file.	Noted.
	We are aware that Town of Claremont Policy recognises that Community Consultation is an important component to assist in achieving the goals of the organisation. We recall the community meeting on 30 July 2019 with Metronet regarding the proposed new bus interchange facility adjacent to the North end of Mary Street to serve the upgraded Claremont station. I believe the outcome of community involvement, particularly the workshopping of proposed solutions, has been a win for all and we now have a safe and convenient new bus interchange without disrupting residents and at a reduced cost.	Noted – the outcomes of that community meeting were particularly helpful in assisting the Town achieving its goal to have the proposed bus station relocated to its current location.
	We believe it is paramount that Main Roads Department be involved in the future development of the Town Centre to ensure that improvement of highway traffic flow and removal of safety hazards is an integral component of the TCPSP. We recommend that involving local community representatives in workshopping will help achieve optimum outcomes for future development of the Town Centre Precinct.	As indicated above, it is understood that before any alterations are made to the Highway in terms of constructing median strips and organising median openings to side streets, that MRWA will actively engage with the Council and local community to finalise construction plans. It is noted also, that as a result of considering submissions on Amendment No. 138n to LPS3, the Town has committed to undertake an Access Study along Stirling Highway to mitigate against impacts of the Highway development proposals and reduce traffic intrusion into the adjacent residential areas. This Study has budget provision and is planned to commence once Amendment

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		No. 138 is gazetted. This Study will also involve public consultation with residents and MRWA.
	In conclusion, Stirling Highway through Claremont should be a pleasant place to drive, cycle or walk through, to visit and to admire. Buildings aligning the highway should be well articulated, have green walls, open spaces, and forward-thinking architectural features. "Concrete corridors" are now being demolished in many cities because of the many environmental issues caused.	Noted. The PSP proposes landscaping along the Highway to improve the pedestrian and urban space experience.
	Our plea is that you will encourage Town of Claremont to work with the local community, neighbouring districts and transport departments to ensure a properly coordinated approach to meeting changing community needs.	See comments above. It is believed that the balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
37. 2 Barnfield Road	I am a resident of 2 Barnfield road, (the closest house to the proposed apartment plan) and I am strongly opposed to this idea of a 6-story complex. Since early 2020 Claremont residents have dealt with the ongoing train line upgrade and productions of an aged care facility in Dean Street all which affects our street- both night and day works which result in road blocks and congestion up in Barnfield road which is an already busy alternative route to Cottesloe and surrounding suburbs. We DO NOT need more construction, especially for a complex which is already large. Claremont quarter is less than 25m away and is already packed with Multiple story apartments - this new plan to upgrade Churgin Gardens is unnecessary. We live in a residential area we do not want to be surrounded by apartments. There are already enough multiple story complex's in the area.	Claremont Town Centre is classified and a Secondary Centre by the WAPC. As such, there are a number of additional obligations which apply to the Centre which will require extensive redevelopment. Minimum growth targets have been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is

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		the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts. The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks.
	My bedroom also faces directly towards east and will be affected by the new positioning of this plan. This will block my view even more and restrict light and heat in.	The PSP provides for a two storey edge limit facing this property with a setback of 3m. Development above the podium to a height of six storeys is planned to be setback a further 3m. The combined setback (including the width of the ROW) is 9m. In addition. As noted elsewhere in this report, it is recommended that the PSP be amended to

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		apply additional amenity protections for the development of apartments in Area 2: Stirling West relative to residential properties to the west and north as follows: Where properties in the Stirling West Character Area are developed for apartments and adjoin or are adjacent to a single residential or grouped dwelling property, the apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The apartments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements.
	To add, my family and I will no longer have privacy. My window is very large and I do not want people looking in, I can already see people from across the complex carpark - imagine how much more people will be able to see in if the new positioning of the apartments is approved. Our pool area is also used very frequently and is already visable to the current 3 story Churgina Gardens, have some respect for the family which are in their own property trying to enjoy the outdoors. How would you feel knowing there are multiple residents next door who we don't know which are able to look in while you're at your own pool? Especially when this could be avoided by NOT proposing a upgrade on these apartments. I am absolutely appalled that there could be a possibility of this ever happening when there's huge apartments across the road!!	Notwithstanding any modifications resulting from the above rerecommended modifications, given the laneway width of 3m, the podium will be setback 6m from the adjacent residential lots and 9m for development above the podium. These setbacks are designed to reduce the building bulk impacts of development on the adjacent residents (noting also that the RDC Vol. 2 Apartments will also apply standard privacy setbacks).
	We love the Claremont we live in now, there are enough high rise buildings - we need to keep this area residential.	In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes such as through the

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		SDAU and proposed Special Matters DAP which will have no community based strategic planning process. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
	A lot of homes are listed as heritage and we don't need our area to be ruined but new apartments overlooking our homes.	The PSP puts in place mechanisms which, together with Local Planning Policy 124 – Retention of Heritage Assets and Property, protect Heritage Listed property in the Town. The Town's strategy in intensifying development at key strategic locations along the Highway, in the Town Centre and around railway stations consistent with the Principles of Urban Consolidation promoted by the WAPC's Central Sub-regional Planning Framework aims to achieve a balance between State and Local planning objectives. This approach will protect the existing heritage housing stock and tree-lined streets of the single residential areas from urban infill. As noted above, the absence of a PSP which is based on a balanced approach between State and Local planning

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		objectives, the Town will lose control of its future planning and development approval processes such as through the SDAU and proposed Special Matters DAP which will have no community based strategic planning process.
38. 11 Stirling Road	Appreciate the request for feedback on the Draft Town Centre Precinct Structure Plan. As recent owner/resident of Unit 38 11 Stirling Road I have had limited opportunity to experience Churinga Gardens. Having said that, I'm most interested in what redevelopment could look like given the building was built more than 50 years ago. Indeed, it's an ideal location, so to consider redevelopment would mean a lot to residents and ratepayers. Definitely keen to explore what plans are from developers' perspective in terms of building style and facilities available. I observe the apartments at Leighton beach (North Fremantle) are impressive and I believe they are also six storeys. For what it's worth I'm also supportive when it comes to greater scope than six storeys. Am curious to ascertain likelihood of seven/eight storeys? This would match apartment complex around Claremont Quarter on Bovell lane - East of 11 Stirling Road. Thanks for keeping residents front of mind when considering Draft Town Centre PSP.	Noted. Noted, however as a transitional area, the PSP proposes a limit of six storeys for this property. Noted. Noted.
39. 2 Barnfield Road	As a Claremont resident and rate payer I strongly oppose the maximum building height plan for the westside of Stirling Road and believe the existing height levels are sufficient for the stated area.	Claremont Town Centre is classified and a Secondary Centre by the WAPC. As such, there are a number of additional obligations which apply to the Centre which will require extensive redevelopment.

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		Minimum growth targets have been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts. The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under

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		the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks.
	The traffic on Stirling Road and adjoining streets (Chatsworth Tce, Mount St, Dean St and Barnfield Rd) are heavily congested at any said time with parking at capacity at all times. Many residents are unable to access their properties without veering to the wrong side of the road or mounting verges to avoid parked cars.	The Draft PSP acknowledges that traffic is a key concern. Significant investment by the State (PTA) into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange will assist along with the intensified development already achieved in the North East Precinct and by this PSP for the Town Centre assist in promoting the Centre as a TOD hub. As indicated in the Draft PSP, as density increases, and particularly when residential vehicle ownership declines (typically associated with TODs), vehicle ownership drops due to smaller households, greater access to alternative means of transport, proximal activity and reduced reliance on private motor vehicles. As private vehicle ownership declines so does vehicle trip generation and alternate transport mode share increases. While new development in the Town Centre will increase and create congestion, opportunities for use of improved public transport and strategies to encourage employee parking on the periphery of the Town Centre and encourage alternative access to the Centre from local residents will provide opportunity to reduce the impacts of traffic in the Town Centre itself.
	The traffic on Stirling Road and adjoining streets (Chatsworth Tce, Mount St, Dean St and Barnfield Rd) are heavily congested at any said time with parking at capacity at all times. Many residents are	See comments above.

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	unable to access their properties without veering to the wrong side of the road or mounting verges to avoid parked cars. More high rise buildings will only add to this congestion. On a personal note, my family and I live at No 2 Barnfield Road which is a heritage street and residents have to comply with difficult regulations when renovating these homes due to this so how is it that a proposed 6 story building be allowed in this residential heritage area. Our privacy and lifestyle would be significantly impacted by this as our pool area, verandah and outdoor living area's are all currently visible by the existing 3 story Churinga Gardens complex. This complex is currently set back 19 metres from the boundary of the west side. So image the visibility from 3 metres with a 6 story.	The PSP puts in place mechanisms which, together with Local Planning Policy 124 – Retention of Heritage Assets and Property, protect Heritage Listed property in the Town. The Town's strategy in intensifying development at key strategic locations along the Highway, in the Town Centre and around railway stations consistent with the Principles of Urban Consolidation promoted by the WAPC's Central Sub-regional Planning Framework aims to achieve a balance between State and Local planning objectives. This approach will protect the existing heritage housing stock and tree-lined streets of the single residential areas from urban infill. As noted above, the PSP provides for a two storey edge limit facing this property with a setback of 3m. Development above the podium to a height of six storeys is planned to be setback a further 3m. The combined setback (including the width of the ROW) is 9m. In addition. As noted elsewhere in this report, it is recommended that the PSP be amended to apply additional amenity protections for the development of apartments in Area 2: Stirling West relative to residential properties to the west and north as follows: Where properties in the Stirling West Character Area are developed for apartments and adjoin or are adjacent to a single residential or grouped dwelling property, the apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining

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		residential development height from any other direction. The apartments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements.
	Our house was original designed to capture the maximum daylight with most windows facing North or East. A very cost efficient way of lighting and heating our house. A complex of 6 stories on this site would cast a big shadow over this area most of the day and in summer would generate intense heat.	Good solar design in Australia dictates that major windows protected by eves in summer should face north. This allows light infiltration through the northern major windows during winter.
	I would strongly invite Councillors who are for this proposal to meet with our family so we can show you how much of an impact this will have on our property.	Elected Members can be contacted by the owner of the property to discuss the impacts of the proposal.
	I also believe the proposal would de-value our property and nearby properties.	Property value is not considered a valid planning matter.
40. 23 Claremont Crescent	Thank you for the opportunity to comment on the Claremont Draft Town Centre Precinct Structure Plan. It presents an exciting future for Claremont and will really lift this area. We are fortunate to have a property in this area and we look forward to living there in our retirement and enjoying it.	Noted. The PSP will not only bring additional development to the area but will also result in upgrades to facilities and amenity to local residents.
	However, as our property is currently on the council heritage listing, we raise the following points to ensure the building requirements for properties adjacent to us are clear and consistent with current R-codes. The three points we raise are summarised below and detailed in the following pages.	Noted.
	Point 1 – Height of building at the boundary of a Heritage lot TCPSP Section 5.5.1.1 b (page 11) states that "the building height specified on Plan 3 is in replacement of the generic building height maximums as specified under *State Planning Policy – Residential*	Noted.

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	Design Codes (Volume 1 and Volume 2) (as amended) for the applicable density codes. On Plan 3 in the Shenton area, the heritage blocks are outlined with "2 story Building Edge Limit". It is not clear what this means; (i) if the R-code is still applicable, (ii) if the two storey limit is right up to the boundary of the block or (iii) if the 2 story limit requires a set-back and what is the setback. Without proper definition, the "2 story Building Edge Limit" outline can be taken to mean that a two story building can be built right to the boundary of heritage block. If this is so, the two storey in the TCPSP would be twice as high as defined under the R-codes (either Vol 1 or Vol 2) for R60 zoning – see relevant sections highlighted below.	Area 1 – Shenton is intended to be coded R40 to the north of Shenton Road and R60 (generally) to the south. The proposed development form is for apartments in a town house form to provide variety in housing form/options within the Town Centre. Given the number of Heritage Listed dwellings scattered through the Character Area, a built form which provides for a maximum height of three storeys (to the south) with special consideration for reduced heights immediately abutting a Heritage Listed property is considered appropriate. It is noted that reference in the PSP to apartment development taking on a town house form indicates that development standards will reference the RDC Vol. 2 Apartments requirements as opposed to the RDC Vol. 1 requirements which relate to single houses and grouped dwellings. It is further noted that the WAPC is in the process of preparing and releasing specific RDC requirements for medium density development based on the RDC Vol. 2 Apartments standards. The RDC Vol. 2 Apartments standards relative to height indicates a maximum height of two storeys for R40 and three storeys for R60. It remains to be seen where these height restrictions may settle on the final review of the Medium Density Codes, however based on the existing situation, three storeys would be the maximum height south of Shenton Road and two north as provided for in the PSP.

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		Given the intent of the PSP to accommodate apartment style development the applicable RDC provisions will be the Vol. Apartments provision.
	Under *State Planning Policy – Residential Design Codes (Volume 1),* the minimum setback for "other/rear for R60 density is defined in "see Table 2a & 2b and clause 5.1.3" (see R-code Vol 1 page 53). Clause 5.1.3 – C3.2 iii (R-code Vol 1 page 20) allows for building right up to the boundary, stating that "in areas coded R30 or higher, walls not higher than 3.5m for two-thirds the length of the balance of the site boundary behind the front setback, to up to two site boundaries; or"	These provisions would only apply to standard single residential development.
	Under *State Planning Policy – Residential Design Codes (Volume 2),* Table 2.1 (page 15) shows that the boundary wall height for R60 shall be 1 storey.	These provisions would apply to grouped dwelling / townhouse styled development. In this instance, the setback for the two storey edge limit at the R60 density is 3m.
	The above specifics in the R-codes (Vol 1 and/or Vol 2) support that there should be a "1 story Building Edge Limit" at the boundary to heritage lots. The "2 story Building Edge Limit" currently presented in Plan 3 is unacceptable. The "2 story Building Edge Limit" in Plan 3 should be changed to a "1 story Building Edge Limit" as shown below. *(See plan in submission)*	Given that consistent with LPS3 provisions, existing residential development (including extensions to Heritage Listed dwellings) can develop under the RDC Vol. 1 requirements with a setback consistent with Table 2a and 2b requirements which can be as low as 1m or 1.5m and a 3m setback for a two storey wall without major openings could be over 25m long or up to 9m if major openings are proposed, the Vol. 2 Apartments requirements proposed setback of 3m is a reasonable outcome.
	Point 2 – Setback definition from boundary of a Heritage lot Plan 5 of the TCPSP clearly show the setback requirements of upper levels for larger buildings but setbacks from the boundary of heritage lots in the Shenton area are not defined in Plan 5.	Noted – Plan 5 deals with street frontage setbacks, not side of rear boundaries as these are controlled by the respective provisions of the RDC.
	Referring to *State Planning Policy – Residential Design Codes (Volume 1),* the setback is defined in Table 2a & 2b of R-code Vol 1	Noted as referenced above.

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	(page 54). For two storey walls longer than 25m, the minimum setback (with no major openings) is 3m. Similarly, under *State Planning Policy – Residential Design Codes (Volume 2),* Table 2.1 (page 15) shows that the minimum side and rear setback for R60 is 3m.	Noted as referenced above.
	Relevant Tables from R-code (Vol 1 & Vol 2) are shown below. *(See tables in submission)*	Noted.
	Based on the above, a 3m setback (with no major openings) for 2nd and third storeys of buildings adjacent to a heritage lot is reasonable. It is suggested that the following be added to Plan 5. *(See plan in submission)*	Noted, however rather than apply specific requirements to Plan 5, it is recommended that the intent of references to town house development to comply with the RDC Vol. 2 Apartments requirements be clarified by modification to dot-point 3 of the Key Attributes contained in 4.3.1 Area 1: Shenton as follows: Ensure any future multiple dwelling (apartment) proposals within the Character Area achieve a 'townhouse'-style built form character in appearance and comply with the Residential Design Codes Volume 2 – Apartments requirements to ensure consistency with the existing Character Area and surrounding development.
	Point 3 – TCPSP to accommodate potential/future changes to heritage status. The TCPSP should be able accommodate any potential future changes to the heritage status of individual properties. It will be helpful to note that the heritage lots presented the TCPSP are a snap-shot of the current status and may be subject to change, as (i) we understand that the local planning policy for heritage properties is currently in the process of being updated and (ii) there may be interim developments on heritage lots which may change the lines on plans in the TCPSP.	While noting that the current list of Heritage Listed properties is under review, the list is comprehensive and unlikely to change significantly. If changes occur, variations to the PSP requirements can be made in accordance with the LPS Reg requirements.

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	We also note that point 6.3.2 of the TCPSP states that "In the interim, where a site or development can deliver an improved heritage outcome for the Precinct, development consistent with the PSP may proceed in accordance with Regulation 12 of the LPS Regs"	This is a matter of fact and is included in the PSP to acknowledge the possibility of Regulation 12 applying to vary development requirements where significant heritage outcomes can be achieved. These specifically relate to the Heritage Listed property, not the neighbouring property.
	However, even after this new scheme has been approved, Regulation 12 of the LPS Regs will continue to apply, not be replaced by this scheme.	See comments above.
	It is suggested that point 6.3.2 of the TCPSP be modified to "It is recognised that where a site or development can deliver an improved heritage outcome for the Precinct, development consistent with the PSP may proceed in accordance with Regulation 12 of the LPS Regs, in the interim and thereafter"	Given that the intent of the LPS Regs is to facilitate consistent modification to Local Planning Scheme requirements, the addition of "in the interim and thereafter" may over time become redundant if changes occur to the LPS Regs.
	Typo? Under **5.5.1.3 Boundary Setbacks – Podium Level -** Development Controls: b) The primary and secondary street setbacks specified on **Plan 3** replace the generic street setbacks specifies under *State Planning Policy 7.3 Residential Design Codes (Volume a and Volume 2)* (as amended) for their applicable density codes. – Should this be Plan 4?	It is agreed that Plan 3 does not deal with setbacks and that setback are dealt with under Plans 4 (to podium level) and 5 (above podium level). It is recommended that Development Control b be modified to read: b) The primary and secondary street setbacks specified on **Plans 4 and 5** replace the generic street setbacks specified under State Planning Policy 7.3 – Residential Design Codes (Volume 1 and 2) (as amended) for their applicable density codes.
41. 5 / 31 Claremont Crescent	**1.** TRAFFIC — area already has SERIOUS traffic hold-ups and problems — higher density housing will contribute further to this problem.	The Draft PSP acknowledges that traffic is a key concern. Significant investment by the State (PTA) into improvements in the facilities at Claremont Station and providing linkages between the upgraded rail service and bus services at the new Bus Interchange will assist along with the intensified development already achieved in the

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		North East Precinct and by this PSP for the Town Centre assist in promoting the Centre as a TOD hub. As indicated in the Draft PSP, as density increases, and particularly when residential vehicle ownership declines (typically associated with TODs), vehicle ownership drops due to smaller households, greater access to alternative means of transport, proximal activity and reduced reliance on private motor vehicles. As private vehicle ownership declines so does vehicle trip generation and alternate transport mode share increases. While new development in the Town Centre will increase and create congestion, opportunities for use of improved public transport and strategies to encourage employee parking on the periphery of the Town Centre and encourage alternative access to the Centre from local residents will provide opportunity to reduce the impacts of traffic in the Town Centre itself.
	2. Why restrict higher density to such a confined area with Stirling Highway and current Roads/Streets creating a natural boundary? Why not enlarge the area to take in south of the Stirling Highway?	Enlarging the area to the south will spread the congestion impacts and result in a greater impact on the Town as a whole in terms of the encroaching development on additional heritage areas, contrary to the initial intent of protecting these areas.
	3. WIND TUNNELS	No details are provided in this comment, however as referenced above, advice received by the Town with regard to wind tunnel impacts along Stirling Highway relative to Amendment No. 138 indicated that tower setbacks from the "street wall' are highly beneficial to preventing the expected wind tunnel effects along the linear Stirling Highway corridor. Given the similar design features of the podium design with setback and separated upper floor development promoted by the PSP, it is understood that the same principles would apply. Further

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		investigation in this matter may be considered by Council to confirm this understanding through a desktop study and associated wind tunnel testing. It is recommended that Council investigate this matter further under the 2023/24 budget for both the PSP and Amendment No. 138 to LPS3 to assist with preparing Scheme provisions for the Town's proposed LPS4.
	4. SHADING	All residential development will be required to satisfy the Orientation Element Objectives of the RDC Vol. 2 Apartments requirements which deal with overshadowing. In addition, and as noted elsewhere in the submission table, additional standard to ensure adjacent and adjoining residential property to the south are protected.
	5. LACK OF GREENERY — currently too much cement and hard surfaces, precinct is not attractive to locals who mostly ONLY shop for groceries and leave ASAP. Claremont S/C does not offer an attractive meeting area for locals. Requires: Garden/greenery Public seating area Children's play area Summer shade — present shopping precinct is extremely hot and unattractive in summer Water features	This matter is also covered under the Element Objectives of the RDC Vol. 2 Apartments which must be satisfied. These provisions include requirements tree canopy to be retained and provision of deep soil areas. Any site which already provides a substantial green canopy will be required to retain healthy and appropriate trees or offset of tree canopy from the pre-development condition. The PSP includes requirements which will deliver community benefits inclusive of privately accessible public open space. This includes the extension of the Town Square south of St Quentin Avenue either side of Church Lane, together with flanking green spaces to the side of the extended Square on the south side.
	6. BUS STATION AREA currently barren, exposed to elements and highly unattractive with TOO FEW TREES & GARDEN	It is noted that the Bus Interchange is designed to include cycleway links behind the shelters linking with the pedestrian underpass, hence the barren appearance. In a addition a small parcel of landscaping is proposed (and has

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		been approved) to the north east of the bus shelters to add some greenery to the space. Discussions to include additional landscaping features such as planter boxes are continuing with PTA.
	7. TRAIN - Access to Rail Station is questionable. How long will wooden walk-over bridge remain safe? For those unable to climb the stairs, access has become harder. Currently no summer/winter shelter when alighting and boarding train NO Metronet PUBLIC TOILETS — Currently passengers use 'The Shed' (not a public entity) facilities which is unfair and should not be for general public! Closest public toilet is near to TOC Office on Stirling Highway.	Proposals to upgrade access to Claremont Station through the provision of lifts and (possible) ramp structures are the responsibility of the PTA. The final stage of the Claremont Station redevelopment is presently on hold and is unlikely to be commenced before the platform requires extension to accommodate six-car sets (from the existing four). At that time the temporarily relocated at-grade pedestrian crossing to the east of the station is proposed to be removed by the PTA, and detailed designs to upgrade the existing heritage pedestrian bridge (to upgrade mobility access standards) will be prepared.
	8. DRAINAGE: TOC already has issues with street/road drainage which have not been rectified since the heavy rains of last winter. (In this instance I refer to Claremont Crescent East where we have insufficient/poor street drainage).	Drainage upgrades is ongoing issue for the Town. Comments have been referred Infrastructure Services for review.
	I believe TOC is aiming beyond its capabilities. Why is higher and bigger better in a concentrated area? TOC currently unable efficiently administer today's issues.	Claremont Town Centre is classified and a Secondary Centre by the WAPC. As such, there are a number of additional obligations which apply to the Centre which will require extensive redevelopment. Minimum growth targets have been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new

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		dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
42. Leura Square Owners (301 and 303 Stirling Highway, 42-44 Gugeri Street and 3-11 Leura Avenue)	INTRODUCTION A central priority of the Perth and Peel @ 3.5m Planning Framework is the delivery of a consolidated Urban Form to accommodate half of all future growth within the existing city limit. In particular, this focusses on urban infill opportunities that provide walkable access to daily needs and high quality public transport. The Claremont Town Centre has a critical strategic role as the prime 'Secondary Centre' in the heart of the Western Suburbs. It is located at the half way point of the Perth to Fremantle Railway line and is the origin station for the new Airport Line service	Noted. Noted.

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	directly connecting Claremont to domestic and international air routes.	
	Claremont has the rare distinction as a major Activity Centre that is also located within a Station Precinct, where its long term function is intended to accommodate a wide range of retail, hospitality, housing, employment and accommodation opportunities. This confluence of strategic location, designated planning role and enhanced transport infrastructure sets the scene for a significant growth in scale and diversification from its current largely retail focus.	Noted.
	This significant opportunity and expectation, however, is tempered by large portions of the existing Town Centre which are constrained from comprehensive redevelopment through a combination of high value long lease commercial uses, strata titled buildings, smaller allotment sizes and heritage and character properties.	Noted.
	This submission has been prepared on behalf of the Leura Square Landowner Group who are not limited by any of these constraints. Collectively the four owners control 1.29ha of land either side of Leura Avenue with the capacity to deliver significant community benefit, approximately 6,710 m^2 of retail, 9,500m^2 of commercial floorspace and 512 apartments within the eastern precinct of the Town Centre.	Noted.
	The owners have made a number of individual representations to the Town over recent years. This has included submission of redevelopment schemes and initiation of road closure proposals, attendance at the Precinct Structure Plan (PSP) workshops and post workshop meetings.	Noted – references to initiation of road closure proposals have only been exploratory with no formal application being considered by Council.
	The proposed PSP does not acknowledge the landowner feedback in the consultation summaries and proposes no material	The statement that landowners attended the workshops and post workshop meetings is correct. The outcomes of

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	movement from the development envelopes in the 2016 Local Development Plan (LDP) or the draft material presented to landowners during and following the PSP workshops.	these sessions is summarised in section 2.5 of the Engagement Outcomes Report which is to be read in conjunction with the PSP. The Engagement Outcomes Report Executive Summary section on Landowner meetings has been copied into the PSP report. The details of the post workshop meetings are withheld from the summary in the Engagement Outcomes Report and the PSP in order to avoid disclosing matters of commercial and financial confidence, however the details of the meetings have been taken into account in the preparation of the PSP. However, the full ambitions of the various landowners, whilst considered, cannot always be met and have been considered and planned for in the context of the Community and Stakeholder Engagement Outcomes and the technical analysis. The PSP represents the best outcomes for the Town Centre when all considerations and technical studies are taken into account.
	The purpose of this submission is to ensure the previous representations, the now formal landowner cooperation and unique benefits and capacity of the land is acknowledged and supported in the forthcoming PSP so the strategic potential is recognised early in the planning cycle.	See comments above.
	This explicit recognition of the opportunity provides long term certainty and facilitates the active management of short to medium term lease commitments, ultimately bringing forward redevelopment, increasing the night and day residential	Noted, however the submission presents one group of landowner's aspirations which do not accord with other aspirations which have been explored through Vision and Design Workshops. However, as noted above, each

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	population and the associated benefits to the diversification and vitality of the Claremont Town Centre. CONTEXT The Claremont Town Centre origins go back to the early period of colonial settlement. The arrival of convicts in the 1850's led to the establishment of the main Freshwater Camp on the site of the current Council Chambers and construction of what became Stirling Highway directly south of the Leura Square Precinct. Later in 1881 with the opening of the Perth to Fremantle Line the development of Bay View Terrace flourished to the immediate west. The Leura Avenue Precinct has long been a transitional zone between the original Bay View Terrace main street to the west and the Stirling Highway commercial and Mary Street residential area to the east. It contained various service and storage areas and businesses, including a picture theatre gardens. Many of the original structures have been removed over time, particularly with the realignment of Leura Avenue, and it has now evolved to be a largely service commercial precinct with a range of quasi retail, general commercial, bulky goods showrooms and services. It performs well in its current form, but this does not represent its highest and best use given its strategic Town Centre attributes. The most significant change in the wider Town Centre in recent decades has occurred with the redevelopment of the Claremont Quarter and Claremont Oval Precincts. The Claremont Quarter has significantly expanded the retail function and catchment draw of the centre, albeit with some initial higher vacancy of the original main street retail on Bay View Terrace and St Quentin Avenue. Despite the retail attraction and residential expansion, the after hours activation of Claremont has been limited largely to isolated pockets of restaurants around the Claremont Hotel and	landowner's ambitions, whilst considered, cannot always be met and have been considered and planned for in the context of the Community and Stakeholder Engagement Outcomes and the technical analysis. The PSP represents the best outcomes for the Town Centre when all considerations and technical studies are taken into account. Noted – see responses on various elements raised below. Noted.

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	north and south of the Claremont Quarter. The Town has very limited residential population directly within its core boundary. The draft Town Centre PSP does not acknowledge the various landowner representations to the Town prior to, during and after the PSP workshops for mid - highrise development of Leura Square. There are a number of additional aspects to the draft PSP and the specific attributes of the Leura Square Precinct, that provide valuable context to the Vision for Leura Square, the value it can add to the wider Town Centre and scale and character of development necessary to support redevelopment as follows: Policy - The PSP is expected to increase the intensity and diversity of the Town Centre consistent with the requirements for a Secondary Centre outlined in State Planning Policy 4.2	The statement that landowners attended the workshops and post workshop meetings is correct. The outcomes of these sessions is summarised in section 2.5 of the Engagement Outcomes Report which is to be read in conjunction with the PSP. The Engagement Outcomes Report Executive Summary section on Landowner meetings has been copied into the PSP report. The details of the post workshop meetings are withheld from the summary in the Engagement Outcomes Report and the PSP in order to avoid disclosing matters of commercial and financial confidence, however the details of the meetings have been taken into account in the preparation of the PSP. However, the full ambitions of the various landowners, whilst considered, cannot always be met and have been considered and planned for in the context of the Community and Stakeholder Engagement Outcomes and the technical analysis. The PSP represents the best outcomes for the Town Centre when all considerations and technical studies are taken into account. Minimum growth targets have been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020).

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	Activity Centres and the wider design and functionality guidance in Planning Policy 7.2 Precinct Design;	The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
	- A Secondary Centre is expected to cater for a range of retail, commercial, office, residential, health and community uses. Claremont already has scale and locational attributes which suggest it has the opportunity to operate at the upper end of this clarification towards a higher order Strategic Centre;	To successfully develop a new Town Centre which is vibrant and attractive new Centre for new residents, additional commercial floorspace is also required to improve the amenity outcomes and promote a day and night-time economy. The Pracsys Needs Assessment, which takes into account a myriad of matters (inclusive of the above trends) initially

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		predicted that various growth scenarios would increase the total commercial floorspace growth gap in the Town Centre between 20,997 – 32,536m^2 by 2041 (inclusive of retail growth). Upon review of submission during the PSP advertising, it was noted that the PSP needs to be updated to reflect the correct figures as per the revised Needs Assessment prepared by Pracsys in March 2022 which increase the commercial growth gap by 2041 to between 32,208m^2 – 36, 896m^2. It is therefore recommended that modifications are made to the PSP on Pages 40, 78 and 79 (Tables 12 and 13) to reflect the updated commercial growth gap figures to 2041 of 32,208m^2 – 36, 896m^2. The modification of the commercial growth gap figures to 2041 does not have any substantial impact on the PSP as advertised.
	- The Claremont Town Centre PSP is expected to deliver a minimum 600-1200 additional dwellings and utilise available development capacity. To suggest the Town can meet its targets and accommodate future long term growth elsewhere under-mines the strategic role as a Secondary Centre and risks underdevelopment of key sites with Leura Square in the short term; and	The WAPC currently requires the Centre to provide a minimum of 40 dwellings per hectare of Urban zoned land under the Metropolitan Region Scheme (MRS). This would have required the Draft PSP to accommodate 1,200 new dwellings (approximately twice the number of dwellings developed already at the Claremont on the Park development surrounding Claremont Oval). While this is the case, the Town has successfully justified a case to the DPLH that the private schools should not be included in the net Urban area for the purposes of this calculation. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP

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		plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts. This growth, together with other strategic locations through the Town, as identified in the Draft Local Planning Strategy adopted for the purpose of seeking WAPC approval for public advertisement will achieve a potential growth target of between 3,675 and 4,825, some 2.83 to 3.71 times the Town's minimum growth target under Perth and Peel @ 3.5 Million of 1,300 dwellings between 2010 and 2051 (which has already been achieved). This does not take into account the RAS and Stirling Highway West Planning Investigation Areas identified under the Local Planning Strategy, which have the potential to provide further growth well beyond the current planning timespan promoted under this PSP. The Draft PSP and other areas of consolidation identified in the Local Planning Strategy more than accommodates the WAPC growth targets for the Town while providing for housing diversity and optimal development in strategic locations and at the same time protecting the character of the single housing areas.

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	- A growing number of precedent approvals in the 15-20 storey range in comparable western suburbs locations now exist in West Leederville, Subiaco, Nedlands, South Claremont and Cottesloe. In addition to similar Secondary and District Centre precedent at Leederville, Karrinyup, Canning Bridge, Burswood, Garden City and Vic Park.	Noted, however One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape. Development in the 15-20 storey range approved elsewhere in the western suburbs is not consistent with this vision.
	Public Spaces - The Town has invested heavily in creating high quality streetscapes in Bay View Terrace and St Quentin Avenue;	Noted.
	- The Town Centre has limited prime public spaces and the Town controls direct land and crown assets, particularly around Leura Avenue, that could be rationalised to fund the creation of new public spaces and amenities for the Town;	Additional public spaces are proposed to be created through satisfaction of community benefit contributions in return for development bonuses. Council's assets around Leura Avenue are focused on public parking stations.
	- The Town Centre has an historic network of existing lanes and arcades between Bay View Terrace and Leura Avenue but no high quality connections east of Leura Avenue. Upgrading and extension of these lanes is a defining element of the Town's character and significant public space opportunity;	Noted.
	- The Leura Avenue street environment has a high number of vehicles and open parking areas that could be redeveloped to improve pedestrian safety and amenity; and	Noted – Council recently approved significant modifications to the Leura Avenue (west) and Bunnings car park to facilitate a safer loading dock area, pedestrian safety and amenity.

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	- The Leura Square Precinct has direct access to the Claremont Station and Claremont Park but very poor pedestrian crossing environments.	Noted.
	Transport - The new airport line will provide direct links to the City every 6 - 7.5 minutes and direct Airport links every 12-15 minutes, with an approximate travel time of 34 minutes;	Noted – the focus of linkages to the station in the Town Centre are from Bay View Terrace and the recently constructed Bus Interchange in Gugeri Street.
	- Stirling Highway provides peak Perth – Fremantle buses via UWA and the QEII medical precinct an average of every 5 minutes;	Noted – It is also noted that all bus routes through the Town Centre have been re-routed through Stirling Road, Gugeri Street and Leura Avenue to the Bus Interchange.
	- The new Gugeri Street Bus Station will provide a comprehensive range of feeder connections to the wider district;	Noted.
	- Notwithstanding the high level of public transport infrastructure the Town Centre attracts a high levels of private vehicle use, particularly to the Claremont Quarter and Leura Avenue parking precincts. The Leura Avenue parking is particularly driven by the bulky goods nature of tenancies and the high frequency turnover nature of the trade.	Noted.
	Land Use and Built Form - The current draft PSP relies on a largely low – mid rise building form covering the entire Town Centre area. This is a valid solution for the majority of the Town, however, this will not deliver widespread redevelopment or meet required growth targets. More specifically many sites contain a least one, and often a combination of factors, that either prohibit or limit likely redevelopment within the required term of the proposed planning framework. The key considerations are as follows:	The Draft PSP is designed to accommodate a minimum of 650 new dwellings. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Notwithstanding the analysis confirms that a minimum of 650 new dwellings will be achieved in the PSP in order to satisfy the WAPC expectations.

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	• Large commercial uses at an existing higher and better use (ie Claremont Quarter has a range of long term commercial tenants with variable leases and residential strata owners above. Even with structural change in retail trends the feasibility of any major redevelopment is very limited in the medium to long term)	It is noted that under LPS3, the area of concern in Area 5: Leura is located inside of the Shopping Policy Area. It is noted however that the current uses are not classified as larger shops under LPS3 (Shop Small and Intermediate). The primacy and concentration of retail uses in Areas 3 and 4 (Quarter and Core) is considered appropriate to ensure the shopping functions of the Town Centre are concentrated into the central area and not fragmented throughout. While specific land use control for this and the other Mixed Use – Transitional Areas will be the subject of specific consideration during the preparation of LPS4 provisions, it is noted that these zones will accommodate smaller shop offerings along with other service commercial type uses (as existing).
	• Small lot areas are generally very difficult to redevelop due to largely being limited to street and lane aspect to narrow frontage and abutting parapet structures, expensive to construct due to abutting building context and general site access and limited space for efficient basement parking structures. It is acknowledged that some aggregation is occurring but this is an extremely long term process. (ie Scanlan and Theodore site which is about to be redeveloped as a low rise retail store);	Although Bay View Terrace is characterised as small lots with narrow frontages, many of these lots are in common ownership which improves the opportunity aggregation of lots to allow for redevelopment of sites (while also respecting heritage impacts).
	• Heritage properties are generally prohibitive or expensive to redevelopment at any scale without compromising the heritage values of the property (ie additional level to corner of Stirling Highway and Bay	Noted, however development of this nature has occurred in recent years and the Town is aware that there are current proposals in the pipeline for redevelopment consistent with the proposals contained in the PSP while at

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	View Terrace or Claremont Hotel redevelopment); and	the same time respecting the integrity of the Heritage Precinct.
	• Strata titled sites now have an improved pathway to redevelopment with recent legislative reforms, but the aggregation of supportive owners still requires considerable time and will generally only be feasible with degraded apartment stock, in high land value locations and where the available redevelopment yield far exceeds the existing yield.	Noted in part.
	- The primary existing residential growth opportunities are concentrated along the Stirling Highway corridor. This area provides for valuable car based service commercial uses. With the exception of key corner landmark sites, has limited high value residential development potential due to the undesirable residential aspect and general lack of walkable amenity and connection to the Town Centre;	The Draft PSP development options are well spread out thought the Town Centre and predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks.
	- The Leura Square Precinct contains an agglomeration of large land holdings, in limited ownership and with valuable short to medium term commercial uses, that could be enhanced with higher value redevelopment as early as 2025. The redevelopment potential highlighted in this submission is essential to incentivise the redevelopment of the existing income generating commercial uses and;	Noted – see comments below on concentrated incentivisation of the combined sites.
	- Podium high rise typologies on larger sites provide the opportunity to integrate with the desired street scale at low building heights, but also delivery setback tower elements that can preserve adjoining amenity, leverage the extensive parkland/river/coastal/city views and	Noted. One of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums

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	provide a greater population directly in the walkable heart of the Town. CONTEXT *(See plan in submission)* EXISTING PROPOSAL: The proposed amendments to the existing Claremont Town Centre plan focus primarily on the Leura Square precinct within areas 1 and 5. VISION The Leura Square Precinct will be the lively high density quarter of the Claremont Town Centre. A pedestrian focused environment connected by a series of lanes and arcades, converging on the new Leura Square. Activated by a permanent residential population and weekday workforce that will diversify the Town Centre's role and drive and support the growth and quality of main street retail and hospitality uses. It will symbolise the new Claremont as the home, business address and destination of choice in the western suburbs. The specific benefits and elements of the Leura Square Precinct are as follows: Policy - – 1.29 ha of land controlled by four experienced investment and development groups; - A range of community benefits are delivered that enhance the public amenity and pedestrian connectivity of the Precinct; - The range includes expanded retail, commercial, office and residential uses - 6710m^2 retail, 9,500m^2 commercial and 512 apartments that could commence as early as 2025;	is to be setback to disappear behind the podium levels and not dominate the streetscape. Noted – see comments below. Noted, however see comments below on equity and urban form issues. Noted, however see comments below on equity and urban form issues. Noted. Noted, however see comments below on equity and urban form issues.

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	- The Precinct is characterised by an appropriate built form scale and intensity of development commensurate with its locational attributes, Activity Centre status and high level of public transport service that will allow people to live in, or travel to, Claremont without the need for a car; and	Noted, however see comments below on equity and urban form issues.
	- Recognition of the potential at the PSP stage is an essential element of the planning reform agenda. This ensures the strategic development capacity and community benefit of major projects is considered in a precinct context and explicitly defined within the PSP to clear certainty at the development approval phase.	Noted, however this proposal is inconsistent with the PSP objectives which have been extensively workshopped in the community.
	Public Space - Leura Square becomes the prime public space anchoring the eastern end of the Town. Framed by mid rise podiums and terraces it is lined with shopfronts, generous footpaths and seating areas;	Noted, however see comments below on equity and urban form issues.
	- The existing carpark areas on the former Leura Avenue reserve are rationalised and acquired by adjoining landowners, with the funds reinvested to create the new Square as the key catalyst for redevelopment. Council redevelops its carparking areas to the east side of Leura Avenue;	Noted, however see comments below on equity and urban form issues.
	- Leura Avenue continues to function as an important circulation street for the Town, but the speed environment is reduced with safe pedestrian crossing points that connect into new laneways to the east to Mary Street and the lane to the rear of Stirling Highway, providing direct pedestrian priority connections to the Town Centre for the wider eastern residential precinct;	Noted, however if these benefits can be achieved with this form of development, they can equally be achieved without.

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	- The new lanes are given priority road crossing and connection to the historic network of existing lanes and arcades between Bay View Terrace and Leura Avenue. These are upgraded with generous tree planting, outdoor seating and an exciting array of new businesses that thrive in the quieter laneway environment; and	Noted, however if these benefits can be achieved with this form of development, they can equally be achieved without.
	- New pedestrian crossing points to Claremont Station and Claremont Park leverage proximity to these important amenity and form part of a series of major pedestrian paths that connect from the river in the south to the regional parklands in the north. PRECINCT VISION PLAN *(See plan in submission)*	Noted.

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YIELD ESTIMATE:

Site No. & Owner	Site Area (sqm.)	Building Height (Storeys)	Average Podium Floor Plate (m²)	Average Tower Floor Plate (m²)	Gross Floor Space (sqm.)	Indicative Yield
❶ PBA	2,353	16	1900	1300	22,900	Ground Floor Retail 1,045m² / Commercial/ Hotel / Other 3,240m² / Apartments 10,920m² / 104 Apts
❷ Charter Hall	4,036	18	4000	1800	40,000	Ground Floor Retail 2,200m² / Commercial/ Hotel / Other 7,200m² / Apartments 16,800m² / 160 Apts
❸ FJM	3,751	12	3900	3000	36,600	Ground Floor Retail 2,145m² / Commercial/ Hotel / Other 7,020m² / Apartments 16,800m². / 160 Apts
❹ Megastar & Blueberries	2,783	16	2400	1100		Ground Floor Retail 1,320m² / Commercial/ Hotel / Other 4,320m² / Apartments 9,240m² / 88 Apts
Total	**12,923**	**12 - 18**	-	-	**125,300**	Ground Floor Retail **6,710m²** / Commercial/ Hotel / Other **9,500m²** (ex. existing) / Apartments **53,760m² / 512 Apts**

Notes
1. commercial indicative only
2. Yield calculations are nett of loading areas, service areas, common areas etc. An allowance has been made to estimate the scale of these areas based on gross floor area: Ground Floor 45%, Commercial/Hotel/ Other 40%, Apartments 30%
3. All Commercial/ Hotel / Other uses are located within the podium zone of each building (levels 1-3), all Apartments are located within the tower components of each building (levels 5-16).
4. Site areas include approximate areas of road reserve proposed for purchase to fund the upgrade of the public spaces as noted on page 3, key point 14.
5. Apartment yield calculations are based on an average 85sqm 2 bed apartment with a 20sqm balcony. Total Apartment numbers will reduce with the introduction of apartment diversity in accordance with R-Codes Volume 2.
6. All yield estimates are approximate, based upon available information to hand at the time this document was produced. Detailed design development will be required to clarify the final yields for each site.

(See oblique plans in submission)

The proposal concentrates the majority of the required growth into one location and ignores equity considerations where other landowner aspirations would be jeopardised by the intensity of this proposal, or alternatively the resultant built form of the Town Centre, taking guidance from this proposal would significantly compromise the design feature promoted by the PSP.

It is however considered (consistent with previous comments in this submission table) that there is justification for the Adairs site at 301 Stirling Highway to be provided with a bonus height to eight storeys subject to performance provisions which would provide for a landing on the Leura Avenue frontage for the proposed pedestrian bridge over the Highway.

It is recommended therefore that:

> Plan 3 be modified to show 301 Stirling Highway at the intersection of Leura Avenue with a Bonus height to 8 storeys subject to performance provisions.

Further it is recommended that an additional dot point on p.114 under 8.3.1.6 Leura Avenue be provided as follows:

> To assist in the pedestrian bridge proposal, a landing is required on the norther side of Stirling Highway. This is proposed to be provided on the eastern side of 301 Stirling Highway on the Leura Avenue frontage and is proposed to be facilitated by the provision of a height bonus to 8 storeys subject to performance provisions as shown on Plan 3.

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	VISION Transport - The unprecedented level of train, bus and bike connectivity sees an explosion of foot traffic in the Town. It begins to see Claremont develop as a serious business address where employers attract talent through the high connectivity and lifestyle amenity of the Town. Claremont also becomes a travellers launch point. Arriving fresh from the airport into new hotels and short stay – the tourist who wants major Town amenity, easy access to the quieter riverside and beachside environments or to collect a hire car for the quintessential WA road trip – or the business traveller who wants to be near but not in the city;	The vision provides for extensive retail areas which fragment the concentration of retail uses in Areas 3 and 4 (Quarter and Core). It is considered appropriate to ensure the shopping functions of the Town Centre are concentrated into the central area and not fragmented throughout.
	- Council leverages the existing at grade car park into a multi level mobility deck that provides community space, generous cycling and end of trip facilities, car share and hire bays, vehicle charging stations and car bays capable of future retrofit. It plays a lead role in sustaining strong provision of parking, creating ongoing revenue to activate and maintain the Town's public space and leads the long term shift to alternate modes of transport to and from the Town;	These options can be considered by Council independent to the vision proposal.
	- Private development embraces similar approaches to provision of private parking ensuring the ability to manage car parking for shared public use, adaptable design for future conversion to active floorspace and provide facilities that encourage walking and cycling.	These options can be considered by developers independent to the vision proposal.
	Land Use and built Form - The new square and lane upgrades will provide the setting and amenity for ground level uses to transition away from car dependent service bulky goods commercial uses to	These options can be considered by developers independent to the vision proposal consistent with the current PSP design.

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	pedestrian orientated retail, hospitality and service businesses; - Podium and high rise elements will support a range of office, residential and hotel development options; - Four level podiums will provide human scale buildings to Leura Square, the key laneway connections and appropriate building scale transition to the heritage main street to the west and residential precinct to the east; - Tower elements will capitalise on river and hinterland views generously separated from each other to preserve view corridors, enhance internal apartment amenity and minimise overshadowing or privacy impacts to adjoining property; and - Buildings will be of high architectural quality, with generous landscaping and enhanced environmental performance. CONCLUSION The Leura Quarter Precinct is a rare opportunity to embrace the unique collaboration of a group of experienced and likeminded investors and developers, with a track record of delivering high quality Town Centre projects. It is a holistic approach that recognises to extensive feedback to the Town over time and incentivises a long term vision for the Leura Square Precinct and the wider Claremont Town Centre, with community benefits delivered through a form and scale of development rarely achievable in isolation.	These options can be considered by developers independent to the vision proposal consistent with the current PSP design. These options can be considered by developers independent to the vision proposal consistent with the current PSP design. The towers proposed are inconsistent with the 'village feel' vision supported by Council and the local community. These options can be considered by developers independent to the vision proposal consistent with the current PSP design. Noted, however the towers proposed are inconsistent with the 'village feel' vision supported by Council and the local community and the proposed retail uses will fragment the retail contained in Character Areas 3 and 4. See comments above.

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	The vision is closely aligned with the wider State government mandates for the overall growth of the city and the exciting opportunity that presents for Claremont to intensify and diversify its function as the pre-eminent Town Centre of the western suburbs.	The proposal is inconsistent with the balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework) as the best way forward of controlling the long term development of the Town Centre and its consequential impacts.
	The Leura Square Landowner Group seeks support to deliver this Vision over the medium term by explicitly embedding the Vision, community benefits and required development scale in the PSP as follows: - Update the consultation section to acknowledge the various landowner requests consistent with the contents of this submission which were provided before, during and after the PSP workshops;	Noted, however the submission presents one group of landowner's aspirations which do not accord with other aspirations which have been explored through Vision and Design Workshops. However, as noted above, each landowner's ambitions, whilst considered, cannot always be met and have been considered and planned for in the context of the Community and Stakeholder Engagement Outcomes and the technical analysis. The PSP represents the best outcomes for the Town Centre when all considerations and technical studies are taken into account.
	- Adopting the Precinct Vision for Leura Square within the PSP to include the overall Vision plan and statement;	Not supported for reasons outlined above.
	- Acknowledging the key benefits and design elements as articulated in the Vision document and submission;	Not supported for reasons outlined above.
	- Adjust the Precinct boundaries 2 and 5 to form a new Leura Square precinct, include all sites in the Mixed Use - Retail core acknowledging the retail uses largely concentrated around the pedestrian spaces lining the square and lanes;	Not supported for reasons outlined above.
	- Adjust the Precinct boundaries 2 and 5 to form a new Leura Square precinct, include all sites in the Mixed Use -	Not supported for reasons outlined above.

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	Retail core acknowledging the retail uses largely concentrated around the pedestrian spaces lining the square and lanes;	
	- Adopt the building heights annotated across each site and the R-AC0 code across all sites;	Not supported for reasons outlined above.
	- Adopt the indicative apartment yield and floorspace potential;	Not supported for reasons outlined above.
	- Adopt Laura Square and the new laneway connections as key elements of the PSP public space network;	These matters may have merit, however in the context of the proposed vision, this is not supported.
	- Initiate road closures around Leura Square for acquisition by adjoining owners and reinvest the funds into the creation of Leura Square.	Council has previously attempted to close this portion of the former Leura Avenue Road reserve, however objections from adjoining landowners and significant costs associated with relocation of sewer mains prevented its progression at the time. No objections are raised to this matter being investigated further with adjoining landowners.
	The Leura Square proposal is bold and ambitious. This partnership carries the opportunity to define the next chapter in history of the Town Centre and enhance the amenity and opportunity for Claremont business owners, operators and residents alike for decades to come.	Noted.
	Strategic acknowledgement of this potential through the PSP facilitates a clear vision for all stakeholders and significant re-development investment as early as 2025.	Not supported for reasons outlined above.
43. 23 St Quentin Avenue	General Comments SPB Australia P/L & QIC CM Pty Ltd are supportive of new mixed use residential development that will be facilitated by the TCPSP	Noted.

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	given the additional activity and vibrancy that this will create within the Town Centre.	
	Claremont Quarter is, and should remain, the focus of retail / commercial activity within the Town Centre. The provisions of the TCPSP should assist in facilitating this outcome. As the Town will be aware, COVID 19 has had a significant impact on the retail trading environment which has in turn affected the viability of Shopping Centres. Consolidation of retail / commercial development is important as ultimately, the dispersion of retail activity away from designated Activity Centres draws away from established Centres which in turn erodes the ongoing viability and opportunity to invest.	Noted to the extent that Claremont Quarter is located in Character Areas 3 and 4, the PSP supports the concentration of retail facilities in these areas. However, Claremont Quarter is not the only site in these Character Areas where retail use is present, noting that Bay View Terrace was once a premier shopping street in the western suburbs. Given the retail growth potential established by the Needs Assessment prepared by Pracsys in March 2022 identified a commercial growth gap by 2041 of between 32,208m^2 – 36, 896m^2 other shopping areas/properties in these Character Areas have capacity to leverage some of this market share.
	Proposed Zones The TCPSP provides for a number of 'zones' which are proposed to be introduced into Local Planning Scheme No.3 (LPS3) via a Scheme Amendment or included within a new town planning scheme for the Town of Claremont (Town). Claremont Quarter is proposed to be contained within the Mixed Use Zone-Retail Core under the TCPSP. The eastern edge of the subject site is also designated as containing heritage listed properties. This is related to the Bayview Terrace Commercial Heritage Precinct.	Noted.
	Whilst the TCPSP sets out proposed zones the land use proposed to be permissible within these zones it not yet set out. As such, it is difficult to comment on the suitability of the zone without understanding future use class permissibility. Whilst it is assumed that land uses will be commensurate to a Town Centre this cannot be confirmed.	Specific land use considerations will be considered during the preparation of LPS4 provisions.

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	As land uses permissibility will be set as part of future Scheme Amendment or new town planning scheme it is requested that a broad range of commercial, retail, hospitality, entertainment, recreation, office and residential land uses be permissible for Claremont Quarter. This will assist in facilitating an active and vibrant centre during the day and night. It is also noted that it will be open for a landowner to make a submission on land uses as part of a Scheme Amendment, or new town planning scheme.	Noted.
	Further to the above, consolidation of retail and commercial activity should focus on Claremont Quarter as the anchor to existing retail and commercial development within the Town Centre. This is related to the primacy of the Claremont Quarter within the Town Centre as a destination and renowned reputation for premium retail shopping.	Noted to the extent that Claremont Quarter is located in Character Areas 3 and 4, the PSP supports the concentration of retail facilities in these areas. However, Claremont Quarter is not the only site in these Character Areas where retail use is present, noting that Bay View Terrace was once a premier shopping street in the western suburbs. Given the retail growth potential established by the Needs Assessment prepared by Pracsys in March 2022 identified a commercial growth gap by 2041 of between 32,208m^2 – 36, 896m^2 other shopping areas/properties in these Character Areas have capacity to leverage some of this market share.
	As land use permissibility is not set within the TCPSP the Town should clearly define transitional expectations in respect to land use post the adoption of the TCPSP.	While specific land use control for this and the other Mixed Use – Transitional Areas will be the subject of specific consideration during the preparation of LPS4 provisions, it is noted that these zones will accommodate smaller shop offerings along with other service commercial type uses (as existing).
	Pedestrian Link The TCPSP identifies a pedestrian link through Claremont Quarter from St Quentin Avenue to Gugeri Street. Currently, an easement supports a pedestrian link through Claremont Quarter linking St Quentin Avenue to Gugeri Street.	Noted.

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	As the Town are aware, a concept for the redevelopment of the Town Square and Laneway is currently progressing with a Development Application to follow. As part of the concept plan and Development Application, the easement and pedestrian access will require review and reconsideration in respect to activating both the Town Square and Laneway. Further discussion with the Town on this matter will occur as part of pre-lodgement consultation.	The Town has previously approved redevelopment plans for the Square and pedestrian link. It has also considered previous plans where the Town was not satisfied with proposals to reduce the size of the Square. The existing Square and associated easement was a negotiated outcome of SAT considerations where the Town's aspirations for a larger Square were not supported. While noting the placemaking objectives of the proposed upgrades, the above concerns are still present. Dependent on the outcomes of the proposal, Council may consider modifications to the Easement.
	Character Areas The subject site is split into two Character Areas being Area 3: Quarter and Area 4: Core. Area 4: Core applies to the southern section of Claremont Quarter.	Noted.
	The character statements relative to the Character Areas are as follows: Area 3: Quarter - Character Statement: *The Quarter Character Area is characterised by a diverse range of land uses, achieving a semiactive public realm supporting good pedestrian permeability and vehicle access.* *The Character Area supports a day and limited night economy with a mix of land uses at the periphery of the area along with the predominant Claremont Quarter retail and residential development.*	The Character Areas are based on key street frontage attributes and given the similarities between the subject sections of Bay View Terrace and St Quentin Avenue, inclusion of both these sections of street into Area 4: Core is considered entirely appropriate.

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	This area is typified by its apartment developments, establishing a typology character of generous upper level setbacks above podiums in the Claremont Quarter for its 7 storey buildings. Area 4: Core Character Statement: *The Core Character Area incorporates Bay View Terrace and St Quentin Avenue as the cultural and historic heart of both the Precinct and the broader Town of Claremont.* *Through its historic architectural character and a 'village feel' that is distinctly 'Claremont', the Core sets the tone for the broader Precinct with active land uses and has an open air sense of place. Development within the area will capitalise on its destination status, and opportunities to enhance the day and night economy for maximum vibrancy as an open air Secondary Activity Centre.* *This area provides opportunities to enhance public realm spaces with benefits to land use activation and opportunities for community events. High levels of pedestrian comfort are achieved ensuring the area is community focused.* It is questionable as to whether the Area 4: Core Character Area should apply to the southern section of Claremont Quarter abutting St Quentin Avenue.	
	There is a distinctive character to Claremont Quarter, especially the Town Square, that does differentiate Claremont Quarter from the surrounding strip commercial/retail. In this regard, it is considered that the Town Square of Claremont Quarter should be excluded from Area 4: Core Character Area to reflect that the Town Square is part of Claremont Quarter. The architecture and	See comments above.

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	built form of Claremont Quarter is clearly distinct from the remainder of the Town Centre.	
	Further to the above, the Character Statement for Area 3: Quarter should clearly reflect that Claremont Quarter is the centre of commercial / retail shopping and trading. This is owing to the scale and mix of commercial / retail experiences provided.	See comments above.
	Building Heights Building heights are set out at Plan 3 of the TCPSP. Clause 5.5.1.1 of the TCPSP provides that the building heights are not to exceed Plan 3 and Clause 40 of LPS3. The relationship of the building height provisions in the TCPSP relative to Clause 40 of LPS3 is unclear. That is for instance, Clause 40 (1) of LPS3 purports to limit building heights to that prescribed within that clause, yet a Precinct Structure Plan is a 'due regard' document in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). As such clarification of the interaction between the due regard height limits in the TCPSP and the more prescriptive provisions of LPS3 is required. Building height limits relative to Claremont Quarter are eight storeys above podium with a two-storey podium height limit at building edge along the majority of St Quentin Avenue and Bayview Terrace. A three-storey building edge height limit is proposed along the remainder of St Quentin Avenue and Gugeri Street for podiums.	Until such time as LPS3 is amended (preparation and gazettal of LPS4 preferable to amending LPS3), the statutory provisions will remain in place, with the PSP, once approved, providing strategic guidance for SDAU, Special Matters DAP decisions and consideration of applications under deemed provision Regulation 12 (heritage) of the LPS Regs.
	The building height proposed for the Claremont Quarter appear to be generally reflective of the existing built form. The existing residential elements of Claremont Quarter are seven storeys, whilst the non-residential component to Gugeri Street is more	It is confirmed that the heights proposed by the PSP approximate the existing built form. Height is represented as equivalent heights of floors, noting that the commercial ground and first floors are significantly higher that

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	aligned to four storeys given finished wall heights for this part of the development. As such the maximum building height should match the maximum heights on site for both the podium and tower elements. For non-residential development the definition of a storey in LPS3 should be utilised especially owing to the larger floor to ceiling heights utilised in Shopping Centres such as Claremont Quarter.	residential floors (two floors represented as four) plus the four floor apartment blocks, result in eight storeys as represented on Plan 3. This matter will can be addressed in new LPS4 provisions.
	Given the setback of the Town Square from St Quentin Avenue a four storey height limit would be appropriate for the Town Square. The additional scale would assist in landmarking the Town Square location, and as development does not have a nil setback to St Quentin Avenue this would limit potential impacts of scale and overshadowing. This is further noting the larger floor to ceiling heights in this part of Claremont Quarter and would allow for any new development to appropriately 'tie in' with existing development.	The Town Square is flanked by the existing equivalent four storey commercial floorspace within the Claremont Quarter development, although these are shown on Plan 3 as a 2 Storey Edge Limit. Any increase in height along the southern side of St Quentin Avenue, or around the Square would have severe overshadowing impacts on the Square and apartment development on the southern side of St Quentin Avenue and is accordingly not supported.
	The overall maximum building heights do not offer significant additional development potential for Claremont Quarter. The northern extent of Claremont Quarter facing Gugeri Street could have additional development potential facing Claremont Train station, where amenity impacts from scale and overshadowing to St Quentin's Avenue would be minimised.	The owners of the Claremont Quarter shopping Centre actively engaged with the Town relative to PSP proposals both prior to commencement of drafts and during the community engagement processes. Although questioned on aspirations to extend the footprint and floorspace of the Quarter to accommodate additional floorspace, responses indicated that there was no appetite for this to occur given the relative recent development of the centre. Accordingly, in acknowledging the likely difficulties in achieving modifications to the development through the new strata titles processes and noting the number of residents involved with equal shares to the centre on strata matters (as previously advised by Centre Management), it is highly unlikely that a minimum 80% vote to allow a SAT review would be achieved.

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		Given the above factors (also comments below) and that the PSP has a specified time frame of 10 years, it is unlikely that conditions will change to allow full development of the PSP in that period. It is therefore considered premature to contemplate additional growth on the Claremont Quarter site. This may be reviewed at a future date when subsequent Town Centre PSPs are prepared or when this PSP is reviewed.
	Further to the above, it is noted that the Retail Needs assessment (RNA) prepared by Pracsys indicates that 18,754m^2 of shop / retail floorspace can be supported to a time horizon of 2041. It is logical that a percentage of this additional shop / retail floorspace should and would be accommodated within Claremont Quarter given it is an anchor for retail activity within the Town Centre.	Noting the impact that the existing Claremont Quarter development had on Bay View Terrace which is still struggling to survive, the additional retail capacity identified in the PSP should in the first instance be directed to revive Bay View Terrace first and foremost, and then should be directed to other retail opportunities in St Quentin Avenue throughout Area 3; Quarter and Area 4: Core which are shown as Mixed Use – Retail Core under Plan 1 before being added to the Claremont Quarter development itself. Direction of this retail floorspace into the Claremont Quarter development would continue the Quarter's domination over the Centre and not allow other property owners access to additional retail floorspace capacity when market conditions warrant expansion.
	Under a 3.0:1.0 plot ratio there is also the potential for additional floor space. Additional building height should be considered to allow for this additional floor space to be realised in the future.	Noted, however there is no quantification of these figures provided.
	Given the above, it is requested that the TCPSP be amended to allow for additional height for Claremont Quarter. An additional two storeys to the current height limit is requested given the	See comments above relative to the distribution of retail floorspace growth in the Town Centre.

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	potential to accommodate additional height along the northern extent of the building as described above.	
	Plot Ratio Clause 5.5.1.2 of the TCPSP provides development controls for plot ratio. Under 5.5.1.2 a maximum plot ratio of 3.0 for sites coded ACO, including Claremont Quarter, is proposed. A bonus of 0.5 may be applied to a maximum of 3.5:1. The bonus plot ratio does not apply to Claremont Quarter. The maximum plot ratio of 3.0 is referenced to be in accordance with State Planning Policy 7.3 – Residential Design Codes (Volumes 1 and 2). Plot ratio is defined as follows under SPP7.3 Vol.2 as follows: *Plot ratio area - the gross total area of all floors of buildings on a development site, including the area of any internal and external walls but not including:* • *the areas of any lift shafts* • *stairs or stair landings common to two or more dwellings* • *machinery, air conditioning and equipment rooms* • *space that is wholly below natural ground level* • *areas used exclusively for the parking of wheeled vehicles at or below natural ground level;* • *storerooms* • *lobbies, bin storage areas, passageways to bin storage areas or amenities areas common to more than one dwelling* • *balconies, eaves, verandahs, courtyards and roof terraces.* Confirmation is requested from the Town that the plot ratio stipulated applies to both non-residential and residential floor	Noted. The RDC Vol. 2 Apartments (p.22) clarifies that the plot ratio area for mixed use apartment developments (under the R-AC codings) includes the gross floor areas of all dwellings and commercial spaces but excludes the floor area of some circulation and service areas.

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	space? Noting that Claremont Quarter contains in the majority non-residential floorspace due to the primary uses being residential and commercial / retail.	
	Boundary Setbacks Above Podium As per Clause 5.5.2 of the TCPSP boundary setbacks above podium, maximum combined floorplates above a podium are restricted to 50% of the total site area in the Quarter and Core Areas for development less than 7 storeys and 20% for greater than 6 storeys in the Core Area. The outcome of this is 'wedding cake' style development. Refer to figure 5 taken from the TCPSP.	Noted.
	It is queried whether the limitations proposed in Clause 5.5.2 restrict design outcomes especially for retail / commercial development such as Claremont Quarter. Moreover, this building typology is not well suited to commercial / retail development.	As indicated above, additional development of the Claremont Quarter development is not supported. As also noted above, one of the key considerations of the PSP is to maintain the "village character" of the existing Town Centre by restricting the height of podium levels above ground floor to maintain a "human scale" at the pedestrian/street level. Development above the podiums is to be setback to disappear behind the podium levels and not dominate the streetscape.
	Streetscape Interface The following streetscape interface provisions are proposed at Clause 5.5.3 of the TCPSP which are relevant to Claremont Quarter. *5.5.3.1 Active Street Interface Design Attributes* *Active street interface design should enable substantial interaction between the buildings interior and the public domain, achieved through direct visual surveillance and land use activation.*	Noted. It is considered of utmost importance that ground level shops and tenancies are activated to assist in creating a vibrant and connected Town Centre. The minimum 50% interface requirements can be designed to ensure privacy of sensitive uses by placement of screening etc. Heat loading on northern facades can be addressed through awning type structures.

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	(a) Buildings are to have clearly defined entrances and windows that constitute a minimum 50% of the street interface with clear, untinted glass. *(b) Extent of blank walls to the building frontage shall be limited to 2m lengths.* *5.5.3.2 Semi Active Street interface (Gugeri Street) Incorporate capability in a buildings long-term ground floor design to be adaptable between residential and commercial/retail uses, through the following design elements:* *(c) Buildings are to have clearly defined entrances and windows that constitute a minimum 40% of the street interface with clear, untinted glass.* Concerns are raised in respect to the 50% or 40% requirement for windows with a street interface to be clear untinted glass. This can unduly constrain tenancy design (especially with activities that require privacy such as beauty therapy and consulting rooms) and is particularly difficult with northern facing facades where window treatments are required for shading and heat load.	
	Limiting the extent of blank walls to 2.0 metres should further be reconsidered as to the practicality of this being achieved.	See comments above.
	Given the above, it is requested that the clause is reconsidered or amended to reflect that for some uses exceeding the 40%-50% thresholds may be appropriate.	Not supported for reasons stated above.
	Car Parking The TCPSP provides the following at Clause 5.5.6	It is noted that the Claremont Quarter, along with other existing developments in the Town Centre do not comply with these requirements, which are diect3d towa4rds redevelopment and new development offerings. Given

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	a) The requirements for car parking are outlined in the Town's Scheme. *b) All vehicle parking is to be provided within the proposed development site area or parking stations paid for by cash in lieu funds, and not within the public realm.* *c) Residential and short-term visitor/customer parking may be provided on site, but longer term parking is to be provided primarily in parking stations on the periphery of the Town Centre.* *d) At grade vehicle parking shall be screened from the view of the primary and secondary street via built form, fencing, landscaping or other screening which provides a high quality interface with the public realm.* In respect to item 'C' above, Claremont Quarter provides long term parking for visitors and tenants and as such this should be recognised in Clause 5.5.6.	that additional development at the Quarter is not supported above, there is no need for this to be acknowledged. Should at some future point, the PSP be amended to provide for additional floorspace at the Centre, these requirements would apply to the extension proposals.
	Conclusion SPB Australia P/L & QIC CM Pty Ltd are generally supportive of the proposed TCPSP.	Noted.
	This is particularly having regard to the 18,754m^2 of shop / retail floorspace that can be supported to 2041 as identified in the RNA. It is expected that Claremont Quarter would accommodate the demand for additional shop / retail floorspace and as such an expansion to the current development would therefore be required.	As indicated above, the containment of any additional retail floorspace within the Claremont Quarter development is not supported, as this would be to the expense of other landowners within the Mixed Use Retail Core area as shown on Plan 1.

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	In addition to the above, a number of modifications to the TCPSP are recommended and queries are raised in respect to operation of the structure plan. Clarification on these matters is requested. In this regard we request a meeting with the relevant Officers from the Town to discuss the matters raised in this advice pre consideration of the TCPSP by Council for final adoption.	See comments above. While not meeting with the respondent, that Town has engaged in discussions with the respondent since the submission was lodged.
44. 15 Mary Street	Impact of draft Town Centre Precinct Structure Plan on 15 Mary Street The current draft Plan provides for 4 storey buildings on both the ❖ Northern boundary - 9 (Units 1–4) Mary Street, and ❖ Western rear boundary - Leura Street Council carpark (number 7 car park) of 15 Mary Street resulting in the following significant impacts on the property, which I believe are unfair to a small landholder with unequal legal representation. 1) Invasion of privacy New developments with windows and balconies would look directly into my back yard, family room, kitchen and outdoor living area. When the development occurs it will come down to a large property developer verses myself, a small property holder, who will not have the same legal representation. And it will be grossly unfair. Given the council already displays such practices. Such as not building a retaining wall when the current carpark's introduced level of the land has been pushing my fence over (which has already been replaced once at my cost). The council do not follow up on their commitments or promises to rectify.	See comments below on how the impacts of the PSP proposals. Privacy impacts will be controlled under the provisions of the RDC Vol. 2 Apartments if Carpark 7 is developed for residential purposes. However, if developed for non-residential purposes, cl.37A of LPS3 would presently provide setback, landscaping and masonry boundary fence requirements which will need to be updated in the preparation of LPS4 to provide measures for the mitigation of amenity impacts. In the review of these provisions, it is recommended that additional requirements to correlate with RDC privacy requirements be included. With regard to the PSP, it is recommended that the following statement be included at the end of the

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		introductory paragraph under 4.3.5 Area 5: Leura (adjoining Area 6: Mary): Where properties in the Leura Character Area are developed for non-residential purposes and abut/adjoin a single residential property, the non-residential setbacks to the adjoining residential property boundary shall be designed so as to not overshadow the fence to the south and proposed development shall not exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between the non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour.
	2) Overshadowing The property would be denied sufficient solar access and become devoid of sunshine from both the North and the West. (There is no sun from the South and sun from the East is curtailed by tall verge trees). Core environmental planning precepts are therefore at risk with consequent adverse impact on the previously enjoyed levels of the amenity.	See comments above, noting that in this instance, the property is to the east of the proposed carpark and as overshadowing in the RDC is only measured to the direct south, there would be no quantifiable overshadowing impacts on this property.
	3) Prevention of prevailing cooling breeze from the south-west in summer	The setbacks proposed for the proposed rear carpark, with two storey edge limit and a typical open construction

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	Buildings of 4 stories on the Western property (Carpark) would be an obstruction and prevention of such a wind as required by residential design codes. 4) Depreciation in the value of the property All the above will depreciate the value of my property and cause a great inconvenience and stress to myself to have to defend my rights (which I will not be able to, given a large property developer and the interest of Town Planning will go against me and any rights I would have).	nature will not obstruct prevailing south westerly breezes accessing the adjoining property. Property valuation is not a valid planning concern.
45. 53 Bay View Terrace and 319 Stirling Highway	Our client supports the objectives of the draft PSP to develop optimal transit-oriented development whilst preserving character, increasing amenity, establishing new development criteria, and facilitating improved connectivity throughout the draft PSP area. Such investment, improvement and diversification bring benefits for a wide range of people. Notwithstanding the above, the draft PSP does not adequately take advantage of the subject site's prominent corner location in the draft PSP area, or the site's location within the catchment area of Claremont Station. Therefore, we respectfully request the draft PSP is modified to increase the development potential on the subject site, on the following grounds: 1. The proposed development controls do not optimise the benefit and return from investment from the METRONET upgrades to Claremont Station, which includes upgraded rail infrastructure, bus facilities and station accessibility.	Support for the PSP noted – see comments below relative to proposed modifications. The capacity identified in table 14 of 900-1,300 new dwellings in the PSP area acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Analysis confirms that a minimum of 650 new dwellings will be achieved in within the PSP period (10 years) in order to meet the new WAPC yield requirements for this Secondary Centre and respectfully allow for a gradual reduction of heights

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		through to transitional areas and outlying single residential areas which are generally capped in height to two storeys. This minimum realistic growth target has been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). This growth, together with other strategic locations through the Town, as identified in the Draft Local Planning Strategy adopted for the purpose of seeking WAPC approval for public advertisement will achieve a potential growth target of between 3,675 and 4,825, some 2.83 to 3.71 times the Town's minimum growth target under Perth and Peel @ 3.5 Million of 1,300 dwellings between 2010 and 2051 (which has already been achieved). This does not take into account the RAS and Stirling Highway West Planning Investigation Areas identified under the Local Planning Strategy, which have the potential to provide further growth well beyond the current planning timespan promoted under this PSP. The Draft PSP and other areas of consolidation identified in the Local Planning Strategy more than accommodates the WAPC growth targets for the Town while providing for housing diversity and optimal development in strategic locations and at the same time protecting the character of the single housing areas. It is noted also that Claremont Station is also adjacent the North East Precinct development around Claremont Oval which, although still in its final stages of development, has been estimated to yield an additional 725 – 750 dwellings. The combined total development within the Claremont Station TOD for both the PSP and around Claremont Oval

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		will range from 790 to 2050 if developed to the maximum yield possible over the longer period. These growth figures are more than respectful to support the Metronet investment into the Claremont Station development, noting also that the intent of the recent redevelopment was not specifically to build on the already TOD status, but to facilitate the terminating return for the Perth Airport connection (METRONET Forrestfield Airport Link).
	2. The current development controls will reduce housing affordability within the draft PSP area by compromising the ability for the State Government's Key Lending Product to be effectively implemented.	The PSP plans will assist to deliver housing outcomes for the centre and do not actively work against the government's objectives of achieving housing affordability and providing for future development options.
	3. The subject site is constrained by the Stirling Highway Primary Regional Road reservation under the Metropolitan Region Scheme. To make future development economically viable in the remaining portion of the subject site, development potential of the site should be increased to facilitate better built form outcomes.	Road widening proposals for the site are a separate matter for the State's consideration in compensating owners for land taking to facilitate widening. The land taking valuation requirements will take into account the statutory development provisions for a site to adequately compensate the landowners.
	4. The approach taken by the City of Nedlands, which removes height restrictions for land fronting Stirling Highway, is viewed as an effective way to introduce density along the key transit corridor. Height is instead controlled by the limitations of other development requirements such as plot ratio and setbacks, leading to more creative architectural expression and better built form outcomes.	The Town's Local Planning Strategy (adopted by Council on 14 June 2022) approaches development heights along Stirling Highway in a very different strategic manner which seeks to achieve an appropriate balance between the State and local planning objectives and consideration of the Principles of Urban Consolidation contained in the WAPC's Central Sub-regional Planning Framework. Given the issues that the City of Nedlands is now facing relative to the Minister's adoption of a new Local Planning Scheme which concentrates considerable higher density development over a wider corridor, reference to a City of Nedlands approach being a preferred option to support

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		higher development yields on the subject properties lacks solid foundation and is not supported.
	5. An increase in building height limits will not unduly impact the amenity of the local context or the heritage character of Bay View Terrace. When designed well, impacts of height can mitigated, ensuring the pedestrian experience is maintained.	In order to respect the Bay View Terrace Heritage Precinct, building setbacks above the podium level are deliberately proposed to be setback in order to achieve a 32 degree angular plane upper level sightline. Contrary to the claim made in the submission, an increased development height will impact on the heritage outcomes planned for Bay View Terrace.
	Each of these matters is described in further detail below.	See responses below.
	Under the draft PSP, both sites are located within 'Mixed Use Zone – Retail Core'. Lot 5 is located within Character Area 4 – Core and has an applicable R-Code of R-AC3. Lots 3 is located within Character Area 7 – Stirling Highway and has an applicable R-Code of R-AC0. The subject sites are outlined below. *(See plan in submission)*	Noted - Apart from the error in the first sentence which is corrected in the following sentences.
	The height limits are outlined in Figure 2 below. As demonstrated in Figure 2, Lot 5 has a maximum height of 6 storeys with a maximum plot ratio of 2.0, whilst Lot 3 has a permissible height of 10 storeys (subject to meeting various performance requirements) with a maximum plot ratio of 3.5.	Noted.
	We consider the proposed height limits of the subject site outlined in the draft PSP to be insufficient, given the site's prominent location in the draft PSP area and the significant investment made in the upgrades to Claremont Station under METRONET. Whilst we are happy to see the draft PSP progress, the height and plot ratio requirements applicable to the subject site must be increased significantly. Our recommended modifications are as follows:	Increases in height to the level proposed by this submission are not supported as it is considered that the PSP proposals achieve an appropriate level of balance between the State's Regional and the Local planning objectives as provided for under the Principles of Urban Consolidation contained in the WAPC's Central Sub-regional Planning Framework.

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	• Remove the height requirement all together for the subject site or increase the maximum height limit to 18 storeys for Lot 3 Stirling Highway, and 10 storeys for Lot 5 Bay View Terrace.	This level of development is considered to be totally out of context with the objectives of the PSP and community views workshopped through the preparation of the PSP.
	• Increase the plot ratio limit of the subject site to 7.0.	This level of development is considered to be totally out of context with the objectives of the PSP and community views workshopped through the preparation of the PSP.
	We consider these modifications necessary to optimise the return on investment of the Claremont Station upgrades, whilst not unduly impacting on amenity of the local area and supporting the State Governments Key Lending Product. These considerations are outlined in further detail below in this submission. *(See full written submission for this Figure as text above is self-explanatory)*	Not supported – see comments above.
	METRONET Claremont Station will be upgraded as part of the METRONET project, which will see millions of dollars invested to increase service frequency and facilitate direct access to the Forrestfield-Airport link for rail passengers. The bus facilities on the western side of Claremont Station will also see upgrades, along with a new bus interchange.	Noted - see comments above.
	The upgrades are being delivered in two parts: • Stage 1: Two turn backs (required for METRONET'S Forrestfield-Airport Link), the addition of a bus interchange and potential underpass west of the station together with initial retention of an eastern at-grade crossing. • Stage 2: Overpass and connection from north to south, as well as platform connection involving a review of the heritage bridge connection as a priority to the proposed eastern bridge.	Noted - see comments above.

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	METRONET places significant responsibility on local governments to ensure the planning frameworks for station precincts optimise the investment in transport infrastructure and enable the planning and delivery of successful transit-oriented communities. The establishment of planning and development frameworks is viewed as an essential step in delivering successful METRONET station precincts.	Noted – see comments above relative to the provision of additional development in the Claremont Station TOD and ultimate development yield.
	The draft PSP will play a major role in ensuring Claremont Station is utilised to its full potential by establishing appropriate densities and development controls for land with the Claremont Station catchment. This is important to ensure an adequate return on investment is provided for the State Government.	Noted – see comments above.
	The draft PSP is excessively restrictive and does not establish appropriate development controls to ensure density is delivered within the Claremont Station precinct, particularly for the subject site. A 6 and 10 storey height limit, and plot ratio limits of 2.0 and 3.5, are considered insufficient for the subject site given its prominent corner location and key positioning within the Claremont Station precinct and Stirling Highway transit corridor.	Increases in height to the level proposed by this submission are not supported as it is considered that the PSP proposals achieve an appropriate level of balance between the State's Regional and the Local planning objectives as provided for under the Principles of Urban Consolidation contained in the WAPC's Central Sub-regional Planning Framework.
	The requested modifications to either remove the height limit requirement or increase the maximum height limit on the subject site to 18 storeys for Lot 3 and 10 storeys for Lot 5will facilitate the required density, whilst also allowing for a better built form on the site. The increase in housing supply will naturally result in increased passenger traffic for Claremont Station, subsequently providing an increased return on investment for the State Government.	Increases in height to the level proposed by this submission are not supported as it is considered that the PSP proposals achieve an appropriate level of balance between the State's Regional and the Local planning objectives as provided for under the Principles of Urban Consolidation contained in the WAPC's Central Sub-regional Planning Framework.
	STATE GOVERNMENT KEY LENDING PRODUCT The Labor Government's 2022-23 State Budget delivers a range of tax reforms and incentives to boost housing and land supply, encourage urban infill and improve housing affordability across	Noted – the PSP plans will assist to deliver housing outcomes for the centre and do not actively work against the government's objectives of achieving housing

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	the State. This includes working with Keystart to develop a new loan product called the Urban Connect Home Loan, which seeks to provide additional options for people wanting to live in medium and high-density METRONET precincts and urban activity centres. The aim of this initiative is to further improve housing affordability and smooth the pipeline of work for the construction sector beyond the current boom in activity.	affordability and providing for future development options.
	As the subject site is located within the Claremont Station METRONET precinct, the Urban Connect Home Loan product is expected to be available to those wanting to buy and live in this precinct. It is therefore imperative the development controls established by the draft PSP seek to maximise yield on the subject site, to provide increased housing options for those wishing to reside in the METRONET precinct, and consequently increasing the amount of people with access to the Urban Connect Home Loan product.	Maximising yields will not necessarily achieve the affordability housing objective. This objective would be better considered by the Town as part of the Local Planning Strategy and the following preparation of the new LPS4 provisions.
	The currently proposed height controls for the subject site will unnecessarily restrict the density that can be achieved on a key landmark corner site within the draft PSP area, and consequently reduce the amount of people that can access the Urban Connect Home Loan product. This will have downstream effects, including a reduced patronage on public transport from Claremont Station, less localised investment within the Claremont Station precinct, and a reduced patronage on the street level for local businesses.	The housing growth opportunity is only part of patronage generator for the rail network. Additional commercial growth proposed in the Town Centre will also add to the patronage figures as the importance of the Secondary Centre as a commercial hub for the western suburbs grows.
	SITE CONSTRAINTS The subject site is constrained by two factors which will negatively influence the economic viability for any future development: a significant primary regional road reserve affecting the subject site, and existing heritage buildings which may require retention (presenting an opportunity for innovative development). These are explained further below.	See comments above on the State's role in appropriately compensating for road widening at valuation.

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	Heritage Considerations Lot 5 is identified within the Bay View Terrace Commercial Heritage Precinct in the Town's Local Heritage List and Municipal Inventory, under TPS3. Several development controls are listed within the draft PSP which apply to sites within heritage precincts:	Noted.
	b) An application for development of land identified as a heritage sites or areas (or within the immediate locality of an area) which in the opinion of the Town has the potential to alter, impact or affect the heritage value of that site, is to be accompanied by a heritage assessment prepared by a suitably qualified heritage advisor.	Noted – development within the Bay View Terrace Heritage Precinct is controlled by Local Planning Policy 124 – Retention of Heritage Property and Assets (**LPP 124**).
	c) New development involving a heritage element shall retain, re-purpose and maintain the integrity of the existing heritage place within the new development.	See comment above.
	d) The built form controls outlined within this PSP may be varied by the local government to ensure that the heritage value(s) of identified heritage sites are suitably retained, restored and/or integrated into any redevelopment.	See comment above.
	As identified in the development controls listed above, Lot 5 will be required to maintain the existing heritage fabric with any future development proposed on the site.	Noted.
	It is considered the heritage fabric of the building can be effectively maintained and restored, regardless of the development controls applicable of the site. Whether the applicable height limit is 6 storeys or 10+ storeys, the physical ability for the heritage fabric of the building to be retained is unchanged.	In order to respect the Bay View Terrace Heritage Precinct, building setbacks above the podium level are deliberately proposed to be setback in order to achieve a 32 degree angular plane upper level sightline. Contrary to the claim made in the submission, an increased development height will impact on the heritage fabric of the Precinct and outcomes planned for Bay View Terrace.

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	However, retaining the heritage fabric of a building can also be economically challenging for a developer, as there are various processes that must followed to ensure the physical integrity of the heritage building is conserved and maintained. Increasing the development potential of Lot 5 will increase the economic viability for future development on the site and result in more freedom to ensure heritage fabric is restored to its maximum potential.	Noted – as evidenced by discussions with other developers in the Town Centre dealing with Heritage Listed property, appropriate levels of economic viability can be achieved with development levels provided for in the PSP.
	Road Reserve Constraint Further to the heritage constraints, the subject site is burdened by a significant Primary Regional Road Reservation for the future widening of Stirling Highway. The dimensions of the reservation are outlined as follows: Lot 5: Approximately 196m^2 (703m^2 total site area) totalling27.9% of site area; and Lot 3: Approximately 92m^2 (515m^2 total area) totalling 17.9% of site area.	See comments above on the State's role in appropriately compensating for road widening at valuation.
	As outlined, 288m^2 of the 1,218m^2 of site area will be acquired by the State Government for road widening purposes, which is a considerable portion of the subject site. This results in a reduction in developable floor space, which may have ramifications on the economic viability of future development of the site.	See comments above on the State's role in appropriately compensating for road widening at valuation.
	If the permitted development controls on the site are not increased, there is a risk the site remains undeveloped for years to come, consequently impacting on the return on investment for the METRONET upgrades and pedestrian traffic throughout the draft PSP area.	See comments above on the State's role in appropriately compensating for road widening at valuation and should not impact on the viability of the site's redevelopment opportunity.
	STIRLING HIGHWAY Stirling Highway is an important transit corridor within the metropolitan region, providing residents of Fremantle and the	Noted.

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	western suburbs direct access to the CBD. Land along Stirling Highway has been increasingly recognised as an important location for increased residential densities, due to the ease of access to public transportation and various other amenities.	
	Stirling Highway stretches from the City of Perth to the City of Fremantle, with most of the adjoining land located within the City of Nedlands (City)and the Town of Claremont.	Noted.
	The City of Nedlands have taken a unique approach to land adjoining Stirling Highway, applying a City-wide zoning of R-AC1. The City has also taken the initiative to remove height controls for sites with an applicable R-code of R-AC1. This is outlined in the City's Local Planning Scheme No. 3, Part 4, Clause 26 (3), which states the following: *3. In relation to land coded R-AC1, clause A2.2.1 in the building height element of the primary controls in the R-Codes is replaced by:* *a. The default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1: Primary Controls Table does not apply."*	As indicated above, the Town of Claremont has applied a very different approach to achieving urban consolidation objectives and is concerned that the City of Nedlands approach of resisting change has not served the Nedlands community well – as evidenced by community concerns raised over the outputs now being observed in approvals being granted for development in the City.
	This approach results in height being controlled by other built form requirements, such as setbacks and plot ratio. Removing the height limit provides the ability for developers and architects to work together to develop more creative built form schemes, whilst achieving a yield that is economically viable.	See comments above.
	It's considered this approach is desirable for the draft PSP area, given the land is not only located along Stirling Highway, but also within the Claremont Station METRONET precinct. This reinforces that the modifications requested in this submission are not only	See comments above.

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	desirable, but necessary to provide appropriate densities within the draft PSP area.	
	IMPACT ON AMENITY The concern that generally arises when an increased height limit is proposed is the potential negative impacts to the amenity of the local context. To assess the potential impacts of increased height on the subject site, DMG Architecture has prepared massing models to demonstrate what 18 storeys and 10 storeys may look like on Lot 3 and Lot 5 respectively. Refer to Figures 4-7 below. *(See massing models and rendered images in submission)*	See comments below.
	As demonstrated, increased height on the subject site when considered in the context of the draft PSP area does not look out of place. In fact, if well designed, an 18-storey development on the subject site creates an important entry statement to Bay View Terrace and the wider draft PSP area.	The model promoted is inconsistent with the primary objectives for development of the PSP which raises the level of development between the Claremont Quarter apartment blocks to assist in achieving a balanced share of the view corridors to the river, protects the village character and respects the heritage characteristics present in the Town Centre.
	Height, when incorporated and designed well, can be hidden behind the podium so as not to be visible from the street. This is where setbacks and the requirements for street trees play an important role to ensure height does not compromise the pedestrian experience at ground level.	The setbacks proposed for above podium level are a feature of the PSP are considered necessary to maintain the intended built form and retain the 'village feel'. The visual images presented in the submission do not correlate with this intent. As shown, the tower proposed will be very present at the intersection of Bay View Terrace and Stirling Highway and is considered likely to dominate the public realm space.
	As demonstrated in Figure 3 above, the location of the additional height is only in a small portion of the site, resulting in a slender tower design above the podium. This reduces the bulk and scale of the overall development, as well as the likely impacts of overshadowing. The slender tower is a more appropriate design,	See comments above.

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	as opposed to less height, but spread throughout the site in more of a block style development.	
	Notwithstanding this, the subject site is also located on the northern side of Stirling Highway. Any overshadowing will fall predominantly south across Stirling Highway and the Lots to the south. There are no sensitive uses along this portion of Stirling Highway that will unduly be impacted by overshadowing. This provides additional support for increased development provisions in this location.	The development promoted by the submission does not respect the overshadowing impacts that will be presented to the sites south of the Highway (with the potential for R-AC3 development to a height of six storeys). Despite the setback of the tower proposed, design considerations which evolved for the proposed development of 22 St Quentin Avenue resulted in significant chamfering off of built form from the back of the St Quentin Avenue frontage to avoid overshadowing to the south and to achieve compliance with the Orientation Element Objectives of the RDC Vol. 2 Apartments requirements.
	Considering the above, the additional height requested in this submission will not negatively impact the amenity of the area and warrants consideration by the Town.	The proposal is not supported for reasons outlined in the above comments.
	CURRENT DEVELOPMENT APPLICATIONS There are three mixed use development applications currently being assessed by the State Development Assessment Unit (SDAU) and Development Assessment Panel (DAP) along Stirling Highway, in both the City of Nedlands and Town of Claremont. One mixed use development application was also approved in the City of Nedlands in 2021.These are outlined below.	Noted.
	• 22 St Quentin Avenue, Claremont-The proposed development, located at 22 St Quentin Avenue, Claremont, proposes Retail, Commercial, Food and Beverage and Residential components within a 16-storey, $108.9 million development. The Residential component of this development is made up of 86 apartments. These components are expected to be developed simultaneously, with the anticipated completion year being 2024 subject to	Council did not support this application as it was considered contrary to the strategic planning directions that were evolving at the time of consideration and which culminated into the current Draft PSP.

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	approval. This application has received public comment and is currently being assessed, prior to being determined by the Western Australian Planning Commission (WAPC).	
	• 83 Stirling Highway, Nedlands -The proposed development, located at 83 Stirling Highway, Nedlands, proposes residential apartments, restaurant/café and shop components within a 24-storey, $144m mixed use development. This application has only recently been received and is currently being assessed by the City of Nedlands.	Noted – no comment other than to acknowledge this is development falls under the City of Nedlands planning framework, which is very different to that proposed in the Town of Claremont through this PSP and the draft Local Planning Strategy recently endorsed to seek WAPC approval for advertising.
	• 37-43 Stirling Highway, Nedlands – An application proposing an 18-storey mixed use development at 37-43 Stirling Highway, Nedlands. This is currently under the assessment of the City of Nedlands, to be determined by the DAP.	Noted – no comment other than to acknowledge this is development falls under the City of Nedlands planning framework, which is very different to that proposed in the Town of Claremont through this PSP and the draft Local Planning Strategy recently endorsed to seek WAPC approval for advertising.
	• 97-105 Stirling Highway, Nedlands-The proposed development, located at 97-105 Stirling Highway, Nedlands, proposes mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and 231 multiple dwellings within a dual tower (24 and 22 storeys), $320m development. This application was approved by the Metro Inner-North Joint Development Assessment Panel (JDAP) in 2021.	Noted – no comment other than to acknowledge this is development falls under the City of Nedlands planning framework, which is very different to that proposed in the Town of Claremont through this PSP and the draft Local Planning Strategy recently endorsed to seek WAPC approval for advertising.
	As evident above, there is clearly a demand for larger mixed-use developments along Stirling Highway, due to the location along a key transit corridor. Stirling Highway is currently going through a transitional period, from a low scale commercial precinct to a mixed-use high-density transit corridor, supporting Perth's population growth whilst reducing urban sprawl. It's imperative to ensure local planning frameworks are modified to support this dynamic transitional period.	The Town Centre PSP capacity identified in table 14 of 900-1,300 new dwellings acknowledges that some properties will not develop in accordance with the PSP plan due to individual site constraints. Analysis confirms that a minimum of 650 new dwellings will be achieved in within the PSP period (10 years) in order to meet the new WAPC yield requirements for this Secondary Centre and

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		respectfully allow for a gradual reduction of heights through to transitional areas and outlying single residential areas which are generally capped in height to two storeys. This minimum realistic growth target has been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). This growth, together with other strategic locations through the Town, as identified in the Draft Local Planning Strategy adopted for the purpose of seeking WAPC approval for public advertisement will achieve a potential growth target of between 3,675 and 4,825, some 2.83 to 3.71 times the Town's minimum growth target under Perth and Peel @ 3.5 Million of 1,300 dwellings between 2010 and 2051 (which has already been achieved). This does not take into account the RAS and Stirling Highway West Planning Investigation Areas identified under the Local Planning Strategy, which have the potential to provide further growth well beyond the current planning timespan promoted under this PSP. The Draft PSP and other areas of consolidation identified in the Local Planning Strategy more than accommodates the WAPC growth targets for the Town while providing for housing diversity and optimal development in strategic locations and at the same time protecting the character of the single housing areas.
	Notwithstanding the above, the site subject to this submission has a key corner location within the Claremont Station METRONET precinct, as well as frontage to Stirling Highway. This further reinforces the need to ensure the planning framework supports additional height and density in this location.	See comments above.

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	CONCLUSION For the reasons outlined above, whilst we support the progress of the draft PSP, we respectfully request the development controls applicable to the subject site to be modified.	Support for the progression of the PSP is noted, however the proposals presented to increase the development yield and built form outcomes for the site are not considered consistent with the intent of the PSP as outlined in the comments above.
	We respectfully request we are kept informed of progress and invited to attend any Committee meeting at which the draft PSP is considered.	All parties making submissions have been informed of the Council meeting where submissions are to be considered.
46. 3 / 4 Gugeri Street	I am supportive of the Town Centre Precinct Structure Plan (the "Plan") but would suggest that the Gateway sites are increased in development potential from 8 to 10 storeys for the following reasons: 1) The Gateway sites are directly adjacent to the railway track and so can support greater height without affecting the amenity of lower density residential areas to a better extent than other areas.	Support for PSP noted – see comments on proposed increases in height for Gateway sites below. The Draft PSP predominantly applies a height of six storeys except where it reduces in parts of the Mary and Shenton Character Areas, where it increases to eight storeys to acknowledge 'Designated Landmark Sites' proposed under the Stirling Highway Local Development Plan and newly created 'Gateway' sites in the Town Centre and 10 storey 'Landmark' sites which are predominantly located between the Claremont Quarter apartment blocks. The development achieved within these sites within the PSP period (10 years) has the capacity to achieve a minimum 650 new dwellings to meet the new WAPC yield requirements for this Secondary Centre and respectfully allows for a gradual reduction of heights through transitional areas to the outlying single residential areas which are generally capped in height to two storeys. Increasing all Gateway sites (3 – increased to 5 as recommended elsewhere in this table) to a height of ten storeys would have the potential of significantly increasing

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		the unit yield unless compensated by commensurate reductions elsewhere. The significant increase in yield is not warranted in the PSP area and will add to traffic congestions and parking concerns which are already acknowledged with measures in place to minimise the impacts.
	2) The greatest possible height under the Plan is 10 storeys for the intended central statement piece of the Plan. That statement piece should be referenced by Gateway structures of the same height.	Noted – see comments above. Comments elsewhere in this submission table have supported an increase in plot ratio to respond to the additional height with a correlated increase in plot ratio. In this regard, the maximum additional plot ratio for Gateway sites coded R-AC3 where a height bonus of two storeys is approved is 0.25 (to a maximum total plot ratio of 2.25:1) subject to meeting the criteria outlined in Section 5.5.7.
47. 2 and 34 St Quentin Avenue, 3-11 Leura Avenue, 1-5, 21 & 31 Bayview Terrace (Old Theatre Lane - Lots 17-20)	We have reviewed the Final Draft Town Centre Precinct Structure Plan and are in support of the proposal generally. It appears to have been well researched and backed by analysis in its various components. We consider that the plans are likely to have an immediate positive impact on the town Centre and its growth targets while having the appropriate controls to future proof the Town of Claremont. Items that we note are of our concern and do not have our support are; 1. The reduced zoning of Leura Avenue from 'Town Centre' to 'Mixed Use-Transitional Area'. Preference to be included within the proposed 'Retail Core zone'.	Noted. It is noted that under LPS3, the area of concern in Area 5: Leura is located inside of the Shopping Policy Area. It is noted however that the current uses are not classified as larger shops under LPS3 (Shop Small and Intermediate). The primacy and concentration of retail uses in Areas 3 and 4 (Quarter and Core) is considered appropriate to ensure the shopping functions of the Town Centre are

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		concentrated into the central area and not fragmented throughout. While specific land use control for this and the other Mixed Use – Transitional Areas will be the subject of specific consideration during the preparation of LPS4 provisions, it is noted that these zones will accommodate smaller shop offerings along with other service commercial type uses (as existing). Any specific existing use which is not accommodated under the LPS4 provisions will have non-conforming use allowances applying.
	2. The 'Key Urban Pedestrian Connection' added along the east side of Leura Avenue, compromising future development of this land.	As details of the concern are not specified in the submission, it is difficult to comprehend how promotion of a pedestrian link in this location (east side of Leura Avenue), connected to a future pedestrian bridge over the Highway to Claremont Park will compromise future development in this Character Area.
	3. The Heritage overlay in relation to the eastern half of 2 St Quentin Avenue is unsuitable as the building was built in the 70s and has no distinctive heritage aspects.	The property at 2 St Quentin Avenue, although of recent construction and not of specific heritage value, forms part of the Bay View Terrace Heritage Precinct. Accordingly, any future development of the site needs to take into account the heritage streetscape, not specifically relative to the site, but for the Precinct as a whole.
	4. 34 St Quentin Avenue still retains a lower zoning status of 'Transitional area'. The property is more suitable to be zoned as 'Mixed use - Retail Core', keeping in line with its current and future use.	This property is currently located outside of the Shopping Policy Area under LPS3. As with other properties in this area, commercial use of the land is intended to support the Town Centre, but not extend the Shopping Policy Area in order to ensure the shopping functions of the Town Centre are concentrated into the central area and not fragmented throughout.

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		As indicated above, the current uses are not classified as larger shops under LPS3 (Shop Small and Intermediate), and while specific land use control for this and the other Mixed Use – Transitional Areas will be the subject of specific consideration during the preparation of LPS4 provisions, it is noted that these zones will accommodate smaller shop offerings along with other service commercial type uses (as existing). Any specific existing use which is not accommodated under the LPS4 provisions will have non-conforming use allowances applying.
	5. The building above podium maximum gross floorplate area percentages for Area 4: Core (50%/20%) and Area 5: Leura (40%/20%), are insufficient. The proposed percentages restrict the feasibility of future development.	The fundamental basis for specifying the floorplate maximums for Building above the podium, was not intended to specifically encourage taller buildings, but rather to ensure that the building mass and shape above the podium becomes less dominant and slender in profile. This will ensure the objectives to achieve or maintain view corridors from the building and from adjacent buildings, sustainability benefits of ventilation and solar amenity through separation between towers and reduced overshadowing are satisfied. If detailed site design testing reveals that the maximum floorplate percentages above the podium may benefit from refinement for Character Area 4 to achieve the Landmark development objectives, then this could be considered in a PSP refinement through the amendment process.
	6. The increase in heights for the Bayview Terrace buildings to 6 storeys. Reasoning behind this is that it devalues, restricts the feasibility of the development of 3-11 Leura Avenue if it were to be converted into Residential/mixed-use high-rise, by significantly blocking views etc. FJM	Noting that the intent in providing for view corridors is primarily aimed at providing measures to share views toward the river relative to the Claremont Quarter apartment blocks and new development south of St Quentin Avenue, views to the west are not as an important consideration. Floorplate restrictions together

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	support that the heights for Bay view terrace to remain as is.	with setback requirements will add some measure of protection dependant on the lot configuration for development east of Bay View Terrace. It is also noted that in acknowledging the above, impacts on property values and impacts on views are not valid considerations.
48. 25 Mary Street	I am a resident at 25 Mary Claremont. My current zoning is R20. I am really confused about the set backs for the lot at 301 Stirling HIGHWAY because it appears to be saying that this lot can have a NIL setback of TWO storeys on my southern boundary. I completely object to any plan which is not taking into consideration a residential property which shares a boundary of a building which has the potential to have height. My property is on the state and local heritage inventory and was one of the first homes built in Claremont. To not consider the impact height has (therefore overlooking into back yards and bedrooms) for this street is not acceptable.	Plan 3 indicates that the property to the south, located in Area 7: Stirling Highway has a two storey edge limit with development to a height of six storeys. While noting the proposed recommendation above to apply a 'Gateway Site' allocation to this property with a base height set at six storeys (consistent with the Town's Stirling Highway Local Development Plan), and to allow an increase in height to eight storeys subject to performance (primarily community benefits to facilitate a pedestrian bridge landing north of the Highway), other controls are recommended for inclusion to protect the amenity of the adjoining residential property adjacent to mixed-use development. These controls, as indicated above relative to Area 5: Leura, can add safeguards to protect the residential amenity. It is noted that the Stirling Highway property is located to the south of the Mary Street property and accordingly does not impact on residential amenity in terms of overshadowing. While noting that the Stirling Highway property is significantly lower than the Mary Street property, controls relative to height and setback can be applied consistent with proposals under Amendment No. 138. Also, privacy implications are addressed by the specific element Objective requirements of the RDC Vol. 2 Apartments.

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		It is recommended that the following statement be included at the end of the introductory paragraph under 4.3.7 Area 7: Stirling Highway noting that they are general and may apply also to other properties south of the Character Area in terms of overshadowing: Where properties in the Stirling Highway Character Area are developed for non-residential purposes or for mixed-use apartments and abut, adjoin or adjacent to a single residential or grouped dwelling property, the non-residential and apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The non-residential developments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements. Further, the space between a non-residential development wall and residential boundary is to be landscaped and the wall is to be a masonry construction to a height of 2m to reduce the amenity impacts on the adjoining neighbour. It is noted that the same requirements may also equally apply to the development of apartments in Area 2: Stirling West relative to residential properties to the west and north, and the following equivalent modifications to the PSP are recommended: Where properties in the Stirling West Character Area are developed for apartments and adjoin or

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		are adjacent to a single residential or grouped dwelling property, the apartment setbacks to the residential property boundary shall be designed so as to not overshadow the fence to the south or exceed an angle of 45 degrees above the adjoining residential development height from any other direction. The apartments are to be designed so as to achieve the equivalent of Residential Design Code Volume 2 – Apartments requirements.
	Furthermore to ANY of the lots which now have the potential to get height - this is a fantastic opportunity for the town of Claremont to propose a 'levy' for a 'budget/pool of funds' which goes towards green initiatives such as better verge planting and public amenity planting. The budget levy could also be used to provide additional screening and planting around a development which helps with the screening to neighbouring properties. Most developers have a poor mandate for deep root planting but this tends to be for the residents buying in and provide no benefit to the surrounding homes.	Noted, however bonus community contribution levees will be applied to a multiple of community benefit proposals, inclusive for example of providing land for the proposed bridge landing on the north side of Stirling Highway as a recommended modification to the PSP as detailed above. Separate to this it is noted that in considering the merits of new apartment developments in the Town Centre, the Element Objectives of the RDC Vol. 2 Apartments must be satisfied. These provisions include requirements tree canopy to be retained and provision of deep soil areas.
49. 30 / 11 Stirling Road	I am writing as an owner of a unit at 11 Stirling Road, Claremont. I appreciate that this apartment block is at odds with both the heritage character of "old Claremont" and the modern design of the new developments taking place around the shopping and transport precinct. However, due to their location and the scarcity of this level of affordable accommodation in Claremont, the units currently present excellent value for owner occupiers and an excellent return for investors. As a result the proposed 6 story maximum building height for this plot is insufficient to incentive many owners from these two owner groups to sell their units to make way for its redevelopment.	Comments on location noted. See further comments below relative to increasing development height to incentivise redevelopment of the property.

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	1. Owner occupiers I know from living in Singapore that owner occupiers of apartment buildings proposed for redevelopment can be extremely reluctant to sell. The apartment is their home and their community. The amount offered needs to be enough to encourage them to give up those advantages and to buy something they feel is not a backwards step. For them this apartment is uniquely close to transport, shops, work and is in the centre of the increasingly expensive Western suburbs. Given the price of units in the Western suburbs, and scarcity of affordable units, they will be struggling to stay close to the area they are used to and will also likely have to give up their proximity to transport and shops. If the price offered is not enough to allow them to move nearby and/or compensate for the conveniences and lifestyle they have to give up, many will refuse to sell and the building will languish for more years.	It is noted that the new *Strata Titles Act 2020* introduces protection mechanisms for termination of existing Strata schemes for existing owners. A scheme can be terminated to allow for redevelopment if the owners unanimously support the proposal. For over five lots or more, if 80% of owners support the proposal, measures are in place for the State Administrative Tribunal (SAT) to review the proposal (in the interests of those owners opposing the proposal) which require the proponent to provide a report detailing what they propose and what compensation they are offering to each owner. An independent advocate will be appointed to review the report and present to the owners their assessment of the proposal. Under the new laws, SAT will only allow a termination if they consider the proposal is just and equitable and objecting owners will receive fair market value for their lot and are not financially worse off. SAT will be guided by the new regulations to use the current market value of the existing property in this assessment. They will be empowered to request changes be made to a termination proposal to make it fairer, including making more compensation available for individuals. During SAT proceedings, the dissenting owners will be provided with representation services at the expense of the proponent. Additionally, those owners who are assessed as vulnerable owners will be provided with extra assistance such as an interpreter, and financial guidance throughout the process, also at the expense of the proponent.

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		Taking the above matters into consideration, any sale of units would be negotiable between the owners and the proponent/developer and subject to SAT review if all owners do not support the termination of the Strata Scheme to allow the new development. The proposed R Coding of R160 with associated RDC Vol. 2 Apartments height and plot ratio allowances of five storeys and 2.0:1 are already proposed to be varied in the Stirling West Character Area. The height is varied to six storeys, but no variation is contemplated to plot ratio. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity and incentive for owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area. Any additional height or plot ratio for this Character Area will diminish the intent of the transitional arrangements to the neighbouring lower coded property.
	2. Investors Due to their location, these units currently offer a return of 5+% with little outlay. This is very competitive and will be hard for investors to replicate under the value offered by the current 6 story proposal. So, once again, many investors will find it in their financial interests not to sell their unit and this will add to the roadblock to redevelopment provided by owner occupiers as outlined above.	See comments above.
	I would like to see 8 stories to match what is across the road in the Bob Jane T-Mart. I also note that there are a	As indicated above, the proposed R Coding of R160 with associated RDC Vol. 2 Apartments height and plot ratio

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	number of other developments on the Claremont hill side of Stirling Rd above six levels. I believe that this higher site allowance will allow potential developers to offer a price to owners that will more likely lead to sufficient numbers of owners selling quickly and thus allow the development to proceed. It is in the interests of all the residents of the area to have the development proceed sooner, rather than languish years behind the existing redevelopment and upgrade that is taking place in the Claremont Town Centre. For every year lost the apartment block will only be more out of date with its surrounds, and necessary amenity upgrades will not be able to be coordinated with existing redevelopments.	allowances of five storeys and 2.0:1 are already proposed to be varied in the Stirling West Character Area. The height is varied to six storeys, but no variation is contemplated to plot ratio. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity and incentive for owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area. Any additional height or plot ratio for this Character Area will diminish the intent of the transitional arrangements to the neighbouring lower coded property. It is noted that until time for redevelopment when the market meets demand, the existing development provides, as indicated in the submission, affordable accommodation options within close proximity to the Town Centre and the facilities and services it offers.
50. 1 / 11 Stirling Road	We own 1/11 Stirling Road, Claremont and would like to see that zoned for 7-8 storeys instead of the proposed 6 storeys. This will allow a small premium to sell which a developer who can build 8 stories should be able to provide. Without such incentive for owners this old building could languish for years instead of making way for a high end building enhancing the gateway to this premium town centre.	The proposed R Coding of R160 with associated RDC Vol. 2 Apartments height and plot ratio allowances of five storeys and 2.0:1 are already proposed to be varied in the Stirling West Character Area. The height is varied to six storeys, but no variation is contemplated to plot ratio. The increased density west of Stirling Road (Area 2: Stirling West) to R160 will provide opportunity and incentive for owners of existing units to redevelop and contribute to the required WAPC density yield as a transitional step to the adjacent R40 coded residential area.

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		Any additional height or plot ratio for this Character Area will diminish the intent of the transitional arrangements to the neighbouring lower coded property. Other submissions have requested plot ratio increases to improve development viability. It is noted that plot ratio requirements for R-AC3 development (also six storeys) under the RDC Vol. 2 Apartments also provides for a plot ratio or 2.0. Accordingly, given that the PSP development standards promote podium style development to three storeys (facing Stirling Road) and two storeys to the rear, Barnfield Road and Mount Street, with inset setbacks for development above podium level, an increase in plot ratio is also not supported.
Late Submissions **51. 507 / 2 Bovell Lane**	This plan is clearly aimed at increasing assets/revenue to Claremont council by creating 6-10 storey buildings on council owned land (refer to page 72), to maximise the sale price of the land. It represents a huge conflict of interest.	The key drivers in the preparation of the PSP are to satisfy WAPC growth requirements for a Secondary Centre in the Perth region and balance off Urban Consolidation principles raised in the WAPC's Central Sub-regional Planning Framework to ensure that the Town's quality, treelined and significantly heritage based single residential areas are not compromised by infill development. As detailed above, the Draft PSP is designed to accommodate a minimum of 650 new dwellings in order to satisfy the WAPC expectations. This minimum realistic growth target has been identified by the WAPC under the requirements of the Draft State Planning Policy 4.2 - Activity Centres (2020). In the absence of a PSP which is based on a balanced approach between State and Local planning objectives, the Town will lose control of its future planning and development approval processes through the SDAU or

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		proposed Special Matters DAP which will have no community based strategic planning focus. The outcomes of this approach have been witnessed in the City of Nedlands, where instead of working with the State to prepare locally endorsed plans to provide for a balanced measure of development opportunity which addresses both State and Local planning objectives, the Minister approved a Local Planning Scheme which proposes significant development along Stirling Highway which continues to cause community concern. The balanced approach promoted by the Draft PSP (and essentially mirroring the Principles of Urban Consolidation promoted by the WAPC's 2018 Central Sub-regional Planning Framework and the Town's 2012 Housing Capacity Study) is the best way forward of controlling the long term development of the Town Centre and its consequential impacts. It is clear that the options presented for the 'Landmark' sites provide the heavy lifting for the Town's growth in the best central location where the impacts are considered appropriate for existing residents of the Town Centre. Whereas other peripheral locations are promoted by other interested landowner parties, these locations distribute the focus of the retail core and have greater impacts on surrounding residents, and accordingly are not supported. It is noted also that the 'Landmark' site bonus heights and plot ratio will be subject to community benefit contributions which, along with other contributions received, will assist the Town in building community facilities and improve the public realm for the benefit of the Town as a whole.

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		The Town purchased the Typika site a number of years ago as a strategic asset, long before any options for development of the nature contemplated by the draft PSP were prepared. The more recent development of State regional planning objectives has driven the direction of the PSP, and in acknowledging that this will result in improved land values for the property, it is recognised therefore that the purchase was a sound investment strategy for which the gains in value will be beneficial for the whole community. It is finally noted that the PSP has been prepared in consultation with the local community and in the end, will require approval from the WAPC.
	Whilst a view may not be a right, the plan does not "share views" as claimed, it completely decimates the view of all apartments at Claremont Quarter with south facing views, which will then result in reducing the value of all apartments in the complex. Refer to the diagram on page 65 which clearly shows that the view from Claremont quarter will now be looking at other apartments rather than the river and green tree tops.	Technically from a planning perspective, you cannot buy a view or claim an impact on property value as a valid planning consideration, however the draft PSP proposes that development above podium level between the Claremont Quarter apartments and the river is generally located between the two apartment blocks at Claremont Quarter and individually will be setback from each other in accordance with the setback requirements of the RDC Vol. 2 Apartments. The intent of this is to provide for view corridors between the developments above podium level and an attempt to share the views which are presently exclusively afforded to the Claremont Quarter apartments. Although acknowledging that some views will be impacted, views of treetops and the river, between and either side of the Landmark sites from the two Claremont Quarter apartment blocks will still be substantial.

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	What happens to the Church on Stirling Highway that has heritage status?	This property is Heritage Listed under the Town's LPS3 and as such is protected. Noting also that the rear of the building is not of heritage significance any redevelopment of the site will need to consider the heritage impacts on the former church building.
	Where is the demand for more high rise apartments in the area? Many apartments at Claremont oval are still empty, and there is an oversupply of apartments in the market currently, with several new large complexes about to be built eg 101 Stirling Highway, many along Broadway, Waratah etc.	It is acknowledged that growth at the Centre will come in waves and over a considerable period of time. Rather than having to deal with significant ad-hoc applications (e.g. the SDAU application for 22 St Quentin Avenue) without strategic planning direction, the aim of the PSP is to ensure that the growth, when it occurs the Town develops in an orderly and proper manner in accordance with community based strategic plans.
	4-5 level developments along Leura and the corner of Stirling Road and Stirling Highway would have a much lower impact on quarter residents and would "share views". The plan for over 4 levels between avion way and Bay View Terrace is simply the council trying to cash in on land they own, at the expense of those that live in Claremont Quarter.	See comments above.
	I, and many other residents at Claremont Quarter, strongly object to the 6-10 storey proposal between avion and Bay View Terrace. The height restriction should remain at 5 levels, being the level of the 2 apartment buildings south of Stirling Highway, which have already significantly devalued apartments at Claremont Quarter.	Noted, See comments above.
52. 1 Graylands Road	As you are aware the Royal Agricultural Society has been serving the WA community for more than 192 years and since 1905 have been custodians of the Claremont Showground site.	Noted.
	The Society is a not-for profit member-based organisation whose role is to promote the State's rural and primary industries. It supports over 60 affiliated regional agricultural societies across	Note.

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	the whole State and a diverse range of community groups. It also runs a number of programs working with young people in the regions and an educational foundation to support young people studying agriculture. An important part of promoting Western Australia food and agriculture is presenting the Perth Royal Show each year in September, managing the Perth Royal Food Awards throughout the year and hosting the historical WA Agricultural Hall of Fame.	
	We have an exciting future ahead as we further strengthen our commitment to the agriculture industry and develop the Claremont Showgrounds site to be a more inclusive, vibrant, community hub with agriculture at the heart. As an important stakeholder in the Town of Claremont, we welcome the opportunity to provide some brief comments on the Draft Town Centre Precinct Structure Plan (Plan). 1. Public Open Space and Community Facilities– it is identified that the Town of Claremont has a shortfall and identifies some specific facilities. RASWA would welcome the possibility of engaging with the Town of Claremont to explore if there are opportunities to jointly seek funding of facilities which may be mutually beneficial at the Claremont showgrounds site. 2. Traffic and Transport – the Plan references in several locations the development of carparking on the fringe of the Town Centre with cash-in-lieu funds. The supporting Transport report by Cardno, includes recommendations for the intersections either side of the rail underpass to address existing conditions but does not appear to have considered pedestrian connectivity back to the town centre from the Showground site. In considering a solution for traffic and transport, RASWA would welcome	Noted. Noted. Noted. The Town welcomes the opportunity to explore options to improve public access to open spaces in the showgrounds and consider proposals for development of mutually beneficial community facilities. The Cardno Traffic, Transport and Parking Strategy acknowledges that the corner of Graylands Road and Shenton Road is within the 800m walkable catchment of the Town Centre square. As such, it is ideally located for development of a parking station to service employees of the Town Centre. It also discusses options to improve traffic flow in the area generally, which would assist in traffic management during peak periods.

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	further discussions on how we may be able to work with the Town of Claremont on opportunities to explore parking at the Showground, a solution for the intersections either side of the underpass and stronger pedestrian links between the town centre and the Showground. We do note that traffic volume data in the report, particularly in the vicinity of the Showground appear to be from 2015/16 and may require updating to provide a more accurate reflection of current conditions accounting for completion of more recent developments in the local area.	In order to reduce traffic and congestion in the Town Centre, and also to reduce development costs and construction issues in the Centre during the development phase, the PSP recommends parking be satisfied in part by the provision of cash-in-lieu payments. Given the extent of development contemplated by the PSP, cash-in-lieu funds collected will be considerable. It is noted that the State is currently reviewing parking standards which are proposed to apply unilaterally through the metropolitan area for differing development/use scenarios (e.g., a different parking standard may apply to a Secondary Centre or TOD site where access via public transport is improved relative to a suburban shopping centre location where access is car based). Once this review is complete, the Town is required to prepare a Parking Strategy to determine how the final parking provision will be accommodated. Although there are a number of land holdings owned by the Town which are already developed as at-grade parking areas on the periphery of the Town Centre where decked parking stations may be developed, either in isolation or as part of a multi-use development, an option to consider a parking station at the showgrounds would have some mutual benefits for the Town and the RAS. From the Town's perspective, it would provide for some flexibility in considering options for the Town's assets. From the RAS perspective, it would provide capacity for a multiple use income generating facility which also caters for extreme parking demands during showtime. Council would recall that a multi deck parking station was proposed as part of the initial draft RAS Management Plan for the corner of Graylands and Shenton Road. Although

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		these plans did not progress at the time, they had merit in resolving ongoing parking issues during showtime and large events subject to revisions to key intersections to assist in traffic management.
	3. Retail Needs Assessment. The assessment is Town Centre focused however, identifies a current shortfall and a future need for additional floor area for Health, Office, Entertainment, Service Industry which could be considered in Land Use opportunities for the future of the Claremont Showground and RASWA would welcome further discussions on how this could explored further.	Given the land is Reserved for Regional Parks and Recreation under the MRS, land use options must be consistent with this purpose (as identified under the WAPC approved RAS Management Plan) and the use restrictions under the Crown Grant in Trust tenure. Noting that these matters may change over time to facilitate development options for the Showgrounds, options for new uses which complement the Town Centre may be considered, however the primacy of the Town Centre as the commercial hub of the Town and as Secondary Centre for the Perth region is paramount and must not be compromised by these options.
53. 1 Claremont Crescent	My main area of concern with respect to my property at No 1 Claremont Crescent /corner of Shenton road is that the building height restrictions have been intended for only 2 stories and really would limit that corner site potential.	The whole of the property consisting of seven strata lots is Heritage Listed under LPS3 which contain single level semi-attached heritage dwellings and a non-conforming use shop. The listing consists of the Shenton Road Heritage Area - Category B as is of Considerable Significance. Development to a maximum of two storeys is considered appropriate to protect the heritage characteristics of the area and also to apply transitional arrangements to development adjoining the Character Area.
	I feel for the property it is rather restricting and short sighted given the recent railway upgrade, impending increased traffic for the railway line and the developments around the Claremont oval. Also most significantly is the manner in which Shenton road has altered to now be in a more direct line (heading westward) directly with the front of the building.	It is noted that as a strata development, and also in consideration of previous liaisons between the Town and other strata lot owners within the site, that redevelopment to a higher coding or height is unlikely, noting also new Strata requirements detailed above.

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		Should the owners of the site wish to explore options to develop the Claremont Crescent frontage of the site for higher forms of development which respects the heritage characteristics of the site and transitional objectives for the area, these can be submitted to the Town for consideration with an application to amend the PSP in the future.
	I believe that this now really eliminates the possibility of this site reverting to a full residential home. It's visibility and proximity to the road is extremely visible and imposing on that corner for the level of traffic now using Shenton Rd.	The property (strata lot) has non-conforming use rights for a shop, noting that over the years (recent in particular) there have been long periods of vacancy where, if not for special Covid provisions, the use rights would have lapsed. If the use rights lapse, the property would automatically revert to residential use.
	I would envisage in future years that this corner site could be a multi level establishment that could be incorporating short term stay or small apartment style living to accomodate a more cosmopolitan style Claremont, as well as provide a short term stay for Airport travellers to and from the airport.	See comments above relative to future consideration of an amendment to the PSP.
	I would ask that you please review this corner location and contemplate its full potential to incorporating a truly urban potential on the Northern side of the track.	See comments above.
54. 19 Queenslea Drive, 356 Stirling Highway and 76 Shenton Road	In response to point 8.1.2.6 and 8.3.4 of the Claremont Town Centre Precinct Structure Plan: **8.1.2.6 School Playing Fields** The school playing fields are dominant open spaces adjacent the Precinct, especially when observed and easily accessed from neighbouring residential areas. Open spaces adjacent Lake Claremont are experienced as one expansive area of parklands of diverse character including the private school playing fields. Private open space is therefore an important community asset.	Noted.

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	8.3.4 Shared Use of School Facilities The Town's draft Public Open Space and Community Facilities Strategy provides a recommendation that the Town approach the private schools within the municipal area to identify opportunities for community use of open space and facilities where appropriate and where partnership opportunities can be agreed upon. Given there are several major schools immediately abutting the PSP area, including Christ Church Grammar School, Methodist Ladies College and Scotch College, in addition to Freshwater Bay Primary School, there are likely to be opportunities for shared usage arrangements which are of mutual benefit to all stakeholders.	Noted.
	Christ Church, MLC and Scotch are happy to collaborate regarding open spaces in a formal manner only.	Noted – see detailed comments below.
	Opportunity for shared usage arrangements which are of mutual benefit to all stakeholders must be arranged due to the three schools having a number of boarders on campus during the week and weekend as it is not appropriate, from a risk perspective to have members of the community on campuses unsupervised.	It is acknowledged, consistent with the submission that a key consideration in these discussions will be when the private school is open to allow public use, as the school's primary consideration is to ensure child safety on each of the campuses. It is recommended that the end of the last sentence of 8.3.4 be modified to add the following: Noting that a key consideration of the schools in these discussions will be to ensure child safety on each of the campuses.

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Public Authority	Submission	Officer's Comment
1. Water Corporation	The Water Corporation's prior investigations in the area generally indicate:	
	• The subject area is serviced through an established network of water and sewerage. In most areas of the Town, proposed new developments will be readily served by connection to or in some cases extension of the existing network.	Noted
	• However, because of the cumulative growth over time, in some parts of the SP area the existing water and waste water infrastructure was not designed and built to provide capacity for the ultimate, full development envisaged over time.	Noted.
	• Critically, some parts of the water and sewerage reticulation network (generally comprising pipes <300mm diameter) may need to be upgraded by developers because of the increased water demands and sewer flows arising from individual development projects. Requirements regarding fire protection for mixed use and high rise buildings are also likely to give rise to the need for the developer of a site to upgrade some water mains abutting development sites to achieve their firefighting flow requirements.	Noted, also acknowledging that this may also be relevant to other government authorities and service utilities. It is recommended that in the introductory paragraphs to Part 10 Infrastructure that the following sentence is added: It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.
	• In the absence of detailed yield and development timing information for every development site, it is difficult to determine and isolate all the water and sewer reticulation upgrades across the scale of a Draft Structure Plan.	Noted.
	• The cost of reticulation network upgrades are borne by developers under the current funding model used in WA. This can add cost to development and developers should	Noted.

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	be advised to consult with the WC (and other infrastructure agencies) as early as possible as part of their due diligence investigations prior to lodging planning applications for their development proposals. • Water Corporation has experienced difficulty when upgrade requirements are communicated to landowners/developers late in the planning process. That is to say, developers are generally not aware of the nature, extent and cost of works, nor lead time requirements for design and construction resulting in disputes with developers and decision makers late in the approvals process. • A portion of the subject area falls within a Water Corporation drainage catchment area. The Corporation's drainage system can only accept predevelopment run-off, any additional flows will need to be compensated on the respective site.	Noted, and as stated above, also acknowledging that this may also be relevant to other government authorities and service utilities. It is recommended that in the introductory paragraphs to Part 10 Infrastructure that the following sentence is added: It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals. Noted.
	The Corporation's planning and the associated capital investment program will need to be further reviewed as rezoning's occur around the town and more detailed local structure plans are prepared for the growth areas.	Noted.
	The Water Corporation periodically reviews its infrastructure planning and capital investment programs for water and wastewater system upgrades. The Corporation will continue to work with the Town and major development partners to better understand the rate and spatial staging of residential growth in the Town and revise its planning accordingly.	Noted.

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Public Authority	Submission	Officer's Comment
	The Corporation will provide further advice on the capacity and capability of the water related infrastructure to service planned new growth when more detailed service yields and development timeframes are available.	Noted.
	During the preparation of the new Draft Town Centre Precinct Structure Plan, the Town is encouraged to direct any more detailed land development queries to the Water Corporation's Land Planning Team using the following address: LandPlanning@watercorporation.com.au	Noted.
2. Heritage Council (DPLH – Heritage Development)	The proposed plan has been considered for its potential impact on heritage places within the Scheme area and the following advice is given: 1. The plan affects the following four State Registered Places: a. P486 Claremont Railway Station. b. P483 Claremont Post Office. c. P491 Christ Church and Rectory, Claremont. d. P484 Claremont Council Offices & Surroundings. 2. It is encouraging that the structure plan identifies heritage places (state and locally listed) and identifies character areas and aims to ensure that development protects, enhances and is sensitive to heritage. 3. Consider including a reference to Aboriginal history in the Urban Design Theme objective 'A Place of Distinct Character'	Comments are noted and addressed individually below. Noted. Noted. Recognition of Heritage Places, Areas and Precincts is an important part of the PSP. 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* (AH Act): 1. Swan River (Site 3536) 2. Lake Claremont (Site 3762)

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		3. Loreto Convent (Site 3755) and 4. Freshwater Parade (Site 3203). As these sites are not contained the PSP area, there is no need to specifically reference them in the PSDP. 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 AH 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. While there is little physical Aboriginal heritage in Claremont, a sense of place along the river foreshore and at Lake Claremont needs ongoing interpretation and specific policies for development which has the potential to interfere with this sense of place. There should be a review of existing planning provisions to ensure they are comprehensive and reflect best practice for Aboriginal heritage. Relevant policies for conservation of character should be developed only in collaboration with appropriate Aboriginal stakeholders. Increased engagement with traditional owners will also broaden the potential for reflecting the specific culture and history of the Mooro people of the Whadjuk Noongar nation at various sites within the Town.
	5. The character areas/precincts could reference the relevant state registered places to ensure that they are a key consideration in future development.	Noted and supported.

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Public Authority	Submission	Officer's Comment
		It is recommended that the following properties are listed as State Registered Heritage Places at the end of 7.1.1 Age and Heritage on p.89 of the PSP as follows: The following properties are noted as being State Registered within the PSP area: a. P486 Claremont Railway Station. b. P483 Claremont Post Office. c. P491 Christ Church and Rectory, Claremont. d. P484 Claremont Council Offices & Surroundings.
	6. Allocation of maximum building heights to areas should either be revised to take into account the heritage significance of the land and its capacity to accommodate the indicated development or state that land containing heritage places may not be developed to their allowed potential.	Noted and a suitable notation is to be included in the Heritage Built Form Key Issues and Opportunities on p.93 of the PSP as follows in the PSP to make it clear that: Any development on a Heritage site or adjacent to a Heritage Area or Precinct needs to respect the heritage character of the place and dependant on assessment of each individual proposal, may or may not achieve the allocated height potential under the PSP.
	7. Consider development or other bonuses, such as transfer of plot ratios, where the retention of heritage places means that the allowable development potential of the site cannot be realised.	While it is appreciated that transferral of plot ratio bonuses is acknowledged as a measure to provide compensation to a developer which does not reach the full development potential provided by the PSP, inclusion of this is not considered appropriate in the context of the clarification recommended above under point 6 and given that plot ratio and height allowances under the PSP are deliberately capped to ensure the 'village feel' character (which can also be associated with the heritage streetscapes) is of primacy. To provide for the transferral of bonuses to other sites may have

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		a negative impact on the deliberate built form outcomes promoted by the PSP.
	8. Regarding the development controls for Heritage Sites and Areas, they could: a. Reflect the Town's heritage related Local Planning Policies. b. Be expanded to state that new development involving a heritage place or adjacent a heritage place should: c. Ensure that it respects the cultural heritage significance of the place and its visual setting appropriate to its cultural heritage significance. d. Support the retention and long-term viable use of the heritage buildings. e. Note that built form controls may be altered, including development limited, to enable the conservation of heritage significance.	It is noted that Council's Local Planning Policy 124 – Retention of Heritage Property and Assets (LPP 124) currently addresses these matters relative to Heritage Areas and Precinct's. With reference to State Registered Places, a review of LPP 124 could acknowledge the same considerations for those properties. As this LPP is independent to the PSP, no changes to the PSP are necessary in this regard.
	9. The thematic outcomes from community and stakeholder consultation note that heritage buildings and facades are important and must be respected, and that redevelopment above existing tenancies may be higher if heritage facades are retained. Facadism should not be encouraged. Development should seek maximum retention of a heritage building through sufficient setback to allow for more than just the façade to be retained.	Noted. Where Heritage aspects exist in built form, retention will be encouraged beyond just retaining the façade. Facadism is generally to be avoided and should only be considered as a heritage outcome as a last resort when all other options have been explored. It is the outcome where only the façade (as little as one brick thick) is retained, and a new place constructed behind. This breaks all relationship between the façade with its function/setting and, in the cases such as Raine Square is considered by heritage professionals as a worse outcome than total demolition.

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		However, facadism is often pushed by developers since it is roughly equivalent to unencumbered potential, so pressure can be applied on councils. To address the above matters, it is recommended that all references in the PSP to 'facadism' be removed and replaced where appropriate with the words 'significant heritage fabric', also that the following statement also be added to Heritage Built Form Key Issues and Opportunities on p.93 of the PSP as follows: Opportunities for additions to heritage buildings and for new rear development on lots containing heritage buildings exist within Heritage Areas (and Precincts). Such work should be located and designed in a manner that does not detract from the streetscape qualities of the Heritage Area or Precinct. 'Facadism' (that is, the retention of the street facade only), however, will not be supported.
	10. In the Character Area 8, Railway section it is noted that pedestrian linkages are to be enhanced through modification to the heritage pedestrian bridge (on the State Register). The Precinct Structure Plan should state that it is the intention to maintain access but not determine the outcome (ie modify the bridge), as consideration of modifications to the bridge is a wider process (including consultation with the Heritage Council if major modification is required) and may not be possible.	Noted. It is recommended that the following statement be added to the final dot-point of 4.3.8 Area 8: Railway on p.69: It is the intention to maintain access but not determine the outcome (i.e. modify the bridge), as consideration of modifications to the bridge is a wider process (including consultation with the Heritage Council of WA if major modification is required) and may not be possible.
	11. The Community Facility Analysis states that many of the town's facilitate are compromised and constrained functionally, due to the heritage status of the buildings. To address this concerns it is recommended that the Council engage heritage consultants to prepare a feasibility study	Noted.

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Public Authority	Submission	Officer's Comment
	if its heritage assets to ensure that they are adapted sensitively for viable ongoing sustainable uses that also retain heritage significance.	
	12. The Town Centre Capacity Analysis notes that when reviewing development potential of sites, restrictions due to heritage features affecting redevelopment potential were identified. This could be reframed more positively so that it considers the reduction of development potential necessary to conserve heritage significance. This may be where transfer of plot ratio could benefit in terms of obtaining conservation and increasing overall development yield.	The Town does not intend to transfer plot ratio from heritage sites to other sites.
	13. In the discussion of existing built form, consider not referencing the protection of facades as it suggests that this is a desirable outcome as part of a future development. Whereas retention of more than the heritage façade should be encouraged.	Noted - see comments above on facadism.
	14. In the Built Form Key Issues and Opportunities section, consider replacing 'sensitive/sensitively' with respect/respectfully with regards to development. The word 'respect' reflects the language of the Burra Charter.	Noted. It is recommended that the Heritage Built Form Key Issues and Opportunities be modified to replace the word 'sensitively' with 'respect' as follows: Existing heritage buildings, facades and trees exist throughout the PSP area and are intrinsic to the Claremont sense of place. These should be retained and treated wit5h respect by redevelopment proposals. The PSP establishes building controls for retention of heritage elements on site and adjoining sites.
	15. In the first objective of the Precinct Design Objective Assessment, consider including heritage places as a key	Heritage places are already encompassed within the considerations set for impacts on the streetscape, buildings, Precinct character etc.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	consideration along with the intended Precinct and streetscape character.	
	16. In the Public Realm section, consider identifying the area surrounding Christ Church and Rectory, and the Town of Claremont Council Offices, as an area where the heritage vista should be respected.	Both these properties are already clearly visible within the public realm along the Stirling Highway.
	17. In Section 8.3.1.2, consider referring to heritage buildings/places/elements not heritage facades.	It is recommended that all references to heritage facades be replaced with heritage places in 8.3.1.2 Bay View Terrace.
	We hope that these comments are of value in the development of the proposed Draft Town Centre Structure Plan.	Noted.
3. National Trust WA	Only a general assessment of the plan has been made and focus on the proposed height and podium height limits as these are the areas that have the greatest potential to impact on the heritage values of the Claremont town centre and surrounding areas. The following comments are made with respect to each Character Area: Area 1 – Shenton Building and podium heights supported. Area 2 – Stirling West Noted Area 3 – Quarter No heritage implications although care should be taken with regard to the impact of 8 storey development and its impact on the heritage listed places along Bay View Tce.	Noted. Noted and accordingly addressed below. Noted. Noted. Noted. The eight storey development site to the west of Bay View Terrace (Claremont Quarter) already exists and the upper level apartments are well setback from the Bay View Terrace Heritage Precinct so as not to impact on the heritage fabric of the Precinct. No major additional development in the Claremont Quarter site which may impact on the heritage

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
		fabric is expected within the timeframe of the PSP given the nature and extent of the existing development. The proposed eight storey development site to the rear of Bay View Terrace and fronting Leura Avenue (previously identified Landmark Site under the Stirling Highway Local Development Plan) is sufficiently removed from the Bay View Terrace street frontage to not impact on the heritage significance of the street.
	Area 4 – Core Two storey podium height limit along western side of Bay View Tce and southern portion of eastern side noted and supported. Single storey podium height limit along northern portion of eastern side noted and supported. Care should be taken at northern and southern ends of Bay View Tce (Gugeri Street and Stirling Hwy) that the higher permitted podium heights do not have a negative impact on the heritage values of the area.	Comments on podium heights noted. These podium heights and setback requirements to development above the podium are designed to reduce the impact of the upper level development on the heritage streetscape. As the properties to the northern and southern end of Bay View Terrace are Heritage Listed under the provisions of LPS3, any future development of these properties will need to respect the heritage fabric as required under LPP124, noting that if Stirling Highway is widened in the future, the land taking will sever the existing buildings and this will present its own challenges in providing the southern book-end to the Heritage Precinct when the site is redeveloped/restored to accommodate the Highway widening.
	Area 5 - Leura Noted	Noted.
	Area 6 – Mary Proposed height and podium limits supported.	Noted. Podium setbacks are recommended as per the RDC – and Council LPP124.
	Area 7 – Stirling Hwy Care should be taken to ensure that proposed 6 storey height limits do not impact negatively on surrounding heritage places.	Noted.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	Area 8 – Railway Noted Care should be taken to ensure that any bonus building height permitted on gateway and landmark sites does not have a negative impact on surrounding heritage places.	Noted. Noted. The intent of the setback requirements above the podium levels reduces the impact of development on the streetscape, heritage or otherwise and addresses a key intent of the PSP to maintain the village atmosphere. Where new development is located in the proximity of a Heritage Area or Precinct, the development will be required to comply with the requirements of LPP124.
	The provisions of section 5.5.4 Heritage Sites and Areas are supported.	Noted. Notwithstanding, recommended modifications by the Heritage Council (DPLH – Heritage Development) are noted above to be supported.
4. **DFES – Department Fire & Emergency**	i. The proposed Town of Claremont - Draft Town Centre Precinct Structure Plan does not fall into an area designated as bushfire prone pursuant to the *Fire and Emergency Services Act 1998* (as amended) as identified on the *Map of Bush Fire Prone Areas*. ii. If there is some other reason which has given you cause to consider a referral to DFES, could you please provide detail on the attached 'Referral to DFES Checklist'.	Noted. Noted.
5. ATCO Gas Australia	ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided. Advice note: Anyone proposing to carry out construction or excavation works must contact 'Dial Before You Dig' (www.1100.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGAO&M-PR24-Additional Information for Working Around Gas Infrastructure https://www.atco.com/enau/for-home/natural-gas/wa-gas-network/working-around-gas.html	Noted. Noted.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
6. Department of Health	The DOH supports the Draft Structure Plan and provides the following comment:	Noted.
	1. Public Health Impacts DOH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist you with planning elements related to this structure plan. A copy may be downloaded from: https://ww2.health.wa.gov.au/Articles/F_I/Health-risk-assessment	Noted. In preparing the PSP the Town has attempted to enshrine the principles of health active living where practical.
	The Town of Claremont (ToC) should also use this opportunity to minimise potential negative impacts of potential increased density development - such as noise, odour, light and other lifestyle activities.	Noted.
	To minimise adverse impacts on the residential component, the ToC could consider incorporation in the planning process, of additional sound proofing/ insulation, double glazing on windows or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring adequate ventilation requirements for wet areas.	Noted and agreed – this is managed through the Town's Acoustic Management Plan which will be developed into a Local Planning Policy.
	Further design elements that should be considered include: • A range of quality public open spaces should be provided to contribute towards the recreation, physical activity, health and social needs of the community.	This matter can be considered when Draft Public Open Space and Community Facilities Strategy is reviewed by Council and progressed to a Public Realm and Community Benefits Plan.
	• Parks and open spaces should be located within walking distance of most residents along well-lit connected routes and be co-located with other community facilities to encourage access by walking or cycling.	The PSP area is well-serviced by parks within an 800m catchment, particularly Claremont Oval, Claremont Park and Lake Claremont.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	The design of parks and open space and the infrastructure provided within them should cater for a variety of users to undertake a mix of activities that increase physical activity, provide access to healthy nutritious foods (though community gardens) and prevent injury.	Noted.
	Heatwave Guide to Cities It is extremely important for cities to undertake heat-related risk analyses and to devise plans for reducing and managing risks. This guide is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat. Download from: https://www.climatecentre.org/downloads/files/IFRCGeneva/RCCC%20Heatwave%20Guide%202019%20A4%20RR%20ONLINE%20copy.pdf	Noted.
	The structure plan should be consistent with Climate change adaption methods to deal with potential health hazards such as extreme heat. The guide Heatwave Guide for Cities is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat. Download from: https://www.climatecentre.org/downloads/files/IFRCGeneva/RCCC%20Heatwave%20Guide%202019%20A4%20RR%20ONLINE%20copy.pdf	Noted.
7. Department of Education	The Department understands that the Draft Town Centre Precinct Structure Plan (Draft PSP) is expected to generate a minimum of 600 dwellings to stimulate residential growth within the Town Centre precinct.	Noted.
	Student yield and accommodation capacity It should be noted that the Town of Claremont (Town) comprises several private schools, and one government primary school (PS), Freshwater Bay PS, within its municipality. In addition, several government PS student enrolment local intake areas expand into	Noted.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	the Town's municipality, including Swanbourne PS, Mount Claremont PS and North Cottesloe PS. While Shenton College provides student accommodation for secondary students that reside within the Town's municipality.	
	The Department notes that the predominant residential typology proposed within the Draft PSP is projected to be town houses and apartments which generally generates a lower student yield. Notwithstanding this, it is expected that the built accommodation capacity of the above primary and secondary public schools will likely experience undue accommodation pressure in the medium term from the anticipated residential growth.	Noted.
	Safe movement networks It is noted that the Draft PSP refers to traffic congestion being a major concern within the Town Centre by the community. Consequently, the Department understands there is an action to implement traffic calming measures along Stirling Road to improve the safety of pedestrians, particularly for school children when commuting to and from schools. Given that there has been a decline in active transport to schools it is imperative improvement works on active transport infrastructure be achieved to facilitate active modes of transportation. Refer to link: https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_Declining_Rate_walking_cycling_to_school_in_Perth.pdf	Noted.
	In principle the Department supports the Draft PSP subject to ensuring there is commentary within the Draft PSP that explicitly reflects the student accommodation capacity issues that will likely result in the medium term from the expected residential growth. In addition, the Department requests the Town to consult with the Department at the earliest possible opportunity to ensure educational outcomes are adequately addressed.	Given that the abovementioned schools are located outside of the PSP, it is considered that this issue be addressed more broadly in relation to increased density proposals articulated in the Local planning Strategy which was endorsed by Council on 14 June 2022 and is now with the Department of Planning, Lands and Heritage awaiting certification for advertising.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
8. Main Roads WA	Main Roads provides the following comments regarding the above Draft Town Centre Precinct Structure Plan (PSP):	
	1. Traffic, Transport & Parking Strategy	The assessment undertaken in the Traffic, Transport and Parking Strategy (TTPS) assumes the continuation of existing road capacity constraints, particularly along Stirling Highway. Given MRWA has no plans to upgrade this corridor any time soon, this represents a conservative assessment scenario.
	a. Main Roads does not support the Traffic, Transport & Parking Strategy as presented. The Traffic, Transport & Parking Strategy (Rev C, dated 18 March 2022) prepared by Cardno adopts a methodology that aligns with the Western Australian Planning Commission's (WAPC), Guidelines for Preparation of Integrated Transport Plans (2012) and is supported by SIDRA 8 and SIDRA 9 intersection modelling for key intersections. Due to the use of the aforementioned reference document and modelling based on SIDRA 8 for some intersections, the level of traffic and transport impact associated with future development in the PSP area is uncertain. Please amend the strategy accordingly.	It is acknowledged in the report that the road is operating at capacity during peak periods. An assessment which treats the network and the Town Centre trip generation as unconstrained, while consistent with MRWA's requested methodology, would provide no information other than exhibiting an unrealistic level of congestion and delay. Such an exercise would neglect the impact of capacity constraint on travel behaviour and would not provide the information necessary for the Town to develop appropriate policy measures.
	b. Prior to endorsement of the PSP, it is recommended the transport assessment should be revised to align with WAPC's, Transport Impact Assessment Guidelines – Volume 2 (2016) and the intersection modelling undertaken in SIDRA 8 should be updated to SIDRA 9 pursuant to Main Roads' Operational Modelling. Further details on operational modelling can be viewed at www.mainroads.wa.gov.au > technical-commercial > road traffic- engineering > traffic modelling > operational modelling.	See above comments.
	Updated modelling should address geometry and lane disciplines, heavy vehicle input, pedestrian protection, priority rules for pedestrians at crossings,	See above comments.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	terminology for cruise speed, queue space and vehicle length, and signal timing.	
	c. As development intensifies within the PSP area, consideration should be given to broadening the scope of alternative transport mode share and decreasing reliance on private vehicle trips. This will assist in alleviating traffic related congestion, particularly in those roads already experiencing congestion such as Queenslea Drive.	This is an inherent aspect of the form of assessment undertaken and is explicitly incorporated into the planning for the Town Centre.
	d. The City is advised that local traffic treatments, and modifications to traffic signals, will require further approval from Main Roads under the Road Traffic Code 2000. The upgrade of intersections will require specific assessments to enable Stirling Highway to accommodate high frequency public transport as identified in the Perth to Peel @3.5 million – Central sub-regional framework.	Noted.
	e. Any proposal for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval. It is recommended the Town engage with Main Roads to determine an agreed scope of works for any proposed intersection upgrades. This is particularly relevant to identify the impacts for intersections at capacity. Intersections which are worthy of additional investigation are Barnfield Road / Stirling Road and Stirling Highway / Queenslea Drive.	Noted.
	f. In reference to Section 9.2.5 of the precinct plan consideration should be given to introducing/exploring paid parking in the future to	Noted.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	restrain the demand for driving. There is currently no short-stay paid parking.	
	2. Future Road Planning & Stirling Highway Activity Corridor Study	Noted.
	a. The PSP area is located within the Stirling Highway Activity Corridor Study (SHACS) area. As outlined in the report for Metropolitan Region Scheme (MRS) Amendment 1210/41 (March 2012), the concept design plans which inform SHACS attempt to promote regional road design and local access.	
	To date there has been no change on the status of SHACS. Land use adjacent to Stirling Highway and within the PSP area, should therefore seek to achieve proper and orderly land use and road planning along the Highway.	Noted.
	b. For reference purposes, the relevant concept design plans for SHACS are provided. It is highlighted the carriageway plans are a guide, not a definitive plan.	Noted.
	c. In accord with DC Policy 5.1 – Regional Roads (Vehicular Access), SHACS promotes the use of rear laneways and side streets as a way of providing safe alternative vehicular access to properties along Stirling Highway.	Noted – Council is planning on undertaking an Access Study for the Highway and will involve MRWA in the process.
	As far as practicable, the PSP provisions, should seek to achieve vehicular access by way of laneways, easements, agreed shared access and dedicated roads, to those properties proposing an intensification of land use and adjoining Stirling Highway.	Noted – Council is planning on undertaking an Access Study for the Highway and will involve MRWA in the process.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	d. No part of any development is to be located upon land reserved as Primary Regional Road under the MRS. This is to ensure development does not compromise the ultimate road design for Stirling Highway. This includes but is not limited to car parking, building anchors, awnings, retaining walls, substantial landscaping and any associated infrastructure services.	Noted as a consequential development matter.
	e. Properties identified in the PSP as being suitable for nil podium street setback must be designed to ensure the building/development footprint does not encroach upon land reserved as Primary Regional Road under the MRS.	Noted as a consequential development matter.
	f. To protect the form and function of Stirling Highway, Section 5.5.3, Clause (g) of the PSP should be amended as follows: Reword Section 5.5.3 – "(g) Residential dwellings and on-site vehicle parking is not permitted at ground level adjacent to an Active Street. <u>Revised Wording</u> *"Residential dwellings and on-site vehicle parking is not permitted at ground level adjacent to an Active or Semi Active Street."* Alternatively, Plan 6: Street Interface Type Plan could be amended to identify the length of Stirling Highway within the PSP area as an Active Street.	It is preferable to add Stirling Highway as an Active Street rather than Semi Active Street to 5.5.3(g). Recommended that the length either side of Stirling Highway within the PSP be allocated as an Active Street.
	g. Main Roads respectfully requests the opportunity to engage with the Town on any movement network or	Noted.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	transport infrastructure initiative proposed by landowners/developers to demonstrate compliance with Section 5.5.7 of the PSP (i.e. community benefit contributions). Such proposals must also demonstrate the safety, efficiency and function of the State road network will not be compromised.	
	h. The requirements for a Landscape Concept Plan as outlined in Section 7.0, Table 2: Additional Information Applicable to Development Applications should be updated as follows. This modification to the landscaping requirement is necessary to protect the safety and operation of the road network. <u>Recommended Wording</u> *For development directly abutting Stirling Highway or the widened Primary Regional Road Reservation as detailed in the attached carriageway plans, a Landscape Plan must be submitted as part of any development application. The Landscape Plan must be prepared to the satisfaction of the Town of Claremont and to Main Roads requirements for temporary landscaping of the widened road reservation / land requirement. Sight lines must be maintained at all times to ensure driver safety. New plantings must be limited and maintained to planting species with a mature height of 1 metre.*	Noted. It is recommended that the following paragraph be added to Part 1, Section 7 Table 2 in the criteria applicable to Landscape Concept Plans: For development directly abutting Stirling Highway or the widened Primary Regional Road Reservation as detailed in the attached carriageway plans, a Landscape Plan must be submitted as part of any development application. The Landscape Plan must be prepared to the satisfaction of the Town of Claremont and to Main Roads requirements for temporary landscaping of the widened road reservation / land requirement. Sight lines must be maintained at all times to ensure driver safety. New plantings must be limited and maintained to planting species with a mature height of 1 metre.
	i. Clarification should be provided for the grounds upon which Areas 1, 6 and 8 are exempt from the requirement for Transport Impact Assessment as outlined in Section 7.0, Table 2: Additional Information Applicable to Development Applications.	Development in Areas 1: Shenton and 8: Railway is unlikely to be significant beyond what is already planned for the areas. Apartment development to the north of Area 6: Mary is likely to be more substantial with the potential for greater traffic impacts and accordingly should provide a Transport Impact Assessment.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
		It is recommended that Area 6 (Mary) be removed from Part 1, Section 7 Table 2 in the requirements relevant to Transport Impact.
	j. Any development application lodged over the subject land which proposes an intensification of land use should include a transport assessment prepared in accordance with the WAPC's Transport Impact Assessment Guidelines (2016).	Noted - with the modifications made above, all sites which may contain significant development are covered.
	k. As identified in Section 7.0, Table 2: Additional Information Applicable to Development Applications an acoustic assessment report is required for noise sensitive uses located adjacent the Primary Regional Road reservation. Such land uses are required to implement acoustic attenuation measures, as outlined in State Planning Policy 5.4 - Road and Rail Noise, to mitigate potential negative externalities generated by the road environment.	Noted.
	l. The upgrade and widening of Stirling Highway is not in the Main Roads current 4-year forward estimated construction program. All projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.	Noted.
	Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State Road network.	Noted and responded to above with a requirement in the introductory paragraphs to Part 10 Infrastructure that the following sentence is added: It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
		as part of due diligence processes prior to preparing development proposals.
	Should the Town disagree with the above advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.	Noted.
9. Transperth	Thank you for providing the opportunity to comment and sorry for the late reply, we are down a fair few staff at the moment.	Noted.
	- Transperth is supportive of increased commercial and residential density in the Town Centre Precinct Structure Plan (PSP) area as it is already well served by public transport connecting across the area.	Noted.
	- Transperth appreciates the support for increased bus priority in the area to further improve the operation of services and provide a more attractive travel mode. Transperth continues to work with stakeholders and also advocate for priority, with some work included on Stirling Highway available here; PTA - Public Transport - Major Road Corridor Review 2018.pdf. Additionally work is continuing on progressing Traffic Signal Priority which may be an appropriate form of Priority for the PSP area given potential road width and land constraints. The Town's support in this area is greatly appreciated and welcomed with Transperth open to discussions with the Town to discuss any opportunities to progress in this area.	Noted.
	- Transperth generally supports the removal of bus embayments as identified in the PSP. Doing so does provide runtime and operations but acting as a form of bus priority, however there may be (generally few) locations where bus embayments are appropriate. Examples include Timing Points, Shopping Centres and	Noted.

Schedule of Submissions – Town Centre Precinct Structure Plan – Public Authority Responses

Public Authority	Submission	Officer's Comment
	Schools. Removal of embayments should be done in consultation with Transperth.	

13.1.2 STREET TREE MASTERPLAN

File Number: **PRK/00135-02, D-21-39280**

Author: **Cloe Dolan, Supervisor Parks and Environment**

Authoriser: **Liz Ledger, Chief Executive Officer**

Attachments:
1. **Street Tree Masterplan Map ⇩**
2. **2021 Street Tree Masterplan Draft Proposed ⇩**

PURPOSE

For Council to approve the revisions to the Street Tree Master Plan and commencement of a consultation process of the streets affected.

Changes are proposed to replace dying WA Peppermint trees and increase biodiversity within the area to maintain and improve on the tree canopy and streetscape amenity which the Town is renowned and celebrated for.

BACKGROUND

The Town of Claremont's current Street Tree Master Plan (the Plan) was adopted in 2013.

Unfortunately, many streets within the Town have WA Peppermint trees listed as the designated tree for the street. These trees are failing in large numbers despite the Towns best efforts to both nurture and replace them.

Now we approach the ten-year anniversary of the Plan, it is necessary to revise the tree selection to provide a more sustainable tree planting program moving forward.

DISCUSSION

The Town has been reviewing the current Street Tree Master Plan for some time as we approach its ten-year anniversary. A significant review was undertaken, fundamentally due to the high number of failures of Western Australian Peppermint trees across the Town.

Within the Town are large monocultures of species, with one of the largest being *Agonis flexuosa*/ Western Australian Peppermint trees.

Mature WA Peppermint trees are dying across all wards, and newly planted juvenile trees are repeatedly failing to survive. This mass decline is caused in a large part by the spread of a specific strand of dieback (*Phytothphora*), as well as the tree's susceptibility to other pests and diseases, ground disturbances, extreme weather events, and the local soil and groundwater makeup, necessitating this species be retired from the Plan and replaced with tree species more likely to thrive in the area.



As well as WA Peppermint a number of other trees are in decline within the area. Jarrah, Liquidambar, and Red Flowering Gum trees are all undergoing significant decline.

Town officers and consultant arborists have been assessing alternative species and undertaking trial planting within the area since as early as 2016 to establish the viability of alternative options for the area. These trials were increased from 2019 as evidence of Western Australian Peppermint tree failures became more widespread.

Considering the speed and scale of the decline of Western Australian Peppermint trees, having a large monoculture species across almost an entire quarter of the Town makes us vulnerable to mass failures through the introduction of a single virulent pathogen, which can rapidly spread from street to street over just a few years.

Proposed changes

To better prevent against such mass deaths and reduce our risk of pathogen and other species-specific mass decline, it is recommended that a range of trees more likely to thrive replace the WA Peppermint trees within the Street Tree Master Plan.

Having a greater variety of tree species across the Town, while still maintaining aisles of a single tree species on a street, should make us less susceptible to such mass failures in future while still being able to cultivate avenues of trees of a consistent look and type.

It is also proposed that where streets have an existing avenue of mature mixed tree types, that this biodiversity be noted within the Plan as biodiverse streets. There are a number of benefits of having some biodiverse streets including a better range of habitat and food sources for native wildlife.

In consideration of these factors, it is proposed:

- Where the Plan currently lists WA Peppermint trees or other trees noted as in significant decline for a street, another single tree species will be selected to replace this tree.
- Although the prior tree species has been removed from the list it will be placed upon a “Grandfather” tree list. Should a resident prefer the previous species still be planted on an adjacent verge rather than the new species, this may be requested.
- Where a street already has several different tree types in numbers along its length, to reflect this, more than one tree option will be listed within the Plan for that street.

No other changes are proposed for the Plan as part of this review.

Consultation

The Plan, when being developed in 2012/13, involved considerable consultation and extensive engagement of the community on a street-by-street basis, enabling all different opinions to be considered by Council.

As this review is not proposing any changes be made to a street other than where the current species is in significant decline, it is proposed that consultation only be undertaken on those streets where this is proposed.

Environmental and tree industry experts have selected a range of different trees which are likely to thrive within the Town based on the results of our trial plantings, as well as local industry knowledge. This considered numerous factors inclusive of local soil types, alignment of roads, width of verges, extent of existing irrigation systems, availability from local nurseries, projected canopy growth, height and root structure, and visual amenity.

It is proposed that:

- Consultation is undertaken staged over different wards within the Town.
- Where a declining tree species is to be replaced with a more viable option, four tree species for that street will initially be provided as options, of which one single species will be selected.
- The owners of properties will be provided with details and pictures of the four options and advised of the various considerations which went into the selection.

- Owners are provided a period of time to consider the options, ask any questions that they may have, and then submit their preference to the Town.

Once consultation has been completed within a ward, all votes and other feedback will be provided to Council together with recommendation of the new species to be listed for each street.

PAST RESOLUTIONS

Ordinary Council Meeting 3 September 2013

That Council

1. *Adopt the Draft Town of Claremont Street Tree Master Plan 2013 with the following modifications:*
   - *Bernard St – change from London Plane to Liquidambar.*
   - *Dunbar St – change from London Plane to Poinciana.*
   - *Princess Rd – change from London Plane to Poinciana.*
   - *Australind St – change from Liquidambar to Poinciana.*
   - *Mengler Ave – change from Peppermint to Jacaranda*
   - *Davies Rd (east side) – change from Liquidambar to Narrow Leafed Peppermint (Eucalyptus nicholii).*
   - *Barnfield Rd – change from WA Red Flowering Gum (Corymbia ficifolia) to Jarrah (Eucalyptus marginata).*
2. *Endorse the expenditure of 2013-14 budget allocation Street Tree Replacement Program - $80,000 on the removal of dead, diseased or dangerous trees on a Town-wide basis including replanting with the species nominated in the Street Tree Master Plan 2013.*

Ordinary Council Meeting 19 March 2013

That Council

a) *Approves advertising of the draft Town of Claremont Street Tree Master Plan 2013 for public comment for a period of three weeks in April/ May 2013; and*
b) *Administration report back to Council by July 2013 with comments received from public on the draft Town of Claremont Street Tree Master Plan 2013 including any recommended changes.*

Ordinary Council Meeting 16 October 2018

That Council approves the change to Chinese Pistachio for Bernard Street and requests the inclusion of this species in the Street Tree Masterplan.

Ordinary Council Meeting 5 November 2019

That Council;

1. *Acknowledges the petition as received from residents of Scott Street in respect to the proposed changes to the Street Tree Master Plan and advises them of the outcome of this resolution once determined*
2. *Advises the petitioners that Council will not plant any further Plane Trees on Scott Street and will incorporate the request for Chinese Pistachio as the desired street tree for Scott Street, during the review of the Street Tree Master Plan scheduled for later in 2019/20*

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with operational budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

EN302 – Road Verges
EN304 – Tree Promotion

EN305 – Street Trees
EN306 – Tree Preservation

COMMUNICATION / CONSULTATION

Consultation to be undertaken with the owners of properties on streets where the current listed tree is being removed from the Plan, due to being in significant decline within the Town.

STRATEGIC COMMUNITY PLAN

Liveability

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

- Provide clean, usable, attractive and accessible streetscapes and public spaces.
- Develop the public realm as gathering spaces for participation, prosperity and enjoyment.

Environmental Sustainability

We are a leader in responsibly managing the built and natural environment for the enjoyment of the community and continue to demonstrate diligent environmental practices.

- Take a leadership in the community in environmental sustainability.

URGENCY

There are currently 170 locations within the Town awaiting tree planting that are currently listed as WA Peppermint tree. Commencing this update of the Plan will enable planting of new trees likely to thrive in those locations.

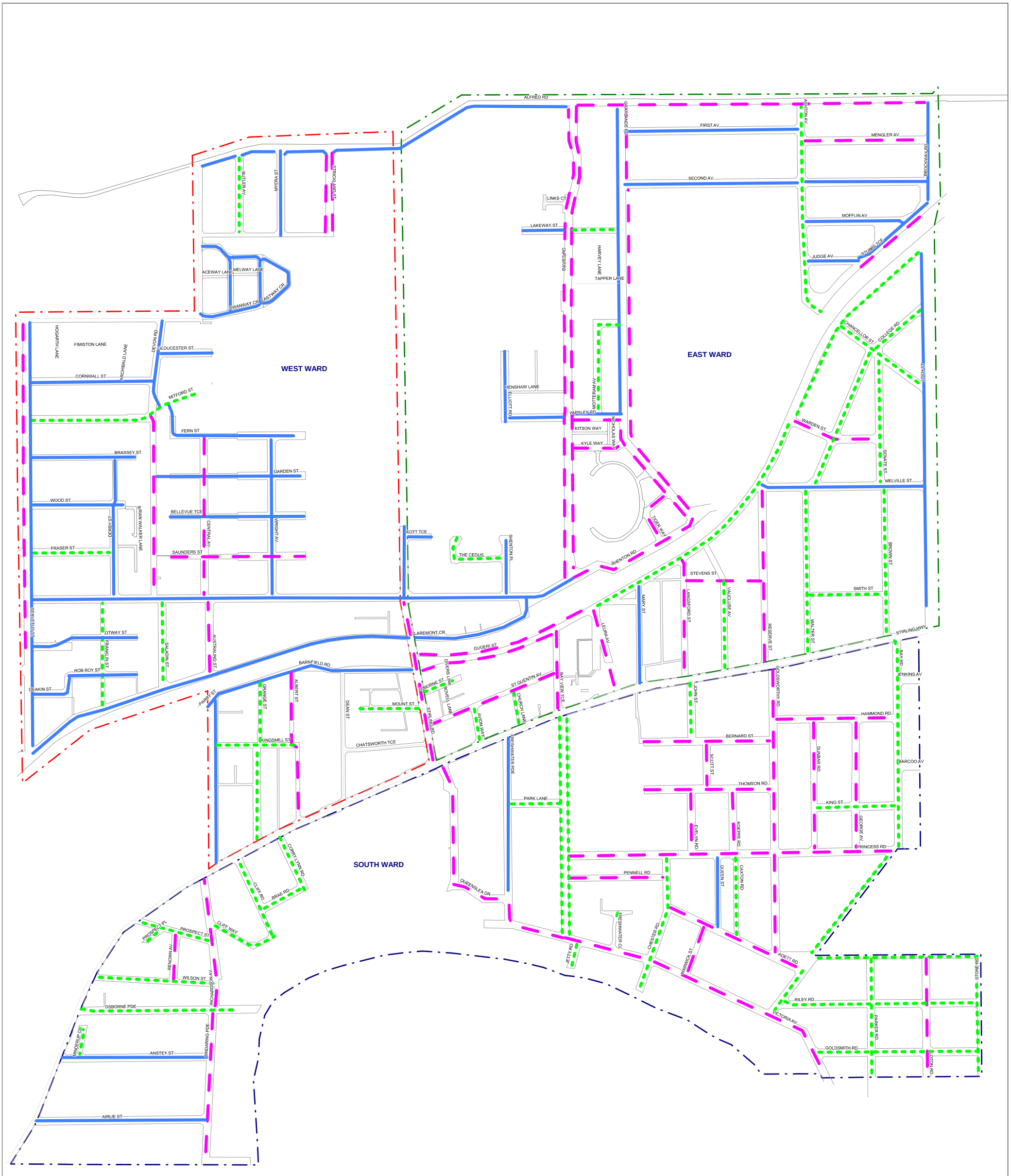
VOTING REQUIREMENTS

Simple Majority decision of Council *(More than half the Elected Members present are required to vote in favour)*.

OFFICER RECOMMENDATION

That Council

1. **Endorse the draft changes to tree species and the proposed "Grandfathering" of tree species noted as in significant decline within the area.**
2. **Support the commencement of consultation with the community on streets where this will occur to ascertain the selection most preferred by the residents.**



Street Tree Masterplan Legend

- Grandfather Species - alternative option to be provided due to disease
- Single Species - to be maintained
- Biodiverse Street

TOWN of CLAREMONT
STREET TREE MASTERPLAN
Draft Map 2021

TOWN OF CLAREMONT Est 1898

Street Tree Masterplan Rev 2021

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Review of the 2013 Masterplan

- The existing masterplan was adopted in 2013,
- Since that time only minor modifications have been made,
- The ongoing failure of the *Agonis flexuosa* (W.A. Peppermint Trees) around the Town of Claremont has led to an extensive review,
- This has identified a few areas which could be improved on:
  - that the existing Masterplan had limited flexibility,
  - a very small mixture of species,
  - and only lists a single species per street for all streets in the Town,
- Resulting from the above, the Town receives regular feedback from residents raising this as a concern,
- Certain species have not thrived due to disease, suitability, the local climate, and soil conditions.
- Local fauna has few options for habitat

"Grandfather" Trees

Trees which have been previously planted that are no longer viable due to repeated failures.

Currently there are only four species on the Grandfather list (subject to future reviews)

- Western Australian Peppermint (*Agonis flexuosa*)
- Jarrah (*Eucalyptus marginata*)
- Liquidambar (*Liquidambar styraciflua)*
- Red Flowering Gum (*Corymbia ficifolia*)

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Tree Species Selection

Factors which have been used to determine the suitable species are:

- The existing streetscape
- Community feedback
- Attractive appearance and canopy cover
- Suitability to Perth's climate as well as drought tolerance
- Disease and pest resistance
- Growth habit and rate
- Increased biodiversity and habitat for fauna
- Ongoing maintenance
- Availability from plant nurseries

Verge sizes have been defined as three types:

1. **Restricted locations**
   Narrow verges or median islands
2. **Standard locations**
   Average sized verges
3. **Open locations**
   Larger than usual sized verges

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Restricted Location Tree Species

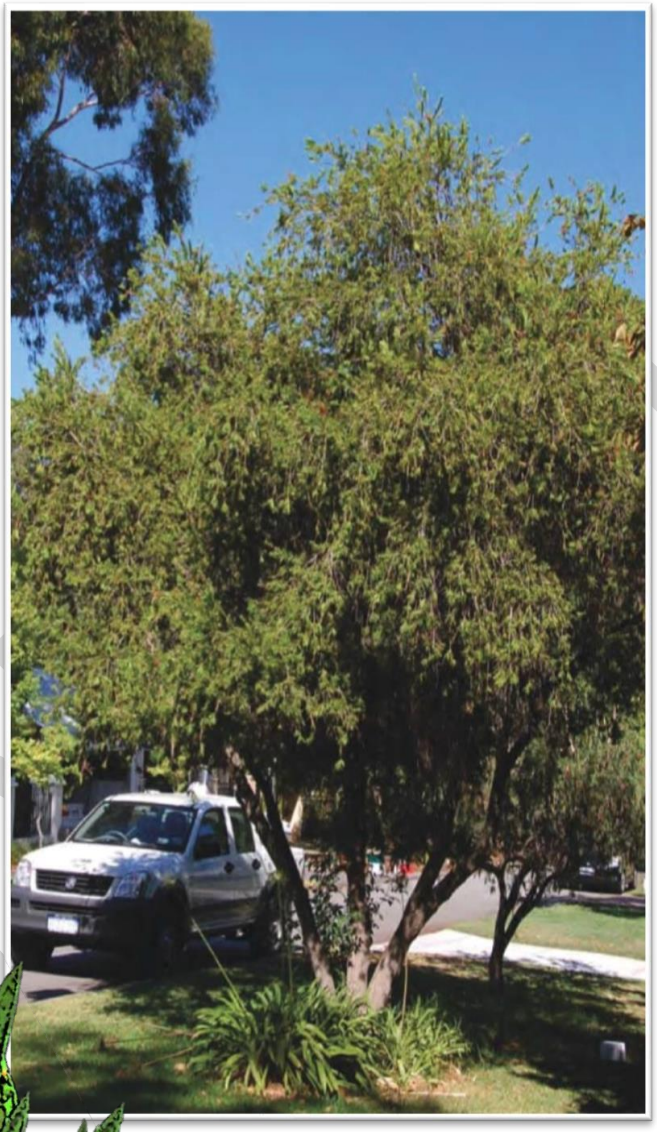
Narrow verges or median islands:

- Bottlebrush “Kings Park Special” *(Callistemon citrinus)*
- Chinese Tallow *(Triadica sebiferum)*
- Coral gum *(Eucalyptus torquata)*
- Hong Kong Orchid Tree *(Bauhinia blakeana)*
- Manchurian Pear *(Pyrus ussuriensis)*
- Silver Birch *(Betula pendula)*
- Spotted Gum *(Corymbia maculata)*
- Tuckeroo *(Cupaniopsis anacardioides)*
- Broad-leaved Paperbark *(Melaleuca viridiflora)*
- Water Gum *(Tristaniopsis laurina)*
- Coolibah *(Eucalyptus victrix)*
- Red Ironbark *(Eucalyptus sideroxylon rosea)*

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Bottlebrush

(Callistemon citrinus "Kings Park special")





- Native to Australia
- Small evergreen tree to 8m
- Produces masses of red "bottlebrush" shaped flowers in spring and summer

Photo location: Bernard Street, Claremont

Chinese Tallow

(Triadica sebiferum)





- Native to China and Japan
- Small to medium deciduous tree to 8m
- Leaves turn red in autumn

Photo location: Thomson Road, Claremont

Coral Gum

(Eucalyptus torquata)





- Native to Goldfields of Western Australia
- Small, hardy evergreen tree to 8m
- Coral pink, bird attracting flowers from August to December

Photo location: Graylands Road, Claremont

Hong Kong Orchid Tree

(Bauhinia blakeana)





- Native to Hong Kong
- Small evergreen tree to 8m
- Fragrant pink-purple flowers in Spring

Photo location: Bay View Terrace, Claremont

Manchurian Pear

(Pyrus usseriensis)





- Native to Northern Japan and Korea
- Small upright deciduous tree to 9m
- Red, yellow and orange foliage in autumn and white flowers in spring

Photo location: Victoria Avenue, Claremont

Silver Birch

(Betula pendula)





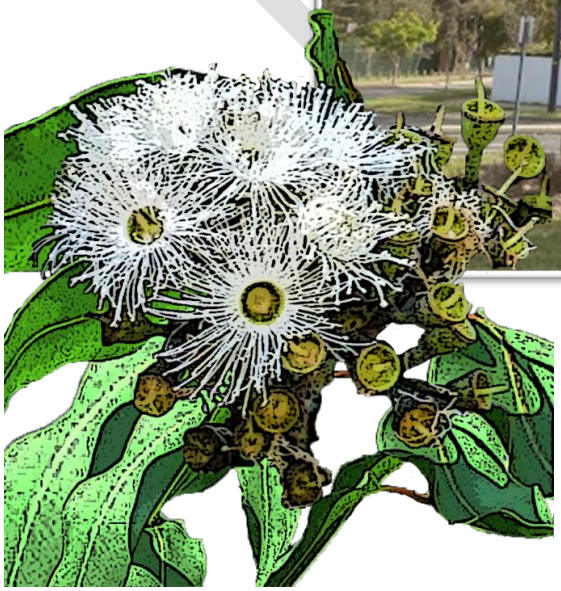
- Native to Western Europe
- Small, upright deciduous tree to 10m
- Yellow foliage in Autumn and white to silver bark

Stock image provided

Spotted Gum

(Corymbia maculata)





- Native to coastal Eastern Australia
- Tall evergreen tree up to 15m
- White flowers are displayed from late Winter until Spring

Photo location: Judge Avenue, Claremont

Tuckeroo

(Cupaniopsis anarcardiodes)





- Native to New South Wales and Queensland
- Small evergreen tree to 8m
- Dark green, glossy leaves and yellow flowers in Summer and Autumn
  Photo location: Swanway Crescent, Claremont

Broad-leaved Paperbark

(Melaleuca viridiflora)





- Native to Eastern Australia
- Medium evergreen shade tree to 15m
- Bird attracting tree with soft, papery white bark and red flowers

Stock image provided

Water Gum

(Tristaneopsis laurina)





- Native to Eastern Australia
- Medium, evergreen shade tree to 15m
- Perfumed, yellow bird, attractive flowers in spring and summer

Photo location: Princess Road, Nedlands

Coolibah

(Eucalyptus victrix)



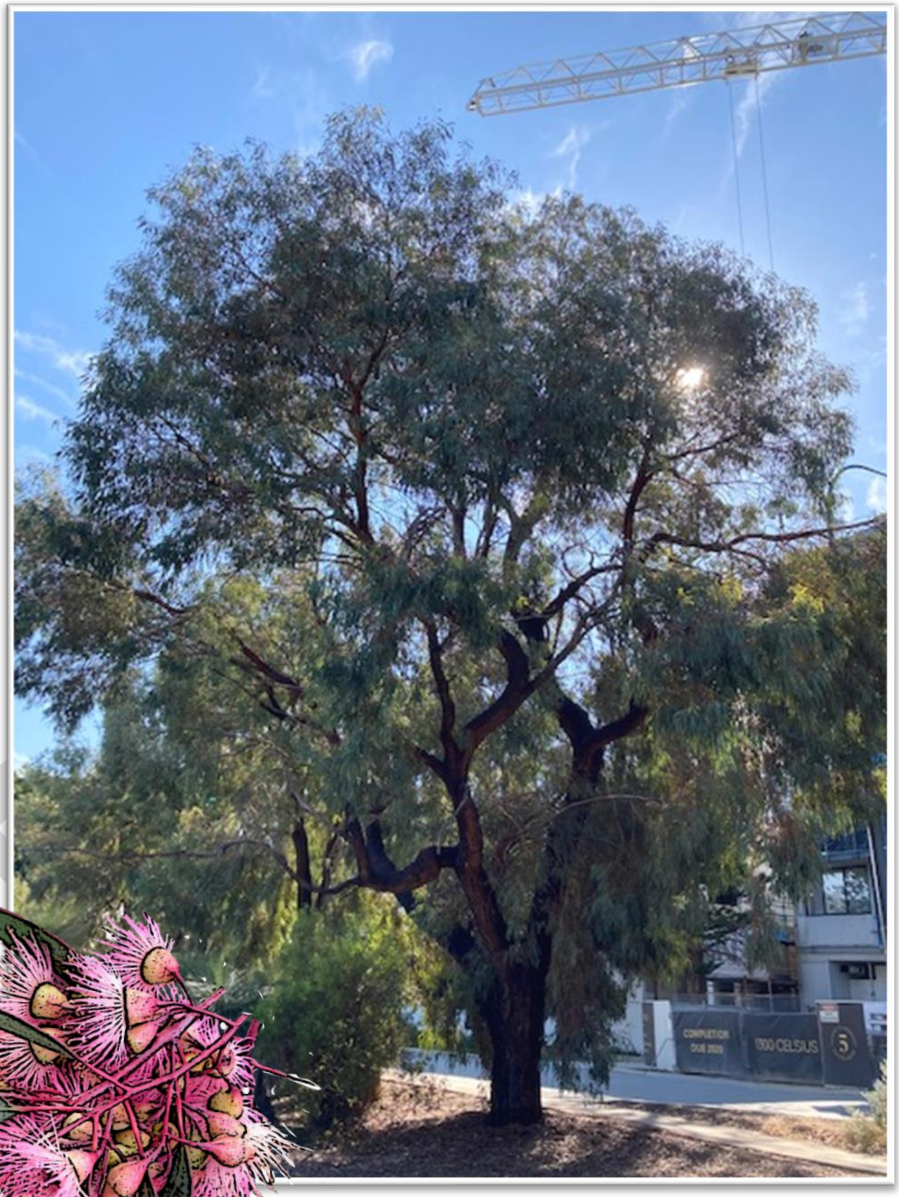


- Native to Western Australia
- Small evergreen tree to 8m
- White bark with grey green foliage
- Small creamy white flowers throughout Summer

Stock image provided above

Red Ironbark

(Eucalyptus sideroxylon rosea)





- Native to Eastern Australia
- Bird attracting, pink to red flowers during Winter and early Spring
- Deeply furrowed, dark brown to black bark

Photo location: Davies Road, Claremont

Standard Location Tree Species

Average Sized Verges:

- Chinese Pistachio *(Pistacia chinensis)*
- Claret Ash *(Fraxinus raywood)*
- English Oak *(Quercus robur)*
- Flooded Gum *(Eucalyptus rudis)*
- Jacaranda *(Jacaranda mimosifolia)*
- Narrow Leaf Black Peppermint *(Eucalyptus nicholii)*
- Broad-leaved Paperbark *(Melaleuca viridiflora)*
- Poinciana *(Delonix regia)*
- Red flowering yellow gum *(Eucalyptus leucoxylon rosea)*
- Red Ironbark *(Eucalyptus sideroxylon rosea)*
- Spotted Gum *(Corymbia maculata)*
- Swamp Sheoak *(Casuarina obesa)*
- Watergum *(Tristaniopsis laurina)*
- Tuckeroo *(Cupaniopsis anarcardiodes)*
- Cottonwood *(Hibiscus tilaceous rubra)*

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Chinese Pistachio

(Pistacia chinensis)





- Native to China and Taiwan
- Small to medium deciduous tree up to 20m
- Red, orange and yellow Autumn foliage

Stock image provided above

Claret Ash

(Fraxinus angustifolia raywood)



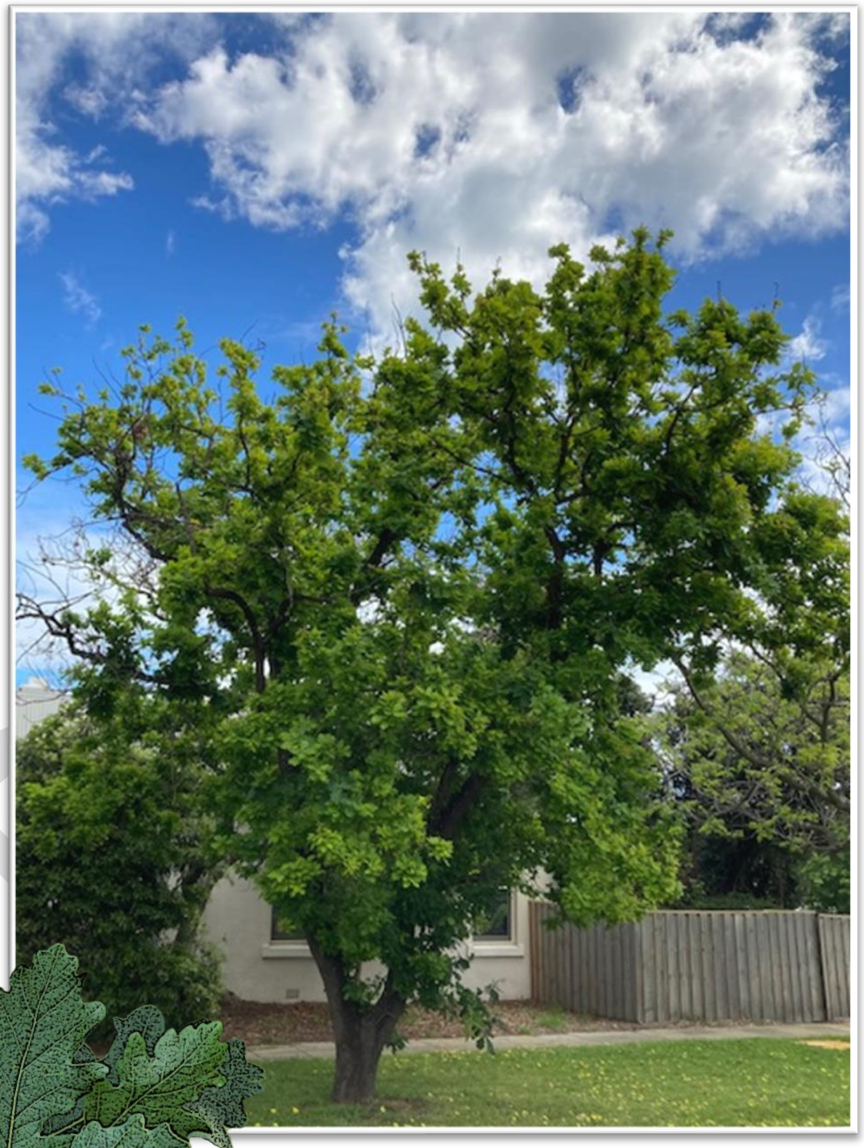


- Native to South Australia
- Medium deciduous tree to 15m
- Narrow leaves turn a deep burgundy colour in Autumn

Stock image provided above

English Oak

(Quercus robur)



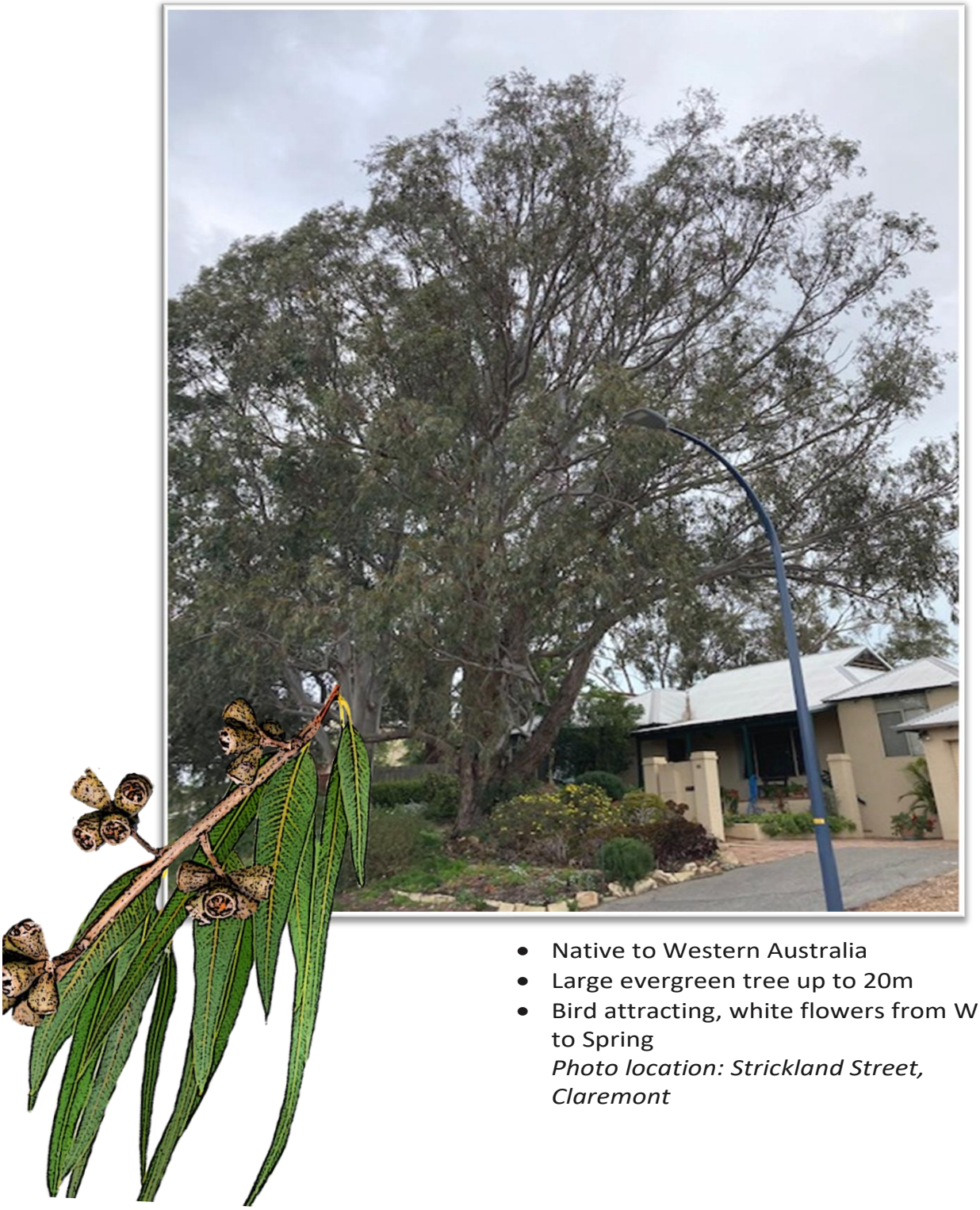


- Native to Europe and Western Asia
- Medium, wide growing deciduous shade tree to 12m
- Small yellow flowers in Spring and yellow Autumn foliage

Photo location: Derby Street, Claremont

Flooded Gum

(Eucalyptus rudis)



- Native to Western Australia
- Large evergreen tree up to 20m
- Bird attracting, white flowers from Winter to Spring

Photo location: Strickland Street, Claremont

Jacaranda

(Jacaranda mimosifolia)





- Native to South America
- Medium deciduous shade tree to 15m
- Produces clusters of mauve flowers on bare wood in Spring
  Photo location: Pennell Road, Claremont

Narrow-Leaved Black Peppermint

(Eucalyptus nicholii)





- Native to the Northern tablelands of New South Wales
- Evergreen tree up to 15m tall and dull blue to green hanging foliage with a domed canopy
  Stock image provided

Broad-leaved Paperbark

(Melaleuca viridiflora)





- Native to eastern Australia
- Medium evergreen shade tree to 15m
- Bird attracting tree with soft, papery white bark, with red flowers

Stock image provided

Poinciana

(Delonix regia)





- Native to Madagascar
- Medium deciduous shade tree to 10m with spreading canopy
- Produces masses of red flowers in spring

Photo location: Watkins Road, Dalkeith

Red Flowering Yellow Gum

(Eucalyptus leucoxylon rosea)



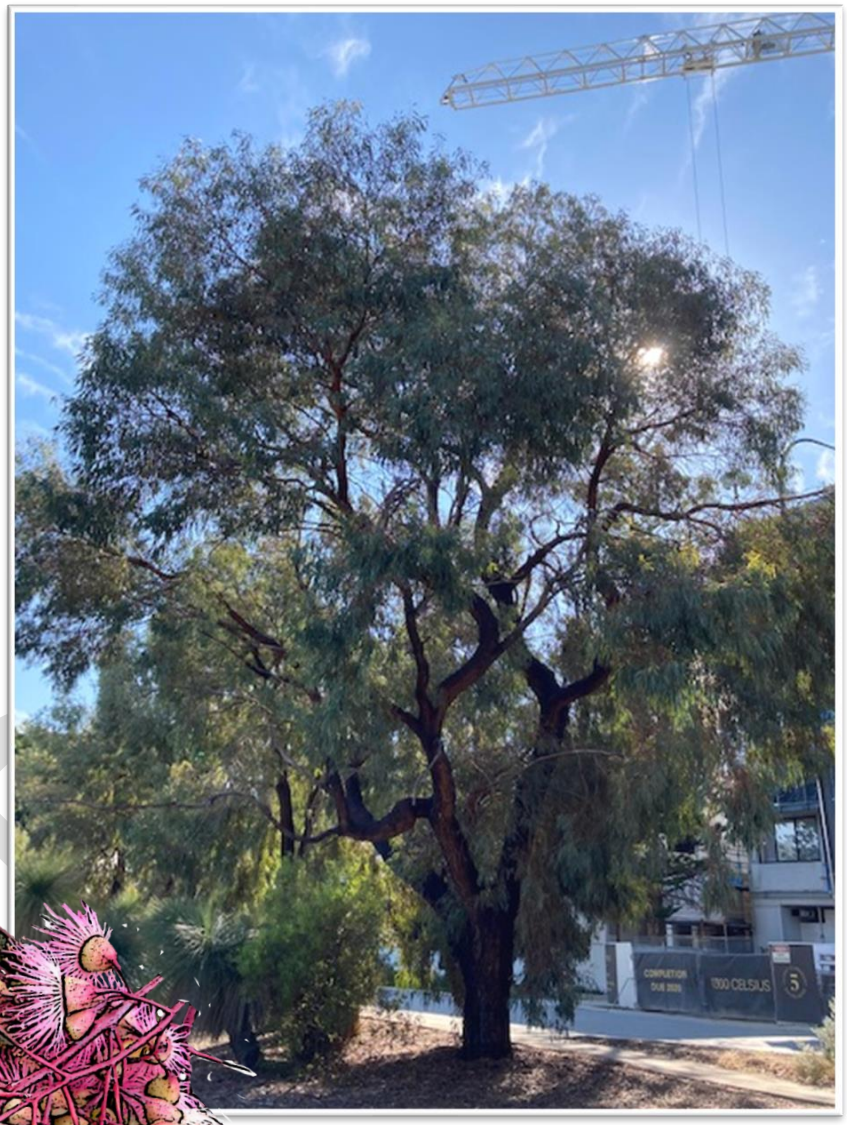


- Native to Victoria, Australia
- Medium evergreen tree to 12m
- Red, bird attracting flowers from June to January

Photo location: Stone Road, Claremont

Red Ironbark

(Eucalyptus sideroxylon rosea)





- Native to eastern Australia
- Bird attracting, pink to red flowers during winter and early spring
- Deeply furrowed, dark brown to black bark

Photo location: Davies Road, Claremont

Spotted Gum

(Corymbia maculata)





- Native to coastal Eastern Australia
- Tall evergreen tree up to 15m
- White flowers are displayed from late Winter until Spring

Photo location: Judge Avenue, Claremont

Swamp Sheoak

(Casuarina obesa)





- Native to Western Australia
- Medium-large upright evergreen tree 10-15m
- Grey-green pine like needle leaves

Photo location: John XXIII Avenue, Nedlands

Water Gum

(Tristaneopsis laurina)





- Native to Eastern Australia
- Medium evergreen shade tree to 15m
- Perfumed, yellow bird, attractive flowers in Spring and Summer

Photo location: Princess Road, Nedlands

Tuckeroo

(Cupaniopsis anarcardiodes)





- Native to New South Wales and Queensland
- Small evergreen tree to 8m
- Dark green, glossy leaves and yellow flowers in Summer and Autumn

Photo location: Swanway Crescent, Claremont

Cottonwood

(Hibiscus tilaceous rubra)





- Native to Eastern Australia and the Pacific Region
- Broad, evergreen tree to 8m
- Large, burgundy and dark green foliage and striking yellow flowers in Summer

Photo location: Dolphin Terrace,Mandurah

Open Location Tree Species

Larger than usual sized verge:

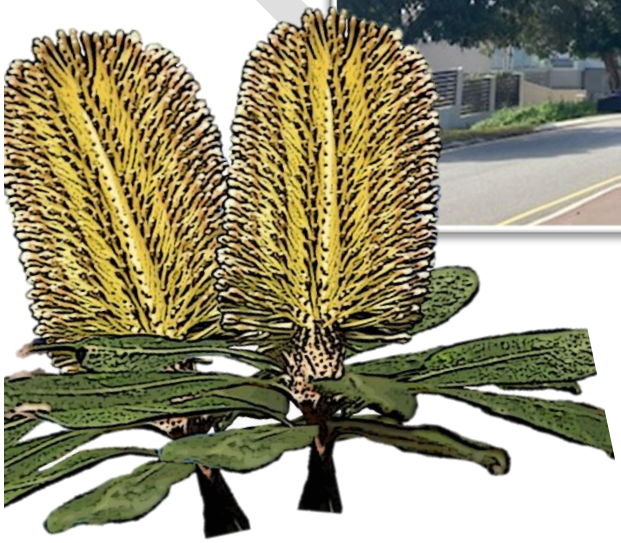
- Coast Banksia (*Banksia integrifolia*)
- Coral Tree (*Erythrina sykesii*)
- Illawarra Flame Tree (*Brachychiton acerfolius*)
- Lemon Scented Gum (*Corymbia citriodora)*
- London Plane (*Platanus x acerifolia)*
- Marri (*Corymbia calophylla*)
- Tuart (*Eucalyptus gomphocephala*)

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Coast Banksia

(Banksia integrifolia)





- Native to Eastern Australia
- Large evergreen tree to 25m
- Yellow bird attracting flowers from autumn to spring and pale green and silver foliage

Photo location: Graylands Road, Claremont

Coral Tree

(Erythrina sykesii)





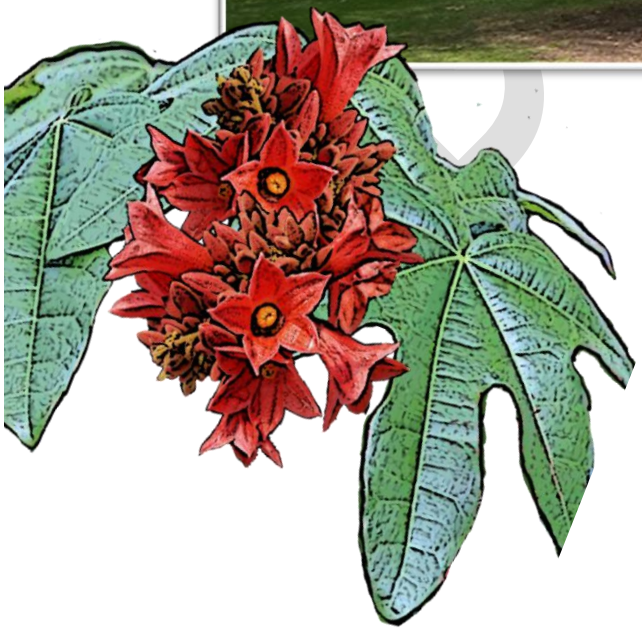
- This variety is of uncertain origin but Erythrinas occur naturally in many countries
- Large deciduous shade tree to 25m
- Produces red flowers on bare wood in Winter

Photo location: Loton Road, Claremont

Illawarra Flame Tree

(Brachychiton acerifolius)



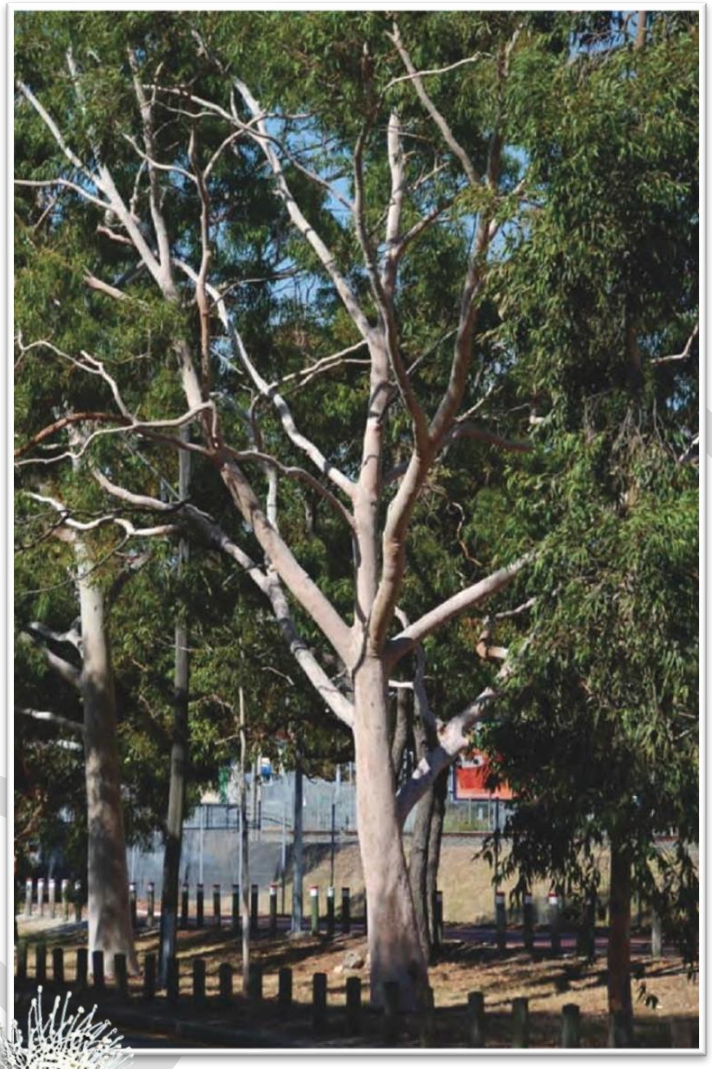


- Native to Eastern Australia
- Large semi deciduous tree to 30m
- Crimson flowers in spring and summer and small, glossy green leaves

Photo location: Rowe Park, Claremont

Lemon Scented Gum

(Corymbia citriodora)





- Native to North Eastern Australia
- Large evergreen shade tree to 35m
- Smooth, pale bark and lemon scented leaves when crushed

Photo location: Stubbs Terrace, Claremont

London Plane

(Platanus x acerifolia)





- Native to Asia and USA (hybrid)
- The world's most widely used street tree
- Large deciduous shade tree to 30m

Photo location: Goldsworthy Rd, Claremont

Marri Tree

(Corymbia calophylla)





- Native to Western Australia
- Large evergreen tree to 40m
- Large clusters of creamy white, bird attracting flowers in summer

Photo location: Swanway Crescent, Claremont

Tuart

(Eucalyptus gomphocephala)





- Native to South Western Australia
- Large evergreen shade tree to 30m
- Bird attracting tree that does well in coastal situations
  Photo location: Creswell Park, Claremont

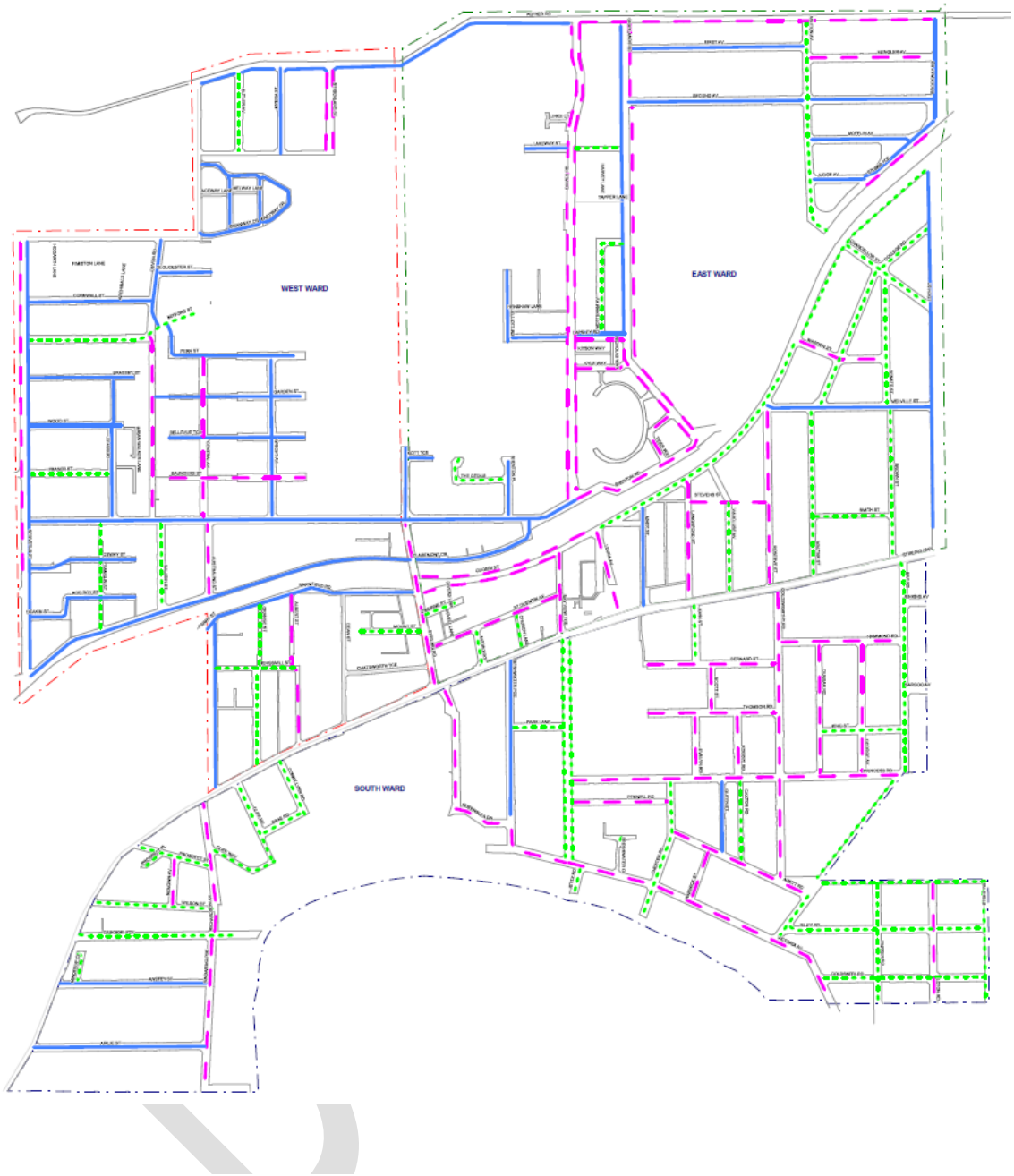
Map of Street Classifications

Single Species Tree Avenue- Tree species remains the same as the 2014 Masterplan due to a strong existing theme and or species has grown successfully. All locations within the same street will receive the same tree species.

Grandfather Species Avenue -Tree species was a diseased tree and previously unsuccessful. Four species to be changed to a new more successful species are W.A. Peppermint, Red Flowering Gum, Liquidambar and Jarrah. All locations within the same street will receive the same new tree species.

Biodiverse Streets- Street contains a mixture of tree species, so any tree can be chosen from the recommended list based on verge size. All locations within the same street can receive a different tree species.

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Street Tree Masterplan Legend

Grandfather Species - alternative option to be provided due to disease

Single Species - to be maintained

Biodiverse Street

Single Species Tree Avenues

SOUTH

STREET	VERGE SIZE	TREE SPECIES BOTANICAL NAME	TREE SPECIES COMMON NAME
Agett Road	Standard	*Delonix regia*	Poinciana
Bernard Street	Open	*Pistacia chinensis*	Chinese Pistachio
Bindaring Parade	Standard	*Platanus acerifolia*	London Plane
Dunbar Road	Standard	*Delonix regia*	Poinciana
Evelyn Road	Standard	*Platanus acerifolia*	London Plane
George Avenue	Standard	*Platanus acerifolia*	London Plane
Goldsworthy Road	Standard	*Platanus acerifolia*	London Plane
Hammond Road	Standard	*Platanus acerifolia*	London Plane
Koeppe Road	Standard	*Platanus acerifolia*	London Plane
Loton Road	Standard	*Erythirna sykesii*	Coral Tree
Pennell Road	Restricted	*Jacaranda mimosaefolia*	Jacaranda
Princess Road	Standard	*Delonix Regia*	Poinciana
Queenslea Drive	Standard	*Jacaranda mimosaefolia*	Jacaranda
Renown Avenue	Standard	*Erythrina sykesii*	Coral tree
Richardson Avenue	Standard	*Platanus acerifolia*	London Plane
Scott Street	Standard	*Pistacia chinensis*	Chinese Pistachio
Thomson Road	Standard	*Delonix regia*	Poinciana
Victoria Avenue	Restricted	*Erythrina sykesii*	Coral tree
Warwick Street	Restricted	*Platanus acerifolia*	London Plane

WEST

STREET	VERGE SIZE	TREE SPECIES BOTANICAL NAME	TREE SPECIES COMMON NAME
Australind Street	Standard	*Delonix regia*	Poinciana
Central Avenue	Standard	*Melaleuca viridiflora*	Broad Leaf Paperbark
Devon Road	Restricted	*Melaleuca viridiflora*	Broad Leaf Paperbark
Saunders Street	Restricted	*Melaleuca viridiflora*	Broad Leaf Paperbark
Servetus Street West	Open	*Eucalyptus gomphocephala*	Tuart
Strickland Street	Standard	*Melaleuca viridiflora*	Broad Leaf Paperbark

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EAST

STREET	VERGE SIZE	TREE SPECIES BOTANICAL NAME	TREE SPECIES COMMON NAME
Alfred Road East	Restricted	*Melaleuca viridiflora*	Broad Leaved Paperbark
Bay View Terrace North	Restricted	*Platanus acerifolia*	London Plane
Davies Road East	Standard	*Eucalyptus nicholii*	Narrow Leaf Black Peppermint
Davies Road West	Standard	*Melaleuca viridiflora*	Broad Leaf Paperbark
Gugeri Street West	Restricted	*Platanus acerifolia*	London Plane
Kyle Way	Restricted	*Platanus acerifolia*	London Plane
Langsford Street	Restricted	*Callistemon Kings Park Special*	Bottlebrush
Lapsley Road South East	Standard	*Platanus acerifolia*	London Plane
Leura Avenue	Restricted	*Platanus acerifolia*	London Plane
Reserve Street	Restricted	*Jacaranda mimosifolia*	Jacaranda
Shenton Road East	Restricted	*Platanus acerifolia*	London Plane
St Quentin Avenue	Restricted	*Liquidambar styraciflua*	Liquidambar
Stevens Street	Restricted	*Tradica sebiferum*	Chinese Tallow
Stirling Road South	Restricted	*Coymbia maculata*	Spotted Gum
Stubbs Terrace East	Standard	*Eucalypus citriodora*	Lemon Scented Gum
Tiger Way	Restricted	*Platanus acerifolia*	London Plane
Warden Street	Standard	*Erythrina sykesii*	Coral Tree

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Grandfather Species Avenues

(Diseased Streets)

SOUTH

STREET	GRANDFATHER SPECIES	VERGE SIZE	PROPOSED NEW SPECIES BOTANCIAL NAME	PROPOSED NEW SPECIES COMMON NAME
Airlie Street	*Agonis flexuosa*	Standard	*Eucalyptus leucoxylon rosea*	Red Flowering Yellow Gum
Anstey Street	*Agonis flexuosa*	Standard	*Corymbia maculata/ Delonix regia*	Spotted Gum/ Poinciana
Freshwater Parade	*Liquidambar styraciflua*	Open	*Brachychiton acerfolius*	Illawarra Flame
Queen Street	*Agonis flexuosa*	Restricted	*Eucalyptus sideroxylon rosea*	Red Ironbark

EAST

STREET	GRANDFATHER SPECIES	VERGE SIZE	PROPOSED NEW SPECIES BOTANICAL NAME	PROPOSED NEW SPECIES COMMON NAME
Brockway Road West	*Agonis flexuosa*	Restricted	*Corymbia maculata*	Spotted Gum
Elliott Road	*Agonis flexuosa*	Standard	*Eucalyptus rudis*	Flooded Gum
First Avenue	*Agonis flexuosa*	Standard	*Melaleuca viridiflora*	Broad Leaved Paperbark
Graylands Road	*Agonis flexuosa*	Standard	*Eucalyptus nicholii*	Narrow Leaf Black Peppermint
Judge Avenue	*Agonis flexuosa*	Standard	*Corymbia maculata*	Spotted Gum
Lakeway Street West	*Agonis flexuosa*	Restricted	*Melaleuca viridiflora*	Broad Leaved Paperbark
Lapsley Road North East	*Agonis flexuosa*	Standard	*Eucalyptus leucoxylon rosea*	Red Flowering Yellow Gum
Lapsley Road West	*Agonis flexuosa*	Standard	*Eucalyptus leucoxylon rosea*	Red Flowering Yellow Gum
Loch Street	*Liquidambar styraciflua*	Open	*Brachychiton acerfolius*	Illawarra Flame
Mary Street	*Eucalyptus marginata*	Restricted	*Bauhinia blakeana*	Hong Kong Orchid Tree
Melville Street	*Liquidambar styraciflua*	Open	*Banksia integrifolia*	Coast Banksia
Mofflin Avenue	*Agonis flexuosa*	Standard	*Tristaneopsis laurina*	Watergum

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Second Avenue	*Agonis flexuosa*	Standard	*Eucalyptus sideroxylon rosea*	Ironbark
Stubbs Terrace	*Agonis flexuosa*	Standard	*Corymbia maculata*	Spotted Gum

WEST

STREET	GRANDFATHER SPECIES	VERGE SIZE	PROPOSED NEW SPECIES BOTANICAL NAME	PROPOSED NEW SPECIES COMMON NAME
Alfred Road	*Agonis flexuosa*	Standard	*Eucalyptus gomphocephala*	Tuart
Barnfield Road	*Eucalyptus marginata*	Restricted	*Eucalyptus victrix*	Coolibah
Bellevue Terrace	*Agonis flexuosa*	Restricted	*Bauhinia blakeana*	Hong Kong Orchid Tree
Brassey Street	*Agonis flexuosa*	Restricted	*Cupaniopsis anarcardiodes*	Tuckeroo
Butler Avenue	*Agonis flexuosa*	Standard	*Pistacia chinensis*	Chinese Pistachio
Claremont Crescent East of Stirling Road	*Agonis flexuosa*	Standard	*Jacaranda mimosifolia*	Jacaranda (Confirmed)
Claremont Crescent West of Stirling Road	*Agonis flexuosa*	Restricted	*Eucalyptus torquata*	Coral Gum
Cornwall Street	*Agonis flexuosa*	Standard	*Eucalyptus leucoxylon rosea*	Red Flowering Yellow Gum
Deakin Street	*Agonis flexuosa*	Standard	*Cupaniopsis anarcardiodes*	Tuckeroo
Derby Street	*Agonis flexuosa*	Restricted	*Pyrus usseriensis*	Manchurian Pear
Devon Road North	*Agonis flexuosa*	Standard	*Melaleuca viridiflora*	Broad Leaved Paperbark
Eastway Crecent	*Agonis flexuosa*	Restricted	*Eucalyptus victrix*	Coolibah
Fern Street	*Agonis flexuosa*	Restricted	*Tristaniopsis laurina*	Watergum
Garden Street	*Agonis flexuosa*	Standard	*Hibiscus tilaceous rubra*	Cottonwood
Glenway Crescent	*Agonis flexuosa*	Restricted	*Eucalytpus torquata*	Coral Gum
Gloucester Street	*Agonis flexuosa*	Standard	*Fraxinus angustifolia raywoodii*	Claret Ash
Kott Terrace	*Agonis flexuosa*	Standard	*Triadica sebiferum*	Chinese Tallow
Mitford Street	*Agonis flexuosa*	Standard	*Cupaniopsis anarcardiodes*	Tuckeroo
Myera Street	*Agonis flexuosa*	Standard	*Eucalyptus rudis*	Flooded Gum
Otway Street	*Agonis flexuosa*	Restricted	*Cupaniopsis anacardiodes*	Tuckeroo
Parry Street	*Agonis flexuosa*	Open	*Banksia integrifolia*	Coast Banksia
Rob Roy Street	*Agonis flexuosa*	Restricted	*Cupaniopsis anaracardiodes*	Tuckeroo

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Servetus Street East	*Agonis flexuosa*	Standard	*Casuarina obesa*	Swamp Sheoak
Shenton Place	*Agonis flexuosa*	Standard	*Casuarina obesa*	Swamp Sheoak
Shenton Road West	*Agonis flexuosa*	Standard	*Eucalyptus rudis/ Pistacia chinensis*	Flooded Gum/ Chinese Pistachio
Stirling Road North	*Agonis flexuosa*	Standard	*Eucalyptus sideroxylon rosea*	Ironbark
Swanway Crescent	*Agonis flexuosa*	Restricted	*Corymbia maculata*	Spotted Gum
Wood Street	*Agonis flexuosa*	Standard	*Eucalyptus leucoxylon rosea*	Red Flowering Yellow Gum
Wright Avenue	*Agonis flexuosa*	Standard	*Eucalyptus leucoxylon rosea*	Red Flowering Yellow Gum

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Biodiverse Streets

SOUTH

STREET	VERGE SIZE
Bay Road	Standard
Bay View Terrace South	Restricted
Brae Road	Standard
Caxton Road	Restricted
Chester Road	Standard
Cliff Road	Standard
Cliff Way	Restricted
Corry Lynn Road	Standard
Freshwater Close	Standard
Goldsmith Road	Standard
Jetty Road	Restricted
John Street	Standard
King Street	Standard
Melvista Avenue South	Standard
Minderup Close	Restricted
Osborne Parade	Open
Park Lane	Standard
Parker Road	Standard
Prospect Place	Restricted
Prospect Street	Standard
Riley Road	Standard
Stone Road East	Standard
Wilson Street	Restricted

EAST

STREET	VERGE SIZE
Ashton Avenue	Restricted
Avion Way	Restricted
Brown Street	Restricted
Chancellor Street	Open
Church Lane	Restricted
College Road	Open
Gugeri Street South East	Open
Lakeway Street East	Restricted
Mengler Avenue	Standard
Motteram Avenue	Standard

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Obeirne Street	Restricted
Senate Street	Standard
Smith Street	Restricted
Vaucluse Avenue	Restricted
Walter Street	Standard

WEST

STREET	VERGE SIZE
Franklin Street	Restricted
Fraser Street	Fraser Street
Grange Street North	Restricted
Grange Street South	Open
Mitford Street	Standard
Mount Street	Restricted
Saladin Street	Standard
The Cedus	Open

DRAFT

13.1.3 PETITION - POINCIANA AS THE STREET TREE FOR THE NORTHERN SIDE OF LAPSLEY ROAD EAST

File Number: **GOV/00053, D-22-17931**

Author: **Marty Symmons, Director Infrastructure**

Authoriser: **Liz Ledger, Chief Executive Officer**

Attachments: **1. Petition - Poinciana as the Street Tree for the northern side of Lapsley Road - Confidential**

PURPOSE

For Council to consider the replacement of WA Peppermint Trees for the northern side of Lapsley Road east of Davies Road. The preferred tree species will be identified following consultation of the residents from Lapsley Road east of Davies Road.

BACKGROUND

A petition was received by Council at the Ordinary Council Meeting on 31 May 2022 requesting that Poinciana trees be the species nominated for the verge within the Town's Street Tree Masterplan (STMP), for the northern side of Lapsley Road East.

The lead petitioner stated the petitioners would like to increase the canopy of the street and are willing to water and maintain the trees supplementary to Town maintenance.

The petition received 10 signatures from residents of Lapsley Road East, of which 4 are listed on the Electoral Roll from the 2021 Ordinary Election.

DISCUSSION

The Town is reviewing the STMP primarily due to the mass failure of the WA Peppermint trees within the Town. The northern verge of Lapsley Road East (east of Davies Road) currently has WA Peppermint trees listed as its tree species and will therefore require an alternate species be nominated.

The southern verge of Lapsley Road East is within the recently redeveloped PCYC development area which in turn is a part of the larger NEP development area and has a separate Style Guide (*Claremont North East Precinct Design Guidelines and Detailed Area Plans*) with London Plane trees listed as the nominated tree species for the southern verge.

The northern verge of Lapsley Road East is classified as a Standard Width verge, of which the draft STMP lists several suitable alternative tree species. Poinciana trees are one of those species identified that may be suitable for a Standard Width verge within the Town.

The Town's Parks and Environment team have reviewed the location having received the petition, to consider the necessary requirements for Poincianas to thrive, and are satisfied that Poinciana will be suitable. Considerations include an assessment of the soil type as well as the existence of privately owned verge irrigation systems, amongst other factors.

However, has also noted that not all property owners were home when signatures were sought. It is therefore recommended that the Town consult all residents of this defined area regarding their preferred tree species from a shortlist of suitable tree species, which will include Poinciana.

Once the period for review is completed the votes will be counted and the species most preferred by the responders can be added to the STMP replacing the previously listed WA Peppermint tree for that particular area.

PAST RESOLUTIONS

Ordinary Council Meeting 31 May 2022, Resolution 043/22

That the petition regarding Poinciana as the Street Tree for the northern side of Lapsley Road East be received by Council and a report prepared.

CARRIED

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

EN302 – Road Verges

EN305 – Street Trees

EN306 – Tree Preservation

COMMUNICATION / CONSULTATION

This report is written in consideration of a petition from residents of Lapsley Road East. The lead petitioner will be notified of any relevant Council Resolution.

For streets required to change from WA Peppermint to an alternative tree species the proposed consultation process is for a shortlist of suitable species to be provided to owners of properties along a street, typically of up to four different species. This will be done by a direct mail out, including photos and details of the four proposed species. The Poinciana will be included in this list of four.

The owners then have a period to consider the four different options and select their preferred species from the shortlist. The preferred species will then be added to the Street Tree Masterplan.

STRATEGIC COMMUNITY PLAN

Liveability

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

- Provide clean, usable, attractive and accessible streetscapes and public spaces.

URGENCY

Selection of a suitable tree species will enable planting of some trees by the Town during the planting season (wetter months).

VOTING REQUIREMENTS

Simple Majority decision of Council *(More than half the Elected Members present are required to vote in favour)*.

OFFICER RECOMMENDATION

That Council

1. **Approve the replacement of WA Peppermint trees within the Street Tree Masterplan with an alternate tree species for the northern side of Lapsley Road east of Davies Road; and**
2. **That the preferred species is to be as selected by properties on the northern side of Lapsley Road east of Davies Road, from the shortlist provided by Council .**

13.2 LEADERSHIP AND GOVERNANCE

13.2.1 2022-23 ANNUAL BUDGET

File Number: **FIM/00206, D-22-13114**

Author: **Vicki Cobby, Manager Finance**
Bree Websdale, Director Governance and People

Authoriser: **Liz Ledger, Chief Executive Officer**

Attachments:
1. **2022-23 Annual Budget ⇩**
2. **2022-23 Fees & Charges Schedule ⇩**
3. **Redacted Submissions - Draft Budget 2022-23 ⇩**

PURPOSE

To present to Council for adoption the Town of Claremont's Annual Budget 2022-2023.

BACKGROUND

The 2022-2023 draft budget has been prepared in accordance with the Council's Annual Budget Policy LG503 and based on feedback and consultation with Elected Members including at budget workshops held in April and May 2022.

As per Council Policy LG503, Council provides the opportunity for its residents and ratepayers to provide feedback as it states:

JUNE *Draft budget to be released for public comment for 14-day period*

Following its Ordinary Council Meeting held on the 31 May 2022, where Council adopted the draft budget, it was advertised for public comment for a period of 14 days between 1 June until 14 June 2022.

DISCUSSION

The 2022-2023 Budget continues to deliver the strategic objectives outlined in Council's Claremont Ahead Strategic Community Plan 2021 - 2031. The 2022-23 Budget is shown in **Attachment 1.**

The main features of the 2022-23 Budget include:

1. Continue the broad range of statutory and discretionary services generating a net operating surplus of $4,724,241. These funds are available for asset development and renewal (capital works), transfer to reserves including interest earnings and loan reduction.

2. Invest in the renewal of and additions to the Town's infrastructure with a budget provision of $4,523,082. This includes expenditure on the following:

a.	Parks and Environment	$ 530,000
b.	Roads	$ 985,768
c.	Footpaths	$ 663,900
d.	Drainage	$ 260,000
e.	Car Parks & ROW	$ 661,560
f.	Buildings	$ 808,500
g.	Plant and Equipment	$ 201,000
h.	Electronic Equipment	$ 412,354

3. Funding of $223,000 towards the capital works program, through grants and contributions.

4. Continued focus on Community Safety with a continuation of a 7-day roster for community safety officers and a further investment of $100,000 into CCTV to cover more key locations.

5. Continuation of IT Security Program, software improvements, and introduction of a web portal and on-line mapping. An upgrade to Council chambers to allow livestreaming of Council meetings. Improving internal efficiencies and customer service through information technology advancements.

6. Continuation of night-time economy stimulus initiative, $100,000 to assist business recovery from COVID and ensure a thriving Town Centre.

7. Reduce borrowings by $2,727,097.

8. Provide a balanced budget for the year ending 30 June 2023. By using revenue that exceeded budget expectations and savings that will be realised in the 2021-22 financial year to partially fund our expenses in 2022-23, the Town has been able to keep the rate rise to a minimum. The impact of this shows in the statement of comprehensive income on page 2 in **Attachment 1**. This statement shows a negative net result of $482,986 for the year ending 30 June 2023. This means that our rates revenue and other operating revenue totalling $20,996,716 plus non-operating income of $251,828 is less than our operating expenses by $482,986.

Amendments to the 2022-2023 draft budget

Following presentation of the draft 2022-2023 budget at the OCM on 31 May 2022, further information has been received that has necessitated changes to the 2023-2023 Budget presented for adopted. These are outlined below.

1. Timing of parking infringements revenue

Recent accounting advice received by the Town requires that all parking infringements issued by the Town need to be treated as income when they are issued. Previously the income was recognised upon receipt of the monies. The result of this advice is recognition of a further $160,000 in income for parking infringements for 2021/2022.

2. Insurance

LGIS provided the Town's insurance premiums on 16 June 2022. The Town had conservatively budgeted $373,295 ex GST / $410,624.50 including GST. These amounts were allocated in the draft 22/23 Budget.

The final premiums are $355,527.01 ex GST / $391,079.71 including GST. This is a reduction of $17,768. These revised amounts have now been allocated in the proposed 22/23 Budget.

3. Waste

The Town has since advertising the draft budget been advised by Suez as per conditions in the existing contract that the fee adjustment for all waste collections and recycling processing fees from the 1 July 2022 will be increasing. The increases are 13.53% for collections and 7.6% for recycling processing. The reasons relate to a 10% increase in their fixed costs, 75% for labour and 15% for fuel costs.

This equates to a further $45,000 being required for Waste than allocated in the draft 22/23 budget. While the Town's Officers did allow for an increase, this is above what was anticipated and provided for in the draft 22/23 budget.

In summary, the changes to the 22/23 Budget as compared to the 22/23 draft budget are:

Increase in operating expenditure	Waste	$45,000
Increase in operating revenue 21/22	Parking Infringements	$160,000

Reduction in estimated operating expenses	Insurance Premiums	$17,768
	Net total	$132,768

This equates to an additional income of $132,768. This additional revenue has been allocated to the following items in the 2022/2023 Budget

- An additional $40,000 has been allocated to consultancy fees in the planning directorate for application towards the PSP and preparation of the Local Planning Scheme 4. This allows for the LPS to be completed in 22/23This was previously budgeted at $80,000 but has been increased to $120,000.

- An additional $15,000 has been allocated to consultancy fees to support the development of a local Tourism Plan.

- An additional $60,000 has been applied towards the Buildings maintenance budget to allow for the maintenance of buildings under management order, previously prevented by increased contractor and goods costs. This was previously budgeted at $100,000 but has been increased to $160,000.

- An additional $17,768 has been applied towards the roads program in light of significant increases in contractor rates and price of goods. This was previously budgeted at $968,000 but has been increased to $985,768.

There is also a proposed amendment to the name and purpose for the Bore Replacement Reserve. The Reserve fund formally known as “Bore Replacement Reserve” has been changed to “Irrigation and Drainage Reserve”. The purpose has been changed from “To provide funds for the replacement of park bores” to “To provide funds for the replacement, renewal and upgrade of irrigation and drainage”. This will allow the funds to be used more broadly than just for bores.

Schedule of Fees and Charges

The Schedule of Fees and Charges for 2022-2023 is shown in **Attachment 2.**

Increases to the Fees and Charges has been minimal and measured against industry and where applicable CPI to ensure the Town is still providing value for money for its customers.

No changes have been made since presentation to Council at the Ordinary Council Meeting of 31 May 2022, other than as referred to in further detail under communication/consultation below. The change is with respect to the addition of one free residential parking permit to those ratepayers/residents who reside in a Heritage Home with no onsite parking. Previously this would have attracted a charge of $100.

PAST RESOLUTIONS

Ordinary Council Meeting held on 31 May 2022, Resolution 052/22

That Council endorse advertising of its draft 2022-23 Annual Budget for public comment ending 14 June 2022, highlighting the significant elements including:

1. *A 3.5% rate increase, with an increase to the minimum rates of $46.*

2. *An estimated Net Opening Operating Surplus of $1,264,807.*

3. *A balanced budget (estimated Closing Surplus in 2022-23 of $0).*

4. *A net operating surplus of $4,615,313.*

5. A Total Capital Program of $4,505,314. This includes expenditure on the following:

- *Parks and Environment $ 530,000*
- *Roads $ 968,000*
- *Footpaths $ 663,900*
- *Drainage $ 260,000*
- *Car Parks & ROW $ 661,560*
- *Buildings $ 808,500*
- *Plant and Equipment $ 201,000*
- *Electronic Equipment $ 412,354*

6. Net reduction in loans by $2,727,097.

CARRIED BY ABSOLUTE MAJORITY

FINANCIAL AND STAFF IMPLICATIONS

The financial implications are as detailed within this report and the attached draft budget for the 2022/2023 financial year.

POLICY AND STATUTORY IMPLICATIONS

Local Government Act 1995 Part 6 – Financial Management

Division 2 - Annual Budget

Division 5 – Financing Local Government Activities

Division 6 – Rates and Service Charges

LG503 - Annual Budget Preparation and Plan for the Future Review.

COMMUNICATION / CONSULTATION

Development of the 2022-2023 Budget has included feedback from Elected Members, operational staff and the Executive Team.

The draft 2022-2023 budget was communicated to ratepayers through an advert in local newspapers and was also accessible via the Town's website and at the Town administration office.

At the close of submissions, 2 responses had been received in respect to the draft budget. Redacted version of those submissions are shown in **Attachment 3.**

The first submission dated 10 June 2022 requests that any rate increase is kept to a minimum and offers suggests as to how to save costs. A number of the suggestions have already been considered during the budgeting process or already occur these include:

Suggestion	**Officer Response**
Using principles of economies of scale, negotiating with contractors, buying in bulk, sharing costs with other Councils etc	The Town follows a Council endorsed purchasing policy and where applicable goes out for quotation and tender. The Town has many examples of service sharing with other nearby local governments.
Look at utilities management- electricity, water, gas, telecommunications etc in all of your Public Buildings	The Town reviews service providers to ensure value for money. The Town has installed solar panels to due reduce electricity usage at the Aquatic Centre and Administration building

Reducing corporate budgets such as legal, consultancy, training.	These budgets have been scrutinized and align with the Town's Strategic Community Plan.
Carpooling	The Town has vehicles that are used for carpooling. Providing working from home as an option has reduced the number of employee vehicles coming into Claremont per week
Only conduct essential maintenance and repairs	The Town will continue to follow and adhere to its asset management plan, which is considered essential. Essential maintenance work if not adhered to may result in more work and increased expenses.

The following suggestions have not been incorporated into the budget:

Suggestion	**Officer Response**
Travel- put a hold on all on essential travel/accommodation- if meetings/conferences /training are essential then hold them via Zoom	There is a budget for staff and elected member training. These budgets and the Town's approval process for training follow Council endorsed policies, LG 500 (Effective People Management) and LG 540 (Elected Member Training and Continuing Professional Development). The Town has a performance management system which is linked to ongoing learning and development and training. Where appropriate and possible, training and development opportunities are conducted over Zoom and Teams.
Defer all new projects and upgrades.	This is not recommended. The Town's mission is to deliver quality services for Claremont today and to build the foundation for the future.
Freeze on hiring any new staff and not replacing staff when they leave.	This is impractical and will lead to poor service delay and excessive workloads on other staff members.
New employment contracts do not have in built automatic pay increases.	This is contrary to the Enterprise Agreement.
No bonus payments or staff overtime	Non-payment (or time in lieu) for staff overtime would be contrary to legislative obligations.
Cancel all refreshments.	Refreshments will continue to be provided before OCMs.
Hold on public events which cost Council money.	Holding public events contributes to a connected community and satisfies the Town's strategy to facilitate opportunities for social participation and inclusion through programs, events and activities.
Hold on children's play equipment/grounds.	This does not align with the Towns asset management plan or objectives and strategies.
Put grants to sporting groups, community groups on hold.	Without these grants a number of sporting or community groups could not continue, impacting community health and wellbeing.

The second submission dated 12 June 2022 states that the ratepayer is supportive of a small fee for on street parking with concessions for Heritage Areas.

The proposed Schedule of Fees and Charges for 2022/2023 sets a fee of $100 for a residential parking permit per year and any additional permit is then $150 per year.

Town of Claremont
Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
PARKING SERVICES				
Parking Fees				
Tradesperson Parking permit - per day per bay (CBD and NEP)	C	Y	51.00	55.00
Tradesperson Parking permit - per day per bay (Residential)	C	Y	36.00	40.00
Tradesperson parking permit (Residential)- PP Weekly Rate	C	Y	150.00	150.00
First Residential Parking Permit	C	Y	-	$100 per permit per year
Additional Residential Parking Permits (provided at CEO discretion)	C	Y	150.00	$150 per permit per year
Replacing parking permits	C	Y	30.00	50.00

Currently the fee for off street parking is the same for Heritage and No Heritage homes.

Based on the feedback received, the officer recommendation is to allow all heritage homes that have no off street parking to receive 1 residential parking permit for 1 year free of charge. The previously presented draft Schedule of Fees and Charges would have required those ratepayers/ residents to pay a fee of $100.

STRATEGIC COMMUNITY PLAN

Leadership and Governance

We are an open and accountable local government; a leader in community service standards.

- Our stakeholders are well informed and we provide opportunities for community engagement.
- Demonstrate a high standard of governance, accountability, management and strategic planning.
- Manage our finances responsibly and improve financial sustainability.

URGENCY

Adoption of the budget at this meeting will enable the issue of rates notices on 19 July 2022, in accordance with Council Policy.

VOTING REQUIREMENTS

Absolute Majority decision of Council *(6 Elected Members are required to vote in favour)*.

OFFICER RECOMMENDATION

That Council approves the Annual Budget as follows:

Part A – Municipal Fund Budget for 2022-23

Pursuant to the provisions of section 6.2 of the *Local Government Act 1995* and Part 3 of the *Local Government (Financial Management) Regulations 1996*, Council adopt the Municipal Fund Budget as attached for the Town of Claremont for the 2022-23 financial year with includes the following:

a) Statement of Comprehensive income by Nature and Type on Page 2 showing a net result for that year of ($482,986).

b) Statement of Cash Flows on Page 3 showing cash at the end of year position of $12,976,079.

c) Rate Setting Statement on Page 4 showing an amount required to be raised from rates of $15,569,831.

d) Notes to and forming Part of the Budget on pages 5 – 26.

Part B – Rates and Charges

For the purpose of yielding the deficiency disclosed by the Municipal Fund Budget adopted at Part A above, Council pursuant to Sections 6.32, 6.33, 6.34 and 6.35 of the *Local Government Act 1995* impose the following general rates and minimum payments on Gross Rental Values for the 2022-23 Financial Year.

a) General Rate:

0.068652 cents in the dollar of gross rental value
Minimum Rate: $1,360 per assessment

- **A charge of $415.00 (GST exempt) per annum for each standard rubbish service that is provided in addition to the one standard service provided to rateable properties;**
- **A charge of $105.00 (GST exempt) per annum for an upgraded rubbish service to rateable properties;**
- **A charge of $160.00 (GST exempt) per annum for each additional rubbish service to rateable properties and**
- **A charge of $460.00 (GST exempt) per annum for each standard service provided to non-rateable properties.**

b) Specified Area Rate:

$0.001239 cents in the dollar of gross rental value to reflect a reduced rate to levy $60,000 maximum. To be levied on all commercial properties bounded by Stirling Highway, Stirling Road, Gugeri Street and Leura Avenue.

c) Administration Charge for instalments: $18.00 per subsequent instalment notice for formal rate instalment plans.

d) Administration Charge for ad-hoc instalments: $54.00 for ad-hoc instalment plans approved by the Town.

e) In accordance with Section 6.45 of the *Local Government Act 1995*, resolves to establish the following Rate Instalment Options and Due Dates with respect to the 2022-23 financial year;

- **Payment in full. One payment with no interest or instalment charges if paid within 35 days after the date of the service appearing on the rate notice.**

- **Payment by four instalments. First payment to be received on or before 5.00pm 35 days after the date of issue of notice including one quarter of rates due and all arrears. In accordance with clause 57 of the Local Government (Financial Management) Regulations 1996 resolves to set the following as the instalment dates for the 2022-23 financial year:**

  - **Date of Issue – 19 July 2022**
  - **Instalment 1 – 23 August 2022**
  - **Instalment 2 – 15 November 2022**
  - **Instalment 3 – 7 February 2023**

- **Instalment 4 – 2 May 2023**

- **Payment by an instalment plan (other than the four-instalment plan) as approved by the Town, will incur an administration and interest charges as outlined within this resolution. The interest Rate applicable to such instalments is to be 5.5% per annum calculated at a daily rate of 0.0151% from due date of instalment. The Administration charge for instalments established in accordance with Section 6.45 of *the Local Government Act 1995* is to be $54.00.**

f) Imposes, in accordance with the provisions of Sections 6.13 and 6.51 of the *Local Government Act 1995,* interest on all arrears and current charges in respect of Rates & Charges, Underground Power Service charge, Rubbish services charge, Private Swimming Pool Inspection Fees (including GST where applicable), other fees and cost of proceedings to recover charges, at a rate of 7% per annum. This amount will be calculated on a simple interest basis on arrears amounts that remain unpaid and current amounts that remain unpaid after thirty-five (35) days from the issue date of the notice and continues until the instalment is paid excluding:

- **Deferred rates**
- **Instalment current amounts not yet due under the instalment payment option**
- **Registered pensioner portions, and**
- **Current government pensioner rebate amounts.**

Interest is to be charged once a month on the outstanding balance on the day of calculation for the number of days, as previously detailed.

g) Rate Instalment Options and Due Dates:

- **Payment in full- One payment with no interest or instalment charges if paid within 35 days after the date of the service appearing on the rate notice.**

- **Payment by four instalments - First payment to be received on or before 5.00pm 35 days after the date of issue of notice including one quarter of rates due and all arrears. Second, third and final instalments are to be paid at instalment dates detailed in e). Payment by instalments will incur instalment administration charges and instalment interest charges as detailed in c) and e).**

- **Payment by an ad-hoc instalment plan (other than the four-instalment plan) approved by the Town, will incur an administration and interest charges as detailed in d) and e). Interest is not applied to an approved application for Financial Hardship as per policy LG 532.**

Part C – General Fees and Charges for 2021-22

Pursuant to section 6.16 of the *Local Government Act 1995,* the Fees and Charges detailed in the section titled 'Fees and Charges' are adopted in addition to a further entry under "Parking Services" stating

First Residential Parking Permit for a Heritage Home with no parking-
No charge

Part D – Material Variance Reporting for 2021-22

In accordance with regulation 34(5) of the *Local Government (Financial Management) Regulation 1996,* and AASB 1031 Materiality, Council adopt the value of $20,000 to be used in the Statement of Financial Activity for reporting material variances for the 2022-23 financial year.

TOWN OF CLAREMONT

ANNUAL BUDGET

FOR THE YEAR ENDED 30 JUNE 2023

LOCAL GOVERNMENT ACT 1995

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TOWN'S VISION

Claremont will develop as a harmonious cosmopolitan town creating opportunities for community wellbeing and business prosperity; whilst respecting and celebrating the past.

NN OF CLAREMONT
TEMENT OF COMPREHENSIVE INCOME BY NATURE OR TYPE
THE YEAR ENDED 30 JUNE 2023

	NOTE	2022/23 Budget	2021/22 Actual	2021/22 Budget
		$	$	$
venue				
tes	2(a)	15,569,830	15,015,903	15,015,903
erating grants, subsidies and contributions	11	322,646	683,651	391,159
es and charges	14	4,071,858	3,808,433	3,435,568
rvice charges	2(d)	0	0	0
erest earnings	12(a)	530,550	236,100	228,023
ner revenue	12(b)	501,832	471,729	471,729
		20,996,716	20,215,816	19,542,382
penses				
ployee costs		(8,447,386)	(7,688,096)	(7,795,898)
terials and contracts		(7,779,585)	(6,644,023)	(7,053,675)
lity charges		(531,409)	(520,626)	(520,626)
preciation on non-current assets	6	(4,034,247)	(3,218,603)	(3,218,603)
erest expenses	12(d)	(255,918)	(388,581)	(388,581)
urance expenses		(265,867)	(222,604)	(222,604)
ner expenditure		(417,118)	(238,779)	(238,779)
		(21,731,530)	(18,921,312)	(19,438,766)
		(734,814)	1,294,504	103,616
n-operating grants, subsidies and ntributions	11	223,000	2,638,407	2,698,407
ofit on asset disposals	5(b)	28,828	52,677	52,677
ss on asset disposals	5(b)	0	0	0
ss on revaluation of non current assets		0	0	0
versal of prior year loss on revaluation of assets		0	0	0
are of profit or (loss) of associates accounted for using equity method	13	0	0	0
r value adjustments to financial assets at fair value ough profit or loss		0	0	0
r value adjustments to investment property at fair value ough profit or loss		0	0	0
		251,828	2,691,084	2,751,084
t result for the period		**(482,986)**	**3,985,588**	**2,854,700**
ner comprehensive income				
ms that will not be reclassified subsequently to profit or loss				
anges in asset revaluation surplus		0	0	0
tal other comprehensive income for the period		**0**	**0**	**0**
tal comprehensive income for the period		**(482,986)**	**3,985,588**	**2,854,700**

s statement is to be read in conjunction with the accompanying notes.

WN OF CLAREMONT
TEMENT OF CASH FLOWS
T THE YEAR ENDED 30 JUNE 2023

	NOTE	2022/23 Budget	2021/22 Actual	2021/22 Budget
		$	$	$
SH FLOWS FROM OPERATING ACTIVITIES				
ceipts				
tes		15,592,330	14,965,903	15,145,393
erating grants, subsidies and contributions		1,630,646	(781,349)	188,154
es and charges		4,071,858	3,808,433	3,059,163
erest received		530,550	236,100	301,033
ods and services tax received		0	(98,000)	482,518
ner revenue		501,832	471,729	415,750
		22,327,216	18,602,816	19,592,011
yments				
ployee costs		(8,634,886)	(7,705,785)	(7,562,134)
terials and contracts		(7,759,585)	(8,690,825)	(6,942,160)
lity charges		(531,409)	(520,626)	(486,637)
erest expenses		(255,918)	(388,581)	(308,372)
urance paid		(265,867)	(222,604)	(259,512)
ods and services tax paid		0	0	(482,518)
ner expenditure		(417,118)	(238,779)	(665,019)
		(17,864,783)	(17,767,200)	(16,706,352)
t cash provided by (used in) operating activities	4	4,462,433	835,616	2,885,659
SH FLOWS FROM INVESTING ACTIVITIES				
yments for purchase of property, plant & equipment	5(a)	(1,421,854)	(3,738,222)	(3,738,222)
yments for construction of infrastructure	5(a)	(3,101,228)	(3,788,246)	(3,941,246)
n-operating grants, subsidies and contributions		284,332	2,638,407	2,698,407
ceeds from sale of property, plant and equipment	5(b)	112,155	172,211	172,211
t cash provided by (used in) investing activities		(4,126,595)	(4,715,850)	(4,808,850)
SH FLOWS FROM FINANCING ACTIVITIES				
payment of borrowings	7(a)	(2,727,098)	(465,646)	(465,646)
ncipal elements of lease payments	8	(91,160)	(16,267)	(16,267)
t cash provided by (used in) financing activities		(2,818,258)	(481,913)	(481,913)
t increase (decrease) in cash held		(2,482,420)	(4,362,147)	(2,405,104)
sh at beginning of year		15,458,499	18,878,800	15,926,114
sh and cash equivalents at the end of the year	4	**12,976,079**	**14,516,653**	**13,521,010**

s statement is to be read in conjunction with the accompanying notes.

WN OF CLAREMONT
'E SETTING STATEMENT
t THE YEAR ENDED 30 JUNE 2023

	NOTE	2022/23 Budget	2021/22 Actual	2021/22 Budget
		$	$	$
ERATING ACTIVITIES				
t current assets at start of financial year - surplus/(deficit)		1,424,807	2,861,302	2,861,302
		1,424,807	2,861,302	2,861,302
venue from operating activities (excluding rates)				
erating grants, subsidies and contributions		322,646	683,651	391,159
es and charges		4,071,858	3,808,433	3,435,568
erest earnings		530,550	236,100	228,023
ıer revenue		501,832	471,729	471,729
fit on asset disposals		28,828	52,677	52,677
		5,455,714	5,252,590	4,579,156
penditure from operating activities				
ployee costs		(8,447,386)	(7,688,096)	(7,795,898)
terials and contracts		(7,779,585)	(6,644,023)	(7,053,675)
ity charges		(531,409)	(520,626)	(520,626)
preciation on non-current assets		(4,034,247)	(3,218,603)	(3,218,603)
erest expenses		(255,918)	(388,581)	(388,581)
urance expenses		(265,867)	(222,604)	(222,604)
ıer expenditure		(417,118)	(238,779)	(238,779)
		(21,731,530)	(18,921,312)	(19,438,766)
n-cash amounts excluded from operating activities		4,005,419	3,165,926	3,165,926
ount attributable to operating activities		(10,845,590)	(7,641,494)	(8,832,383)
VESTING ACTIVITIES				
n-operating grants, subsidies and contributions		223,000	2,638,407	2,698,407
yments for property, plant and equipment		(1,421,854)	(3,738,222)	(3,738,222)
yments for construction of infrastructure		(3,101,228)	(3,788,246)	(3,941,246)
ceeds from disposal of assets		112,155	172,211	172,211
ount attributable to investing activities		(4,187,927)	(4,715,850)	(4,808,850)
IANCING ACTIVITIES				
payment of borrowings		(2,727,098)	(465,646)	(465,646)
ncipal elements of finance lease payments	8	(91,160)	(16,267)	(16,267)
nsfers to cash backed reserves (restricted assets)		(628,055)	(1,615,547)	(1,525,547)
nsfers from cash backed reserves (restricted assets)		2,910,000	863,708	863,708
ount attributable to financing activities		**(536,313)**	**(1,233,752)**	**(1,143,752)**
dgeted deficiency before general rates		(15,569,831)	(13,591,096)	(14,784,984)
imated amount to be raised from general rates		15,569,831	15,015,903	15,015,903
t current assets at end of financial year - surplus/(deficit)		**0**	**1,424,807**	**230,919**

VN OF CLAREMONT
THE YEAR ENDED 30 JUNE 2023

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VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

a) BASIS OF PREPARATION

The annual budget has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government Act 1995* and accompanying Regulations take precedence over Australian Accounting Standards where they are inconsistent.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost rather than at fair value. The exception is vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Town to measure any vested improvements at zero cost.

Accounting policies which have been adopted in the preparation of this annual budget have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the budget has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

Financial reporting disclosures in relation to assets and liabilities required by the Australian Accounting Standards have not been made unless considered important for the understanding of the budget or required by legislation.

The local government reporting entity
All funds through which the Town of Claremont controls resources to carry on its functions have been included in the financial statements forming part of this annual budget.

In the process of reporting on the local government as a single unit, all transactions and balances between those Funds (for example, loans and transfers between Funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 13 to the annual budget.

2021/22 actual balances
Balances shown in this budget as 2021/22 Actual are estimates as forecast at the time of preparation of the annual budget and are subject to final adjustments.

Budget comparative figures
Unless otherwise stated, the budget comparative figures shown in the budget relate to the original budget estimate for the relevant item of disclosure.

Comparative figures
Where required, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

Initial application of accounting standards
During the budget year, the below revised Australian Accounting Standards and Interpretations are expected to be compiled, become mandatory and be applicable to its operations.

- *AASB 2020-3 Amendments to Australian Accounting Standards* - Annual Improvements 2018-2020 and Other Amendments
- *AASB 2020-6 Amendments to Australian Accounting Standards* - Classification of Liabilities as Current or Non-current - Deferral of Effective Date

It is not expected these standards will have an impact on the annual budget.

New accounting standards for application in future years
The following new accounting standards will have application to local government in future years:

- *AASB 2021-2 Amendments to Australian Accounting Standards* - Disclosure of Accounting Policies or Definition of Accounting Estimates
- *AASB 2021-6 Amendments to Australian Accounting Standards* - Disclosure of Accounting Policies: Tier 2 and Other Australian Accounting Standards

It is not expected these standards will have an impact on the annual budget.

Judgements, estimates and assumptions
The preparation of the annual budget in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- estimation of fair values of land and buildings and investment property
- impairment of financial assets
- estimation uncertainties and judgements made in relation to lease accounting
- estimated useful life of assets

Rounding off figures
All figures shown in this statement are rounded to the nearest dollar.

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

b) KEY TERMS AND DEFINITIONS - NATURE OR TYPE

REVENUES

RATES
All rates levied under the *Local Government Act 1995* includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Excludes administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

SERVICE CHARGES
Service charges imposed under Division 6 of Part 6 of the *Local Government Act 1995.* Regulation 54 of the *Local Government (Financial Management) Regulations 1996* identifies these as underground power services.

Excludes rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

PROFIT ON ASSET DISPOSAL
Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

FEES AND CHARGES
Revenue (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

INTEREST EARNINGS
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME
Other revenue, which can not be classified under the above headings, includes dividends, discounts, and rebates. Reimbursements and recoveries should be separated by note to ensure the correct calculation of ratios.

EXPENSES

EMPLOYEE COSTS
All costs associated with the employment of person such as salaries, wages, allowances, benefits such as vehicle, superannuation, employment expenses, worker's compensation, insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Loss on the disposal of fixed assets includes loss on disposal of long term investments.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation and amortisation expense raised on all classes of assets.

INTEREST EXPENSES
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

c) KEY TERMS AND DEFINITIONS - REPORTING PROGRAMS

In order to discharge its responsibilities to the community, Council has developed a set of operational and financial objectives. These objectives have been established both on an overall basis, reflected by the Town's Community Vision, and for each of its broad activities/programs.

OBJECTIVE	ACTIVITIES
Governance To Provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
General purpose funding To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
Law, order, public safety To provide services to help ensure a safer community.	Supervision and enforcement of various local laws relating to security, fire prevention, emergency services, parking and animal control.
Health To provide an operational framework for environmental and community health.	Inspection of food outlets and their control, provision of waste services, noise control.
Education and welfare To provide services to disadvantaged persons, the elderly, children and youth.	Pre-schools, aged and disabled, senior citizens, welfare administration, donations to welfare organisations.
Community amenities To provide services required by the community.	Rubbish collections, recycling, litter control, public litter bins, town planning control/studies.
Transport To provide safe, effective and efficient transport and parking services to the community.	Roads, footpaths, cycleways, right of way, drainage, road verges, median strips, street lighting, street cleaning, street trees, traffic surveys, parking services, traffic management and underground power.
Economic services To help promote the Town and its economic wellbeing.	Building services, commercial leases, strategic planning and activities involving the Royal Agricultural Society, Claremont Now and Anzac Cottage.
Other property and services To provide effective and efficient property services to the community and to monitor and control the Town's overhead operating accounts.	Public works overheads, plant/vehicle operations, private works and other property.

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

RATES AND SERVICE CHARGES

Rating Information

Rate Description	Basis of valuation	Rate in	Number of properties	Rateable value	2022/23 Budgeted rate revenue	2022/23 Budgeted interim rates	2022/23 Budgeted back rates	2022/23 Budgeted total revenue	2021/22 Actual total revenue	2021/22 Budget total revenue
		$		$	$	$	$	$	$	$
Differential general rates or general rates										
General Rates		0.06865	5,505	196,959,027	13,521,631	15,000	0	13,536,631	13,052,787	13,052,787
Sub-Total			5,505	196,959,027	13,521,631	15,000	0	13,536,631	13,052,787	13,052,787
		Minimum								
Minimum payment		$								
General Rates		1,360	1,495	23,030,348	2,033,200			2,033,200	1,963,116	1,963,116
Sub-Total			1,495	23,030,348	2,033,200	0	0	2,033,200	1,963,116	1,963,116
			7,000	219,989,375	15,554,831	15,000	0	15,569,831	15,015,903	15,015,903
Total amount raised from general rates								15,569,831	15,015,903	15,015,903

All land (other than exempt land) in the Town of Claremont is rated according to its Gross Rental Value (GRV) in townsites or Unimproved Value (UV) in the remainder of the Town of Claremont.

The general rates detailed for the 2022/23 financial year have been determined by Council on the basis of raising the revenue required to meet the deficiency between the total estimated expenditure proposed in the budget and the estimated revenue to be received from all sources other than rates and also considering the extent of any increase in rating over the level adopted in the previous year.

The minimum rates have been determined by Council on the basis that all ratepayers must make a reasonable contribution to the cost of local government services/facilities.

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

RATES AND SERVICE CHARGES (CONTINUED)

Interest Charges and Instalments - Rates and Service Charges

The following instalment options are available to ratepayers for the payment of rates and service charges.

Instalment options	Date due	Instalment plan admin charge	Instalment plan interest rate	Unpaid rates interest rates
		$	%	%
Option one				
Single full payment	23/08/2022		0.0%	7.0%
Option two				
First instalment	23/08/2022		0.0%	7.0%
Second instalment	15/11/2022	18	5.5%	7.0%
Third instalment	7/02/2023	18	5.5%	7.0%
Fourth instalment	2/05/2023	18	5.5%	7.0%
				7.0%

	2022/23 Budget revenue	2021/22 Actual revenue	2021/22 Budget revenue
	$	$	$
Instalment plan admin charge revenue	67,000	65,000	65,000
Instalment plan interest earned	125,100	115,000	115,000
Unpaid rates and service charge interest earned	27,000	42,500	42,500
	219,100	222,500	222,500

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

ATES AND SERVICE CHARGES (CONTINUED)

pecified Area Rate

	Budgeted rate applied to costs	Budgeted rate set aside to reserve	Reserve Amount to be applied to costs	Purpose of the rate	Area or properties rate is to be imposed on
pecified area rate	$	$	$		
ID Program-CBD	60,000	0	60,000	Promotion of CBD through marketing, advertising, festivals, street activites etc.	Commercial properties within CBD, bounded by Stirling Hwy, Stirling Rd, Gugeri St and Leura Ave.
	60,000	0	60,000		

ervice Charges

he Town did not raise service charges for the year ended 30th June 2023.

ATES AND SERVICE CHARGES (CONTINUED)

/aivers or concessions

he Town does not anticipate any waivers or concessions for the year ended 30th June 2023.

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023
NET CURRENT ASSETS

	Note	2022/23 Budget 30 June 2023	2021/22 Actual 30 June 2022	2021/22 Budget 30 June 2022
		$	$	$
Composition of estimated net current assets				
Current assets				
Cash and cash equivalents - unrestricted	4	1,764,045	2,025,852	1,298,208
Cash and cash equivalents - restricted	4	11,212,034	13,432,647	12,944,510
Receivables		737,250	2,060,250	1,685,375
Contract assets		15,000	0	
Inventories		10,000	10,000	10,000
		13,738,329	17,528,749	15,938,093
Less: current liabilities				
Trade and other payables		(2,121,522)	(2,101,522)	(2,254,224)
Lease liabilities	8	(165,500)	(22,660)	
Long term borrowings	7	(114,758)	(2,727,098)	(2,727,098)
Employee provisions		(1,020,439)	(1,120,439)	(1,120,439)
Other provisions		(61,332)	0	
		(3,483,551)	(5,971,719)	(6,101,761)
Net current assets		10,254,778	11,557,030	9,836,332
Less: Total adjustments to net current assets	3.(c)	(10,254,778)	(10,132,223)	(9,605,414)
Net current assets used in the Rate Setting Statement		0	1,424,807	230,918

NET CURRENT ASSETS (CONTINUED)

EXPLANATION OF DIFFERENCE IN NET CURRENT ASSETS AND SURPLUS/(DEFICIT)

Items excluded from calculation of budgeted deficiency

When calculating the budget deficiency for the purpose of Section 6.2 (2)(c) of the *Local Government Act 1995* the following amounts have been excluded as provided by *Local Government (Financial Management) Regulation 32* which will not fund the budgeted expenditure.

Non-cash amounts excluded from operating activities

The following non-cash revenue or expenditure has been excluded from amounts attributable to operating activities within the Rate Setting Statement in accordance with *Financial Management Regulation 32.*

	Note	2022/23 Budget 30 June 2023	2021/22 Actual 30 June 2022	2021/22 Budget 30 June 2022
		$	$	$
Adjustments to operating activities				
Less: Profit on asset disposals	5(b)	(28,828)	(52,677)	(52,677)
Add: Depreciation on assets	6	4,034,247	3,218,603	3,218,603
Movement in non-current pensioner deferred rates		(22,500)	0	0
Movement in non-current employee provisions		(87,500)	0	
Movement in current employee provisions associated with restricted cash		110,000		
Non cash amounts excluded from operating activities		4,005,419	3,165,926	3,165,926

Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Rate Setting Statement in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

Adjustments to net current assets				
Less: Cash - restricted reserves	9	(11,150,702)	(13,432,647)	(12,883,178)
Less: Current assets not expected to be received at end of year				
- Rates receivable		(45,000)		
Add: Current liabilities not expected to be cleared at end of year				
- Current portion of borrowings		114,758	2,727,098	2,727,098
- Current portion of lease liabilities		165,500	22,660	0
- Current portion of employee benefit provisions held in reserve		660,666	550,666	550,666
Total adjustments to net current assets		(10,254,778)	(10,132,223)	(9,605,414)

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

3 (d) NET CURRENT ASSETS (CONTINUED)

SIGNIFICANT ACCOUNTING POLICIES

CURRENT AND NON-CURRENT CLASSIFICATION
An asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Town's operational cycle. In the case of liabilities where the Town does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current or non-current based on the Town's intentions to release for sale.

TRADE AND OTHER PAYABLES
Trade and other payables represent liabilities for goods and services provided to the Town prior to the end of the financial year that are unpaid and arise when the Town of Claremont becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

PREPAID RATES
Prepaid rates are, until the taxable event has occurred (start of the next financial year), refundable at the request of the ratepayer. Rates received in advance are initially recognised as a financial liability. When the taxable event occurs, the financial liability is extinguished and the Town recognises revenue for the prepaid rates that have not been refunded.

INVENTORIES
General
Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Superannuation
The Town of Claremont contributes to a number of superannuation funds on behalf of employees.

All funds to which the Town of Claremont contributes are defined contribution plans.

LAND HELD FOR RESALE
Land held for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed.

Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point.

GOODS AND SERVICES TAX (GST)
Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

TRADE AND OTHER RECEIVABLES
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectible amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Trade receivables are held with the objective to collect the contractual cashflows and therefore measures them subsequently at amortised cost using the effective interest rate method.

Due to the short term nature of current receivables, their carrying amount is considered to be the same as their fair value. Non-current receivables are indexed to inflation, any difference between the face value and fair value is considered immaterial.

The Town applies the AASB 9 simplified approach to measuring expected credit losses using a lifetime expected loss allowance for all trade receivables. To measure the expected credit losses, rates receivable are separated from other trade receivables due to the difference in payment terms and security for rates receivable.

PROVISIONS
Provisions are recognised when the Town has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

EMPLOYEE BENEFITS
Short-term employee benefits
Provision is made for the Town's obligations for short-term employee benefits. Short term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Town's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the statement of financial position. The Town's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

CONTRACT ASSETS
A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

VN OF CLAREMONT
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THE YEAR ENDED 30 JUNE 2023

RECONCILIATION OF CASH

For the purposes of the Statement of Cash Flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Estimated cash at the end of the reporting period is as follows:

	Note	2022/23 Budget	2021/22 Actual	2021/22 Budget
		$	$	$
Cash at bank and on hand		11,976,079	14,458,499	13,242,718
Term deposits		1,000,000	1,000,000	1,000,000
Total cash and cash equivalents		12,976,079	15,458,499	14,242,718
Held as				
- Unrestricted cash and cash equivalents	3(a)	1,764,045	2,025,852	1,298,208
- Restricted cash and cash equivalents	3(a)	11,212,034	13,432,647	12,944,510
		12,976,079	15,458,499	14,242,718
Restrictions				
The following classes of assets have restrictions imposed by regulations or other externally imposed requirements which limit or direct the purpose for which the resources may be used:				
- Cash and cash equivalents		11,212,034	13,432,647	12,944,510
		11,212,034	13,432,647	12,944,510
The restricted assets are a result of the following specific purposes to which the assets may be used:				
Financially backed reserves	9	11,150,702	13,432,647	12,883,178
Other provisions		61,332	0	61,332
		11,212,034	13,432,647	12,944,510
Reconciliation of net cash provided by operating activities to net result				
Net result		(482,986)	2,895,994	2,573,502
Depreciation	6	4,034,247	3,218,603	3,218,603
(Profit)/loss on sale of asset	5(b)	(28,828)	(52,677)	(52,677)
Share of profit or (loss) of associates accounted for using the equity method		0	0	0
(Increase)/decrease in receivables		1,345,500	(1,613,000)	
(Increase)/decrease in contract assets		(15,000)	0	0
(Increase)/decrease in inventories		0	(10,000)	0
Increase/(decrease) in payables		20,000	(2,036,802)	40,149
Increase/(decrease) in other provision		61,332	0	0
Increase/(decrease) in employee provisions		(187,500)	(17,689)	(15,000)
Non-operating grants, subsidies and contributions		(284,332)	(2,638,407)	(2,698,407)
Net cash from operating activities		4,462,433	(253,978)	3,066,170

SIGNIFICANT ACCOUNTING POLICES

CASH AND CASH EQUIVALENTS
Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks, other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts.

Bank overdrafts are shown as short term borrowings in current liabilities in Note 3 - Net Current Assets.

FINANCIAL ASSETS AT AMORTISED COST
The Town classifies financial assets at amortised cost if both of the following criteria are met:
- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

FIXED ASSETS

Acquisition of Assets

The following assets are budgeted to be acquired during the year.

	Reporting program													
Asset class	Governance	General purpose funding	Law, order, public safety	Health	Education and welfare	Housing	Community amenities	Recreation and culture	Transport	Economic services	Other property and services	2022/23 Budget total	2021/22 Actual total	2021/22 Budget total
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
Property, Plant and Equipment														
Buildings - specialised	320,000							293,500			195,000	808,500	2,994,873	2,994,873
Furniture and equipment	277,354		100,000						10,000		25,000	412,354	499,839	499,839
Plant and equipment											201,000	201,000	243,510	243,510
	597,354	0	100,000	0	0	0	0	293,500	10,000	0	421,000	1,421,854	3,738,222	3,738,222
Infrastructure														
Infrastructure - roads									985,768			985,768	3,788,246	3,941,246
Infrastructure - footpaths									663,900			663,900		
Infrastructure - drainage									260,000			260,000		
Infrastructure - parks and ovals								530,000				530,000		
Other infrastructure [describe]									421,560			421,560		
Other infrastructure [describe]									240,000			240,000		
	0	0	0	0	0	0	0	530,000	2,571,228	0	0	3,101,228	3,788,246	3,941,246
Total acquisitions	597,354	0	100,000	0	0	0	0	823,500	2,581,228	0	421,000	4,523,082	7,526,468	7,679,468

SIGNIFICANT ACCOUNTING POLICIES

RECOGNITION OF ASSETS

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)* . These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

FIXED ASSETS

Disposals of Assets

The following assets are budgeted to be disposed of during the year.

	2022/23 Budget Net Book Value	2022/23 Budget Sale Proceeds	2022/23 Budget Profit	2022/23 Budget Loss	2021/22 Actual Net Book Value	2021/22 Actual Sale Proceeds	2021/22 Actual Profit	2021/22 Actual Loss	2021/22 Budget Net Book Value	2021/22 Budget Sale Proceeds	2021/22 Budget Profit	2021/22 Budget Loss
	$	$	$	$	$	$	$	$	$	$	$	$
By Program												
Governance		0	0	0	19,826	25,900	6,074	0	19,826	25,900	6,074	0
Law, order, public safety		0	0	0	20,836	29,318	8,482	0	20,836	29,318	8,482	0
Recreation and culture		0	0	0	7,102	32,754	25,652	0	7,102	32,754	25,652	0
Other property and services	83,327	112,155	28,828	0	71,770	84,239	12,469	0	71,770	84,239	12,469	0
	83,327	112,155	28,828	0	119,534	172,211	52,677	0	119,534	172,211	52,677	0
By Class												
Property, Plant and Equipment												
Plant and equipment	83,327	112,155	28,828		119,534	172,211	52,677		119,534	172,211	52,677	
	83,327	112,155	28,828	0	119,534	172,211	52,677	0	119,534	172,211	52,677	0

SIGNIFICANT ACCOUNTING POLICIES

GAINS AND LOSSES ON DISPOSAL

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

VN OF CLAREMONT
TES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

ASSET DEPRECIATION

		2022/23 Budget	2021/22 Actual	2021/22 Budget
		$	$	$
By Program				
Governance		367,103	196,496	196,496
Law, order, public safety		35,595	30,294	30,294
Health		20,072	15,982	15,982
Education and welfare		41,483	55,230	55,230
Community amenities		56,838	118,590	118,590
Recreation and culture		1,136,012	630,582	630,582
Transport		2,230,440	2,054,487	2,054,487
Economic services		82,952	52,156	52,156
Other property and services		63,752	64,786	64,786
		4,034,248	3,218,603	3,218,603
By Class				
Buildings - non-specialised		29,042	26,172	26,172
Buildings - specialised		818,261	423,292	423,292
Furniture and equipment		48,231	45,816	45,816
Plant and equipment		252,850	274,509	274,509
Other property, plant and equipment [describe]	Electronic and Equipment	166,953	188,736	188,736
Infrastructure - roads		1,409,565	1,979,354	1,979,354
Infrastructure - footpaths		569,606		
Infrastructure - drainage		56,811		
Infrastructure - parks and ovals		566,044	280,724	280,724
Other infrastructure [describe]	Other infrastructure - Car Parks	101,064		
Other infrastructure [describe]	Other infrastructure - Artworks	13,649		
Right of use - plant and equipment		2,172		
		4,034,248	3,218,603	3,218,603

SIGNIFICANT ACCOUNTING POLICIES

DEPRECIATION

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Major depreciation periods used for each class of depreciable asset are:

Buildings - non-specialised	40 to 80 years
Buildings - specialised	40 to 80 years
Furniture and equipment	3 to 10 years
Plant and equipment	5 to 10 years
Infrastructure - roads	20 to 50 years
Infrastructure - footpaths	20 years
Infrastructure - parks and ovals	10 to 60 Years

AMORTISATION

The depreciable amount of all intangible assets with a finite useful life, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held for use.

The assets residual value of intangible assets is considered to be zero and useful live and amortisation method are reviewed at the end of each financial year.

Amortisation is included within Depreciation on non-current assets in the Statement of Comprehensive Income.

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

NFORMATION ON BORROWINGS

orrowing repayments

lovement in borrowings and interest between the beginning and the end of the current financial year.

urpose	Loan Number	Institution	Interest Rate	Budget Principal 1 July 2022	2022/23 Budget New Loans	2022/23 Budget Principal Repayments	Budget Principal outstanding 30 June 2023	2022/23 Budget Interest Repayments	Actual Principal 1 July 2021	2021/22 Actual New Loans	2021/22 Actual Principal Repayments	Actual Principal outstanding 30 June 2022	2021/22 Actual Interest Repayments	Budget Principal 1 July 2021	2021/22 Budget New Loans	2021/22 Budget Principal Repayments	Budget Principal outstanding 30 June 2022	2021/22 Budget Interest Repayments
				$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
ecreation and culture																		
quatic Centre Refurbishment	1	WATC	6.3%	577,422		(53,139)	524,283	(35,779)	627,346		(49,924)	577,422	(38,995)	627,346		(49,924)	577,422	(38,995)
laremont Community Hub	3	WATC	4.5%	684,323.30		(55,691)	628,632	(29,839)	737,616		(53,293)	684,323	(32,238)	737,616		(53,293)	684,323	(32,238)
ransport																		
nderground Power	5	WATC	2.9%	2,400,000		(2,400,000)	0	(69,458)	2,550,000		(150,000)	2,400,000	(73,868)	2,550,000		(150,000)	2,400,000	(73,868)
conomic services																		
31 Stirling Highway	2	WATC	2.7%	4,480,645		(218,268)	4,262,377	(120,842)	4,693,074		(212,429)	4,480,645	(126,681)	4,693,074		(212,429)	4,480,645	(126,681)
				8,142,390	0	(2,727,098)	5,415,292	(255,918)	8,608,036	0	(465,646)	8,142,390	(271,782)	8,608,036	0	(465,646)	8,142,390	(271,782)

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

INFORMATION ON BORROWINGS

New borrowings - 2022/23

The Town does not intend to undertake any new borrowings for the year ended 30th June 2023

Unspent borrowings

The Town had no unspent borrowing funds as at 30th June 2022 nor is it expected to have unspent borrowing funds as at 30th June 2023.

Credit Facilities

	2022/23 Budget	2021/22 Actual	2021/22 Budget
	$	$	$
Undrawn borrowing facilities			
credit standby arrangements			
Credit card limit	57,000	54,000	54,000
Credit card balance at balance date	0	0	0
Total amount of credit unused	57,000	54,000	54,000
Loan facilities			
Loan facilities in use at balance date	5,415,292	8,142,390	8,142,390

SIGNIFICANT ACCOUNTING POLICIES

BORROWING COSTS

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

EASE LIABILITIES

urpose	Lease Number	Institution	Lease Interest Rate	Lease Term	Budget Lease Principal 1 July 2022	2022/23 Budget New Leases	2022/23 Budget Lease Principal Repayments	Budget Lease Principal outstanding 30 June 2023	2022/23 Budget Lease Interest Repayments	Actual Principal 1 July 2021	2021/22 Actual New Leases	2021/22 Actual Lease Principal repayments	Actual Lease Principal outstanding 30 June 2022	2021/22 Actual Lease Interest repayments	Budget Principal 1 July 2021	2021/22 Budget New Leases	2021/22 Budget Lease Principal repayments	Budget Lease Principal outstanding 30 June 2022	2021/22 Budget Lease Interest repayments
					$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
overnance																			
elephony rental		TBA		3	0	36,000	(12,000)	24,000					0					0	
ersonal computing rental		Dell Financial Services		3	0	84,000	(28,000)	56,000					0					0	
rinter/ Copiers rental		Kyocera		3	32,823		(9,160)	23,663	(1,256)		36,640	(3,817)	32,823	(523)		36,640	(3,817)	32,823	(523)
/ide Area Network rental		TPG		4	0	114,000	(28,500)	85,500					0					0	
ecreation and culture																			
offee machine rental		Gesha			4,650		(1,800)	2,850	(19)		5,400	(750)	4,650	(8)		5,400	(750)	4,650	(8)
ransport																			
arking Bays Bunnings		Charter Hall			36,300		(11,700)	24,600			48,000	(11,700)	36,300	(300)		48,000	(11,700)	36,300	(300)
					73,773	234,000	(91,160)	216,613	(1,275)	0	90,040	(16,267)	73,773	(831)	0	90,040	(16,267)	73,773	(831)

IGNIFICANT ACCOUNTING POLICIES

EASES

t the inception of a contract, the Town assesses whether the contract is, or contains, a lease. contract is, or contains, a lease if the contract conveys the right to control the use of an lentified asset for a period of time in exchange for consideration.

t the commencement date, a right-of-use asset is recognised at cost and a lease liability. t the present value of the lease payments that are not paid at that date. The lease payments re discounted using the interest rate implicit in the lease, if that rate can be readily determined. that rate cannot be readily determined, the Town uses its incremental borrowing rate.

LEASE LIABILITIES

The present value of future lease payments not paid at the reporting date discounted using the incremental borrowing rate where the implicit interest rate in the lease is not readily determined.

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

ANCIALLY BACKED RESERVES

ancially Backed Reserves - Movement

	2022/23 Budget Opening Balance	2022/23 Budget Transfer to	2022/23 Budget Transfer (from)	2022/23 Budget Closing Balance	2021/22 Actual Opening Balance	2021/22 Actual Transfer to	2021/22 Actual Transfer (from)	2021/22 Actual Closing Balance	2021/22 Budget Opening Balance	2021/22 Budget Transfer to	2021/22 Budget Transfer (from)	2021/22 Budget Closing Balance
	$	$	$	$	$	$	$	$	$	$	$	$
l Upgrade	686,109	12,500.00	(105,000)	593,609	870,874	85,235	(270,000)	686,109	870,873	85,235	(270,000)	686,108
ıt Replacement	168,396	3,000.00		171,396	116,770	51,626		168,396	116,770	51,626		168,396
ation and Drainage	599,380	11,000.00	(100,000)	510,380	575,864	23,516		599,380	428,259	23,516		451,775
lic Art	168,491	23,000.00		191,491	147,287	21,204		168,491	147,287	21,204		168,491
h in Lieu	561,760	10,300.00		572,060	557,279	4,481		561,760	557,278	4,481		561,759
cing	1,203,477	22,000.00		1,225,477	650,803	552,674		1,203,477	650,804	552,674		1,203,478
ding	572,212	10,400.00	(120,000)	462,612	516,192	56,020		572,212	516,192	56,020		572,212
ıre Fund	7,138,090	394,455.00	(2,525,000)	5,007,545	7,249,894	391,904	(503,708)	7,138,090	7,155,326	301,904	(503,708)	6,953,522
emont Joint Venture	994,691	18,000.00		1,012,691	986,752	7,939		994,691	986,754	7,939		994,693
emont Town Centre	240,390	4,400.00	(60,000)	184,790	328,407	1,983	(90,000)	240,390	126,110	1,983	(90,000)	38,093
Developer Contributions	459,798	7,600.00		467,398	392,093	67,705		459,798	392,093	67,705		459,798
tage Grant	89,187	1,400.00		90,587	88,593	594		89,187	73,593	594		74,187
loyee Entitlement	550,666	110,000.00		660,666	200,000	350,666		550,666	200,000	350,666		550,666
	13,432,647	628,055	(2,910,000)	11,150,702	12,680,808	1,615,547	(863,708)	13,432,647	12,221,340	1,525,547	(863,708)	12,883,178

ancially Backed Reserves - Purposes

ccordance with Council resolutions in relation to each reserve account, the purpose for which the reserves are set aside are as follows:

erve name	Anticipated date of use	Purpose of the reserve
l Upgrade	Ongoing	To fund major maintenance of the Claremont Pool
ıt Replacement	Ongoing	To provide for the replacement of major items of heavy plant.
ation and Drainage	Ongoing	To provide funds for the replacement, renewal and upgrade of irrigation and drainage
lic Art	Ongoing	To assist with the programmed purchase and development of Public Art assets throughout the Town.
h in Lieu	Ongoing	To provide for the purchase of land for car parking in accordance with Clause 33(2).
cing	Ongoing	To provide for the purchase, upgrade or renewal of parking infrastructure.
ding	Ongoing	To provide for building renewal in accordance with Council's Asset Management Plans.
ıre Fund	Ongoing	To provide for the future planning and undertaking of capital and infrastructure works in the Town.
emont Joint Venture	Ongoing	To provide for traffic modifications/road works within the Town Centre zone and the surrounding roads
emont Town Centre	Ongoing	To fund promotion and publicity of Claremont CBD
Developer Contributions	Ongoing	To accumulate funds to cover the Town's contribution to NEP Development arising from ownership of Lot 11578 Claremont Crescent.
tage Grant	Ongoing	To assist with funding of the Town's heritage grant maintenance program
loyee Entitlement	Ongoing	To fund annual and long service leave requirements

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

EVENUE RECOGNITION

IGNIFICANT ACCOUNTING POLICIES

ecognition of revenue is dependant on the source of revenue and the associated terms and conditions associated with each source revenue and recognised as follows:

Revenue Category	Nature of goods and services	When obligations typically satisfied	Payment terms	Returns/Refunds/ Warranties	Determination of transaction price	Allocating transaction price	Measuring obligations for returns	Revenue recognition
ates	General Rates	Over time	Payment dates adopted by Council during the year	None	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
ɔecified area tes	Rates charge for specific defined purpose	Over time	Payment dates adopted by Council during the year	Refund in event monies are unspent	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
ervice charges	Charge for specific service	Over time	Payment dates adopted by Council during the year	Refund in event monies are unspent	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
rant contracts ith customers	Community events, minor facilities, research, design, planning evaluation and services	Over time	Fixed terms transfer of funds based on agreed milestones and reporting	Contract obligation if project not complete	Set by mutual agreement with the customer	Based on the progress of works to match performance obligations	Returns limited to repayment of transaction price of terms breached	Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared
rants, subsidies contributions r the nstruction of on-financial ssets	Construction or acquisition of recognisable non-financial assets to be controlled by the local government	Over time	Fixed terms transfer of funds based on agreed milestones and reporting	Contract obligation if project not complete	Set by mutual agreement with the customer	Based on the progress of works to match performance obligations	Returns limited to repayment of transaction price of terms breached	Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared
rants with no ntractual mmitments	General appropriations and contributions with no specific contractual commitments	No obligations	Not applicable	Not applicable	Cash received	On receipt of funds	Not applicable	When assets are controlled
cences/ egistrations/ pprovals	Building, planning, development, health, food and animal management, having the same nature as a licence regardless of naming.	Single point in time	Full payment prior to issue	None	Set by State legislation or limited by legislation to the cost of provision	Based on timing of issue of the associated rights	No refunds	On payment and issue of the licence, registration or approval
ool inspections	Compliance safety check	Single point in time	Equal proportion based on an equal annually fee	None	Set by State legislation	Apportioned equally across the inspection cycle	No refunds	After inspection complete based on a 4 year cycle
ther inspections	Regulatory Food, Health and Safety	Single point in time	Full payment prior to inspection	None	Set by State legislation or limited by legislation to the cost of provision	Applied fully on timing of inspection	Not applicable	Revenue recognised after inspection event occurs
'aste anagement ollections	Kerbside collection service, additional bins	Over time	Payment on an annual basis in advance	None	Adopted by council annually	Apportioned equally across the collection period	Not applicable	Output method based on regular weekly and fortnightly period as proportionate to collection service
'aste anagement ntry fees	Waste treatment, recycling and disposal service at disposal sites	Single point in time	Payment in advance at gate or on normal trading terms if credit provided	None	Adopted by council annually	Based on timing of entry to facility	Not applicable	On entry to facility
operty Hire and ntry	Casual hire of Town facilities	Single point in time	In full in advance	Refund if event cancelled within 7 days	Adopted by council annually	Based on timing of entry to facility	Returns limited to repayment of transaction price	On entry or at conclusion of hire
emberships	Memberships and entance fees for Aquatic Centre	Over time	Payment in full in advance	Refund for unused portion on application	Adopted by council annually	Apportioned equally across the access period	Returns limited to repayment of transaction price	Output method Over 12 months matched to access right
fringements	Infringements issued for breaches of and pursuant to Local Laws	Over time	Payment in arrears	Not applicable	Limited by Legislation and Adopted by council			On issue of the infringement
eases	Lease revenue	Over time	Payment on a monthly (or annual)basis in advance	Not applicable	Adopted by council and Set by mutual agreement with the customer	Apportioned equally across the access period		
ees and charges r other goods nd services	Various but includes library fees, parking permits	Single point in time	Payment in full in advance	None	Adopted by council annually	Applied fully based on timing of provision	Not applicable	Output method based on provision of service or completion of works
ale of stock	Aviation fuel, kiosk and visitor centre stock	Single point in time	In full in advance, on 15 day credit	Refund for faulty goods	Adopted by council annually, set by mutual agreement	Applied fully based on timing of provision	Returns limited to repayment of transaction price	Output method based on goods
ommissions	Commissions on licencing (bus stop advertising, recovery of recyclables)	Over time	Payment in full on sale	None	Set by mutual agreement with the customer	On receipt of funds	Not applicable	When assets are controlled
eimbursements	Insurance claims	Single point in time	Payment in arrears for claimable event	None	Set by mutual agreement with the customer	When claim is agreed	Not applicable	When claim is agreed

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

PROGRAM INFORMATION

Income and expenses	2022/23 Budget	2021/22 Actual	2021/22 Budget
Income excluding grants, subsidies and contributions	$	$	$
Governance	189,920	85,533	85,533
General purpose funding	16,120,180	15,478,086	15,478,086
Law, order, public safety	18,000	25,982	25,982
Health	78,380	74,250	74,250
Community amenities	436,850	409,300	409,300
Recreation and culture	1,732,370	1,353,178	1,353,178
Transport	1,206,040	865,185	865,185
Economic services	889,330	707,190	617,190
Other property and services	31,828	17,669	17,669
	20,702,898	19,016,373	18,926,373
Operating grants, subsidies and contributions			
General purpose funding	180,396	446,492	154,000
Recreation and culture	2,250	8,416	8,416
Transport	80,000	89,648	89,648
Economic services	60,000	139,095	139,095
	322,646	683,651	391,159
Non-operating grants, subsidies and contributions			
Community amenities	0	64,546	64,546
Recreation and culture	15,000	2,325,841	2,385,841
Transport	208,000	248,020	248,020
	223,000	2,638,407	2,698,407
Total Income	21,248,544	22,338,431	22,015,939
Expenses			
Governance	(2,151,817)	(1,995,600)	(1,995,600)
General purpose funding	(448,576)	(203,941)	(203,941)
Law, order, public safety	(851,960)	(745,100)	(745,100)
Health	(512,512)	(358,553)	(358,553)
Education and welfare	(206,555)	(212,394)	(212,394)
Community amenities	(3,512,375)	(3,446,181)	(3,446,181)
Recreation and culture	(5,198,938)	(4,228,813)	(4,228,813)
Transport	(4,304,937)	(5,464,064)	(5,464,064)
Economic services	(2,371,574)	(1,300,041)	(1,300,041)
Other property and services	(2,172,286)	(1,487,750)	(1,487,750)
Total expenses	(21,731,530)	(19,442,437)	(19,442,437)
Net result for the period	(482,986)	2,895,994	2,573,502

VN OF CLAREMONT
'ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

2. OTHER INFORMATION

	2022/23 Budget	2021/22 Actual	2021/22 Budget
	$	$	$
The net result includes as revenues			
a) Interest earnings			
Investments			
- Reserve funds	239,900	57,628	104,450
- Other funds	138,550	26,060	31,583
Other interest revenue (refer note 1b)	152,100	157,500	157,500
	530,550	241,188	293,533
b) Other revenue			
Reimbursements and recoveries	501,832	471,729	471,729
	501,832	471,729	471,729
The net result includes as expenses			
c) Auditors remuneration			
Audit services	55,000		
Other services	10,000		
	65,000	0	0
d) Interest expenses (finance costs)			
Borrowings (refer Note 7(a))	255,918	271,782	271,782
Interest expense on lease liabilities	1,275	831	0
	257,193	272,613	271,782

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

. ELECTED MEMBERS REMUNERATION

	2022/23 Budget	2021/22 Actual	2021/22 Budget
	$	$	$
Elected member 1 - Mayor Jock Barker			
Mayor's allowance	37,881	36,957	36,957
Meeting attendance fees	25,976	25,342	25,342
Annual allowance for ICT expenses	3,500	3,500	3,500
	67,357	65,799	65,799
Elected member 2 - Deputy Mayor Cr Annette Suann			
Deputy Mayor's allowance	9,471	6,549	6,549
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	29,747	26,416	26,416
Elected member 3 - Cr Shelly Hatton			
Meeting attendance fees	16,776	11,603	11,603
Annual allowance for ICT expenses	3,500	2,481	2,481
	20,276	14,084	14,084
Elected member 4 - Cr Peter Edwards			
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	20,276	19,867	19,867
Elected member 5 - Cr Paul Kelly			
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	20,276	19,867	19,867
Elected member 6 - Cr Kate Main			
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	20,276	19,867	19,867
Elected member 7 - Cr Ryan Brown			
Meeting attendance fees	16,776	11,603	11,603
Annual allowance for ICT expenses	3,500	2,481	2,481
	20,276	14,084	14,084
Elected member 8 - Cr Jill Goetze			
Deputy Mayor's allowance		2,690	2,690
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	20,276	22,557	22,557
Elected member 9 - Cr Sara Franklin			
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	20,276	19,867	19,867
Elected member - Cr Peter Telford			
Meeting attendance fees	16,776	16,367	16,367
Annual allowance for ICT expenses	3,500	3,500	3,500
	20,276	19,867	19,867
Elected member - Cr Peter Browne			
Meeting attendance fees		4,764	4,764
Annual allowance for ICT expenses		1,019	1,019
	0	5,783	5,783
Elected member Cr Haynes			
Meeting attendance fees		4,764	4,764
Annual allowance for ICT expenses		1,019	1,019
	0	5,783	5,783
Total Elected Member Remuneration	259,312	253,841	253,841
Mayor's allowance	37,881	36,957	36,957
Deputy Mayor's allowance	9,471	9,239	9,239
Meeting attendance fees	176,960	172,645	172,645
Annual allowance for ICT expenses	35,000	35,000	35,000
	259,312	253,841	253,841

VN OF CLAREMONT
ES TO AND FORMING PART OF THE BUDGET
THE YEAR ENDED 30 JUNE 2023

4. FEES AND CHARGES

	2022/23 Budget	2021/22 Actual	2021/22 Budget
	$	$	$
By Program:			
Governance	120	300	300
General purpose funding	117,000	105,000	105,000
Law, order, public safety	18,000	26,500	26,500
Health	78,380	80,950	80,950
Community amenities	405,850	427,850	427,850
Recreation and culture	1,518,310	1,265,849	1,157,849
Transport	1,088,000	1,161,365	986,500
Economic services	846,198	740,619	650,619
	4,071,858	3,808,433	3,435,568

TOWN OF CLAREMONT

SCHEDULE OF FEES & CHARGES 2022-23

TOWN OF CLAREMONT Est 1898

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
GENERAL PURPOSE FUNDING				
Rates & Property				
Rate Account Enquiry	C	N	52.00	52.00
Orders & Requisitions Property Enquiry	C	N	138.00	138.00
Owners & Occupiers Electoral Roll (per copy)	C	N	40.00	50.00
Rates Instalment Fee	C	N	51.00	54.00
Payment Plan Fee	C	N	51.00	54.00
Instalment interest rate (including payment plans)	C	N	5.5%	5.5%
Penalty interest rate	C	N	7%	7%
Financial Hardship Policy interest rate	S	N	0%	0%
Debt Collection Fees including legal and court fees	C	N	POA	At cost
Default Payment Fee	C	N	25.00	26.00
Credit Card Surcharge	C	N	0.48%	0.48%
GOVERNANCE				
Elected Members				
Annual Attendance Fee s.5.99	S	N	As per Policy	As per Policy
Annual Communications Allowance s.5.99A	S	N	As per Policy	As per Policy
Freedom of Information				
FOI Applications	S	N	30.00	30.00
FOI Charges (per hour)	S	N	30.00	30.00
Photocopying Charges (per hour or part thereof)	S	N	30.00	30.00
A3 or A4 black & white (single sided) per copy	S	N	0.20	0.20
Charge for time taken to transcribe information (per hour of part thereof)	S	N	30.00	30.00
Charge for duplication of tape, film, or computer information (actual cost)	S	N	Full recovery cost	Full recovery cost
Charges for offsite retrieval, delivery, packaging and postage (actual cost)	S	N	Full recovery cost	Full recovery cost
Advanced deposit which may be required (S18 (1) of Act), expressed as a percentage of the estimated charges which will be payable in excess of the application fee	S	N	25.00%	25.00%
Further advanced deposit which may be required (S18 (4) of Act), expressed as a percentage of the estimated charges which will be payable in excess of the application fee.	S	N	75.00%	75.00%
Note: For financially disadvantaged applicants or those issued with prescribed concession cards, the charge payable is reduced by 25%.				
Archive and Document Search Fees				
Document Search Fees - Officer Time	C	Y	84.00	At cost
Charges for offsite retrieval, delivery, packaging and postage	C	Y	POA	POA
Printing (excluding FOI, Library)				
Map Copies	C	Y	POA	POA
A4 - B&W	C	Y	0.45	0.45
A4 - Colour	C	Y	2.00	0.50
A3 - B&W	C	Y	0.70	0.50
A3 - Colour	C	Y	2.50	0.60
A2 - B&W	C	Y	2.00	5.00
A2 - Colour	C	Y	3.65	6.00
A1 - B&W	C	Y	2.40	7.00
A1 - Colour	C	Y	4.55	8.00
A0 - B&W	C	Y	6.00	9.00
A0 - Colour	C	Y	7.80	10.00
LAW, ORDER & PUBLIC SAFETY				
Community Safety Staff Schedule of Hourly Rates				
Manager Community Safety (excluding public holidays)			-	100 per hour
Community Safety officer (excluding public holidays)			-	65 per hour
Manager Community Safety / Community Safety Officer on public holiday			-	POA
Animals				
Dogs				
1 year Registration Fee - Unsterilised	S	N	50.00	50.00

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
1 year Registration Fee - Sterilised	S	N	20.00	20.00
3 year Registration Fee - Unsterilised	S	N	120.00	120.00
3 year Registration Fee - Sterilised	S	N	42.50	42.50
Lifetime Registration Fee - Unsterilised	S	N	250.00	250.00
Lifetime Registration Fee - Sterilised	S	N	100.00	100.00
Replacement Dog Registration Disc	S	N	10.00	15.00
Multiple Dog Registration Application Fee - Three dogs	S	N	150.00	175.00
Daily Dog Sustenance (per day)	C	N	40.00	50.00
Dog Impoundment Fee	C	N	140.00	140.00
Cats				
1 Year registration fee	S	N	20.00	20.00
3 Year registration fee	S	N	42.50	42.50
Lifetime Registration fee	S	N	100.00	100.00
Replacement Cat Registration Disc	S	N	10.00	15.00
Cat Impoundment Fee	C	N	140.00	140.00
Daily Cat Sustenance (per day)	C	N	40.00	50.00
Impoundment Fees				
Shopping Trolley Impoundment Release Fee	C	N	150.00	150.00
Sign Impound Fee (per sign)	C	N	130.00	130.00
Daily Storage Fee (trolley or sign)	C	N	50.00	50.00
HEALTH				
Activities on Thoroughfares and Public Places				
Display of Goods Not on Private Property				
Short Term Licence Fee (Per day)	C	N	35.00	35.00
Busking Permit (per day)	C	N	20.00	20.00
Busking for Charitable Group			No Cost	No Cost
Temporary food vendor licences				
Registration application (non-charitable organisations)	S	N	154.00	154.00
Annual registration and inspection permit (capped at 4 events per year)	C	N	305.00	315.00
Registration Application (charitable organisations)	S	N	No Cost	No Cost
Notification of conduct of a food business	S	N	65.00	65.00
Inspection Fee (per day)	C	N	36.00	36.00
Inspection Fee (7day)	C	N	120.00	120.00
Temporary food vendor licences at RAS Showgrounds				
Notification of conduct of a food business	S	N	65.00	65.00
One Day Event Assessment	C	N	20.00	20.00
Two Day Event Assessment	C	N	35.00	35.00
Three Day Event Assessment	C	N	70.00	70.00
Four - Eight Days Assessment	C	N	90.00	90.00
Alfresco Licences (Per Annum):				
Licence Application	C	N	Waived	Waived
Renewal & Transfer	C	N	Waived	Waived
Variation of Permit	C	N	Waived	Waived
Licence Charge - per table ($20/mth)	C	N	Waived	Waived
Licence Charge - per chair ($10/mth)	C	N	Waived	Waived
Health Administration Fees				
Health application fee (new premises)	C	N	150.00	150.00
Property Inspection (per hour)	C	N	83.00	85.00
Section 39 (Liquor Licencing) Certificates	C	N	150.00	150.00
Extended Trading Permit Application Fee or Other Temporary Licence Application Fee (commercial premises)	C	N	150.00	150.00
Gaming permit (commercial premises)	C	N	83.00	85.00
Gaming permit for Charitable Organisations	C	N	Free	Free
Greywater System Application Fee	S	N	118.00	118.00
Greywater System Fee for Permit to Use Apparatus	S	N	118.00	118.00
Skin Penetration and Hairdressers and Beauty Therapist (per annum)	C	N	50.00	50.00
Water Sampling-Aquatic Facility Fee (Per inspection/sample min. 12 per year)	C	N	62.00	65.00
Permanent Food Businesses				
Notification of the conduct of a food business	S	N	118.00	118.00
Registration of a food business	S	N	118.00	118.00
Annual surveillance fee - "Very Low Risk" food business	C	N	50.00	50.00
Annual surveillance fee - "Low Risk" food business	C	N	153.00	155.00
Annual surveillance fee - "Medium Risk" food business	C	N	460.00	460.00

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
Annual surveillance fee - "High Risk" food business	C	N	460.00	460.00
Re-Inspection Fee- Improvement Order	C	N	102.00	105.00
Verification of Food Safety Plan - Vulnerable persons	C	N	102.00	255.00
Environmental Noise Protection				
Regulation 18 Application (non-complying events)	S	N	1000.00	1000.00
Regulation 18 Application (non-complying events) - Late Fees	S	N	250.00	250.00
Concert monitoring - per hour	C	N	105.00	105.00
Regulation 19B application for an approved venue (per hour to maximum $15,000.00)	S	N	80.00	80.00
Assessment Non-Local Government Noise Management Plan	S	N	500.00	500.00
Regulation 13 Application (Construction out of hours)	S	N	200.00	200.00
Ancillary Measure Penalty (maximum $5,000.00)	S	N	5000.00	5000.00
High risk/profile music event application (non-complying events)	S/C		POA	POA
External Noise Monitoring of event	C		POA	POA
Public Buildings				
New Public Building Certificate 'Low Risk'	C	N	205.00	210.00
New Public Building Certificate 'Medium Risk	C	N	410.00	415.00
New Public Building Certificate - 'High Risk'	C	N	610.00	615.00
Application to vary a certificate (per hour)	C	N	82.00	85.00
Temporary Public Building /Public Events- per hour (i.e. RAS)	C	N	82.00	85.00
Offensive Trade Licences				
Manure works/Artificial manure depots -per annum	S	N	211.00	211.00
Shellfish and Crustacean processing/Poultry processing/Fish processing/Fish curing/other offensive trades - per annum	S	N	298.00	298.00
Laundries, Dry-cleaning per annum	S	N	147.00	147.00
Gut scraping (preparation of sausage skin) per annum	S	N	171.00	171.00
Transfer of registration	S	N	133.00	133.00
Lodging Houses				
Registration per annum	S	N	200.00	200.00
Environmental Protection Act Noise Infringement				
Section 79 (1) First offence	S	N	250.00	250.00
Section 79 (1) Second and subsequent offences	S	N	500.00	500.00
Environmental Protection Act Unauthorised Discharge Infringement				
Clause (3), 4 (1) & 4 (2) First offence	S	N	250.00	250.00
Clause (3), 4 (1) & 4 (2) Second offence	S	N	500.00	500.00
COMMUNITY AMENITIES				
Waste Management Services				
Refuse Charges				
Non rateable properties				
Standard Service	C	N	460.00	460.00
Rateable Properties				
120L Waste & 240L Recycle Bins	C	N	415.00	415.00
Standard Service (One Service Per Property) - Included in Rates Charge				
Additional Rubbish Services				
Upgrade from 120L waste to 240L waste bin (total waste capacity 240L)	C	N	105.00	110.00
240L additional waste service (total waste capacity 360L)	C	N	160.00	170.00
Additional Standard Service (120L waste & 240L recycle bin) total capacity: 240L waste, 480L recycle bin	C	N	410.00	410.00
Super Service 2 x 240L Waste Bins (total waste capacity 480L)	C	N	530.00	530.00
Mandatory In-service Fee - Waste (Per Service Unit)	C	N	40.00	40.00
Mandatory In-service Fee - Recycling (Per Service Unit)	C	N	40.00	40.00
Administration Bin establishment fee (120 Litre Waste and 240 Litre Recycling Bin)	C	N	151.50	155.00
Administration Bin establishment fee (120 Litre Waste 240 Litre Recycling Bin and 240 Litre Greenwaste Bin)	C	N	215.70	220.00
Additional 240 Litre Recycling Bin or Greenwaste Bin	C	N	97.00	100.00
Upgrade Recycling Bin 1x360 Litre (Replacement for 240 litre Recycling Bin)	C	N	113.00	115.00
Replacement bin requested as stolen and a Police Incident Report produced			Free	Free
Greenwaste Bags	C	Y	5.50	5.50
Administration Bin establishment fee (Multi Unit Dwellings)	C	Y	POA	POA
PLANNING SERVICES				
Determination of a Development Application where the development is:				
(a) Not more than $50,000	S	N	147.00	147.00

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
(b) more than $50,000 but not more than $500,000 - percentage of cost of development	S	N	0.32% of the estimated cost of development	0.32% of the estimated cost of development
(c) more than $500,000 but not more than $2.5 million	S	N	1,700.00 + 0.257% for every $1 in excess of $500,000	1,700.00 + 0.257% for every $1 in excess of $500,000
(d) more than $2.5 million but not more than $5 million	S	N	7,161.00 + 0.206% for every $1 in excess of $2.5 million	7,161.00 + 0.206% for every $1 in excess of $2.5 million
(e) more than $5 million but not more than $21.5 million	S	N	12,633.00 + 0.123% for every $1 in excess of $5 million	12,633.00 + 0.123% for every $1 in excess of $5 million
(f) more than $21.5 million	S	N	34,196.00	34,196.00
Development Applications where already commenced or carried out - penalty fee	S	N	Triple the development application fee	Triple the development application fee
Amendments to Approved Plans (Application Fee) - 50% of the original fee (major amendment) or $147.00 (minor amendment). Note - new DA required to amend approval	C	N	50% or 147.00 (whichever the greater)	50% or 147.00 (whichever the greater)
Other Fees				
Determination of a Development Application for a change of use or an alteration or extension or change of non-conforming use	S	N	295.00	295.00
Penalty (the fee plus twice the fee above) if change has already occurred	S	N	885.00	885.00
Planning Services - Other				
Provision of Subdivision Clearance:				
(a) Not more than 5 lots - per lot	S	N	73.00	73.00
(b) More than 5 lots but not more than 195 lots	S	N	365.00 for first 5 lots + Per Lot Fee of 35.00 thereafter	365.00 for first 5 lots + Per Lot Fee of 35.00 thereafter
(c) More than 195 lots	S	N	7,393.00	7,393.00
Clearance Reinspection (Subdivision)	C	N	100.00	100.00
Application for Approval of Home Occupation				
(a) Initial fee	S	N	222.00	222.00
(b) Initial fee - penalty (initial fee plus twice the fee above) if occupation has already commenced	S	N	666.00	666.00
(a) Renewal fee	S	N	73.00	73.00
(b) Renewal fee - penalty (renewal fee plus twice the fee above) if approval has already expired	S	N	219.00	219.00
Fee to initiate a Scheme Amendment, Local Development Plan or Structure Plan - Minor Amendments (no textural just scheme map alterations)	C	N	Maximum 5,000.00 in accordance with Planning and Development Regulations 2009 (Part 7- Local Government Planning Charges)	Maximum 5,000.00 in accordance with Planning and Development Regulations 2009 (Part 7- Local Government Planning Charges)
Fee to initiate a Scheme Amendment or Structure Plan - All Other Amendments	C	N	Maximum 7,000.00 in accordance with Planning and Development Regulations 2009 (Part 7- Local Government Planning Charges)	Maximum 7,000.00 in accordance with Planning and Development Regulations 2009 (Part 7- Local Government Planning Charges)
Advertising (Express Post) of Development Applications - per letter	C	N	8.00	8.50
Plan Search Fee for Development and Planning Approvals (plus print costs)	C	N	100.00 plus print costs	100.00 plus print costs
Section 40 (Liquor Licencing) Certificates - per hour (Note as per Section 39)	C	N	150.00 per hour	155.00 per hour
Design Review Panel Services (unless regulated - maximum fee to apply)				
Initial review	C	N	800.00	830.00
Second major review	C	N	1,600.00	1655.00
Subsequent follow-up reviews (each)	C	N	800.00	830.00
Heritage Assessment Fee				

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
Heritage Assessment Fee for Development Applications (Other than Incidental Structures - $135 or Nil when behind building and not visible from street)	C	N	Maximum 270.00	Maximum 280.00
Delisting request for Heritage List (where full heritage listing review has not been undertaken within the previous 2 years)	C	N	Maximum 2,500.00	Maximum 2,600.00
Cash-in-lieu per parking bay - standard decked parking bay in accordance with Local Planning Policy 205 - Public Parking	C	Y	Maximum 30,000.00	Maximum 30,000.00
Cash-in-lieu per parking bay - 'Preferred Use' decked parking bay in accordance with Local Planning Policy 205 - Public Parking	C	Y	Maximum 15,000.00	Maximum 15,000.00
Planning & Development Staff Schedule of Hourly Rates				
Director	S	Y	88.00	88.00
Manager/Senior Planner/Consultant	S	Y	66.00	66.00
Planning Officer	S	Y	36.86	36.86
Other Staff	S	Y	36.86	36.86
Secretarial/Administrative Officer	S	Y	30.20	30.20
BUILDING SERVICES				
Building Fees				
Sign Licence Application	S	N	147.00	150.00
Building Plan Search Fee	C	N	100.00 - plus photocopying charges	100.00 - plus photocopying charges
Battery Powered Alarm Fee (regulation 61)	S	N	179.40	179.40
Application as defined in regulation 31	S	N	2160.15	2160.15
Swimming Pool Licence Inspection - Annual Fee	C	N	30.00	34.00
Building Permit Application Fee for Amendment - Minimum	S	N	105.00	110.00
Application to extend the time during which a building or demolition permit has effect (s. 32(3)(f))	S	N	105.00	110.00
Building Permit Fees				
Uncertified - Class 1 - 10 (Percentage of Estimated value) Min $105.00	S	N	0.32%	0.32%
Certified - Class 1 and 10 (Percentage of Estimated Value) Min $105.00	S	N	0.19%	0.19%
Certified - Class 2 and 9 (Percentage of Estimated Value) Min $105.00	S	N	0.09%	0.09%
BCITF Levy (for work over $20,000) - % of the value of the work inc GST	S	N	0.20%	0.20%
Occupancy & Building Approval Certificate				
Standard Occupancy & Building Approval Certificate	S	N	105.00	110.00
Temporary occupancy permit for an incomplete building	S	N	105.00	110.00
Modification of an occupancy permit for additional use of a building on a temporary basis	S	N	105.00	110.00
A replacement of occupancy permit for permanent change of the building's use, Classification	S	N	105.00	110.00
Strata Scheme or Plan of Resubdivision - for each strata unit - Min $115.00	S	N	11.60	11.60
An occupancy permit for unauthorised works - Percentage of Works Value - Min $105.00	S	N	0.18%	0.18%
Application for a building approval certificate for a building in respect of which unauthorised work has been done (s. 51(3)) - Percentage of Works Value - Min $105.00	S	N	0.38%	0.38%
Application to replace an occupancy permit for an existing building (s. 52(1))	S	N	105.00	110.00
Application for a building approval certificate for an existing building where unauthorised work has not been done (s. 52(2))	S	N	105.00	110.00
Application to extend the time during which an occupancy permit or building approval certificate has effect (s. 65(3)(a))	S	N	105.00	110.00
Demolition Permit Fees				
Class 1 or 10 Min $105.00	S	N	105.00	110.00
Class 2 to 9 (for each storey)	S	N	105.00	110.00
Builders Services Levy				
Building or Demolition Permit - less than or equal to $45,000	S	N	61.65	61.65
Building or Demolition Permit - over $45,000, percentage of value of work	S	N	0.137%	0.137%
Occupancy permit or building approval certificate for approved building work under ss47, 49, 50 or 52 of the Building Act	S	N	61.65	61.65
Occupancy permit or building approval certificate for unauthorised building work under s51 of the Building Act - less than or equal to $45,000	S	N	123.30	123.30
Occupancy permit or building approval certificate for unauthorised building work under s51 of the Building Act - over $45,000, percentage of value of work	S	N	0.274%	0.274%

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
PARKING SERVICES				
Parking Fees				
Tradesperson Parking permit - per day per bay (CBD and NEP)	C	Y	51.00	55.00
Tradesperson Parking permit - per day per bay (Residential)	C	Y	36.00	40.00
Tradesperson parking permit (Residential)- PP Weekly Rate	C	Y	150.00	150.00
First Residential Parking Permit	C	Y	-	$100 per permit per year
Additional Residential Parking Permits (provided at CEO discretion)	C	Y	150.00	$150 per permit per year
Replacing parking permits	C	Y	30.00	50.00
Events				
Town Events - per entry			10.00	POA
External Event Parking Fees-per entry	C	Y	20.00	20.00
Traffic Management Fees	C	Y	POA	POA
Complaint Line Monitoring Fees	C	Y	POA	POA
Impoundment Fees				
Vehicle Impounding Fee	C	N	200.00	205.00
Towing Fee	C	Y	POA	At cost
Vehicle Storage Fee - per day or part thereof	C	N	45.00	45.00
COMMUNITY SERVICES				
Claremont Park Community Facilities Building				
Community Group Hire per hour	C	Y	18.50	30.00
Replacement Security Card	C	Y	10.00	50.00
Parks and Gardens				
Rowe Park				
Tennis Courts per hour	C	Y	10.00	15.00
Tennis Courts per hour-commercial	C	Y	10.00	25.00
Parks and Reserves Facilities Use/Hire				
Commercial personal and dog training / fitness class operators				
Group Size				
1 - 4 participants; per annum	C	Y	205.00	215.00
5 - 10 participants; per annum	C	Y	510.00	530.00
11 - 20 participants; per annum	C	Y	1,030.00	1070.00
Single session (up to 20 participants)	C	Y	31.00	32.00
Access to private property for general purposes				
Irrigated Park				
Car / light vehicle; m2/per week	C	Y	1.30	1.40
Truck / heavy vehicle; m2/per week	C	Y	5.10	5.30
Non-irrigated reserve				
Car / light vehicle; m2/per week	C	Y	0.80	0.85
Truck / heavy vehicle; m2/per week	C	Y	2.60	2.70
Key Bond	C	N	100.00	100.00
Minimum Call Out for Parks and Reserves access	C	Y	92.00	92.00
Annual access rates			POA	POA
Other				
Tree planting (between 30-45L size)	C	Y	360.00	360.00
Tree planting (between 75-100L size) Poinciana & Jacaranda only available in large	C	Y	510.00	510.00
Removal and installation of replacement tree (Per tree)	C	Y	3,400.00	3,400.00
Temporary structure installed by Hirer (marquee over 3x3m, bouncy castle etc)				
Up to 80sqm	C	Y	-	200.00
Over 80sqm	C	Y	615.00	640.00
Minimum Bonds				
No Alcohol	C	N	500.00	500.00
Alcohol	C	N	1,500.00	1,500.00
Social Functions	C	N	1,500.00	1,500.00
Reinstatement Bond if Marquee is installed	C	N	2,000.00	2,000.00
Community Engagement Workshops				
Per person	C	Y	-	35.00
CLAREMONT AQUATIC CENTRE				
Admissions				
Single Daily Admission	C	Y	6.50	6.60
10 Admissions	C	Y	62.00	63.00
20 Admissions	C	Y	122.00	124.00

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
40 Admissions	C	Y	240.00	244.00
80 Admissions	C	Y	472.00	480.00
Family Pass (2 Adults & 2 Children or 1 Adult & 3 Children)	C	Y	20.00	21.00
Town of Claremont Staff (permanent)	C	Y	Free	Free
Child Entry Fees				
Single Daily Admission	C	Y	5.00	5.10
10 Admissions	C	Y	47.00	48.00
20 Admissions	C	Y	92.00	94.00
40 Admissions	C	Y	180.00	184.00
80 Admissions	C	Y	352.00	360.00
Club Member	C	Y	4.70	4.80
Children 3 years and under	C	Y	Free	Free
Education Department Vacswim Entry Fees				
Single Daily Admission	C	Y	4.60	4.70
5 Day Child Pass	C	Y	22.00	22.50
8 Day Child Pass	C	Y	35.20	36.00
9 Day Child Pass	C	Y	39.60	40.50
10 Day Child Pass	C	Y	44.00	45.00
Single Daily Spectator Admission	C	Y	2.00	2.00
5 Day Spectator Pass	C	Y	9.00	9.00
8 Day Spectator Pass	C	Y	14.40	14.40
9 Day Spectator Pass	C	Y	16.20	16.20
10 Day Spectator Pass	C	Y	18.00	18.00
Seniors & Aged Pensioners (Including Disability & Invalid Pension Card)				
Senior, Aged Pension Card & Invalid Pensioner Card	C	Y	5.00	5.10
10 Admissions	C	Y	47.00	48.00
20 Admissions	C	Y	92.00	940.00
40 Admissions	C	Y	180.00	184.00
80 Admissions	C	Y	352.00	360.00
Non-Swimmer Entry Fees				
Non-swimmers - daily	C	Y	2.00	2.00
5 Admissions	C	Y	9.00	9.00
8 Admissions	C	Y	14.40	14.40
9 Admissions	C	Y	16.20	16.20
10 Admissions	C	Y	18.00	18.00
Non swimming - Child parent or guardian drop off and pick up			-	Free
School Group Entry Fee (Including Swimming Carnivals)				
Schools' Groups	C	Y	3.50	3.60
Professional Entry Fees				
Dolphins Water polo Flippa Ball (1 child)	C	Y	4.70	4.80
Learn To Swim Entry Fee (1 child or 1 child + 1 adult)	C	Y	5.00	5.10
Claremont Football Club Single Entry	C	Y	5.00	5.10
Synchronised Swimming Fee	C	Y	4.30	4.40
Aqua Aerobic Fees				
Single entry	C	Y	15.00	15.00
10 Admissions	C	Y	147.00	147.00
20 Admissions	C	Y	292.00	292.00
40 Admissions	C	Y	580.00	580.00
12 Month Membership			-	900.00
Town of Claremont Staff (permanent)	C	Y	Free	Free
Other Fees				
Membership Card Fee (Replacement)	C	Y	5.00	5.00
Synchronised Swimming Fee	C	Y	-	4.80
Non Refundable Booking Deposit (for all bookings $100.00 +)	C	Y	100.00	100.00
Professional Fees				
Dolphins Water polo Club	C	Y	15.00%	20.00%
Dive Pool per hour - Not for Profit Club	C	Y	-	7.00
50m Lane per hour - Not for Profit Club	C	Y	-	5.20
25m Lane per hour - Not for Profit Club	C	Y	-	2.70
Clubroom hire - Not for Profit per hour			-	9.00
WAPI Hire Fee per Game	C	Y	180.00	180.00
50m pool inflatable + lifeguard per hour	C	Y	160.00	160.00
25m pool inflatable + lifeguard per hour	C	Y	160.00	160.00

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
Party Leader per hour	C	Y	50.00	50.00
Lifeguard per Hour	C	Y	50.00	50.00
Duty Manager per Hour	C	Y	64.00	64.00
Personal Training Session - 1 hour session	C	Y	70.00	70.00
Group training session - 1 hour session for 3 or more	C	Y	100.00	100.00
Pool Hire Fees & Charges				
Hire Fees Large Commercial User Group Rate - Per Hour				
50m Lane per hour (> 5 swimmers per session)	C	Y	35.00	36.00
25m Lane per hour (> 5 swimmers per session)	C	Y	17.50	18.50
Dive Pool per hour (> 5 swimmers per session)	C	Y	50.00	50.00
Dive Pool Lane per hour (> 5 swimmers per session)	C	Y	17.50	18.50
Club Room Hire (> 5 swimmers per session)	C	Y	60.00	60.00
25m Lane Attraction Rate (> 5 swimmers per session)	C	Y	15.00	16.00
Hire Fees Small Commercial User Group Rate - Per Hour				
50m Lane per hour (< 5 swimmers per session)	C	Y	30.00	31.00
25m Lane per hour (< 5 swimmers per session)	C	Y	15.00	16.00
Dive Pool per hour (< 5 swimmers per session)	C	Y	40.00	40.00
Dive Pool Lane per hour (< 5 swimmers per session)	C	Y	15.00	16.00
Clubrooms hire per hour (< 5 admissions per session)	C	Y	50.00	50.00
Hire Fees Not for profit clubs rate - Per Hour				
50m Lane per hour - Not for Profit Club	C	Y	25.00	26.00
25m Lane per hour - Not for Profit Club	C	Y	12.50	13.50
Dive Pool - Not for Profit (per hour)	C	Y	35.00	35.00
Dive Pool Lane - Not for Profit (per hour)	C	Y	12.50	13.50
Clubroom - Not for Profit per hour	C	Y	45.00	45.00
Education Department Lane Hire Fee	C	Y	Free	Free
Other Hire Fees				
Swimming Carnival Hire Fee (Half Day up to 3 hours)	C	Y	180.00	180.00
Swimming Carnival Hire Fee (Full Day 3 hours +)	C	Y	350.00	350.00
Night Carnival + 1 DM & 1 PLG	C	Y	580.00	580.00
RLSS course hire fee (1 day course) + entry	C	Y	120.00	120.00
RLSS weekend course hire fee (3 days) + entry	C	Y	240.00	240.00
RLSS weekend course hire fee (5 days) + entry	C	Y	350.00	350.00
AUSTSWIM course hire fee (1 day course) + entry	C	Y	120.00	120.00
AUSTSWIM weekend course hire fee (3 days) + entry	C	Y	240.00	240.00
AUSTSWIM weekend course hire fee (5 days) + entry	C	Y	350.00	350.00
RLSS and AUSTSWIM entry fee per person	C	Y	4.70	4.80
CLAREMONT COMMUNITY HUB AND LIBRARY				
Clubs & Classes Attendance	C	Y	5.00	5.00
Lost Membership Card Replacement	C	Y	5.00	5.00
Library Bags	C	Y	2.00	2.00
Non Library Member Public Internet PC Use (per hour)	C	Y	2.00	2.00
Photocopying and printing from public access computers				
A4 B&W	C	Y	0.20	0.20
A3 B&W	C	Y	0.30	0.30
A4 Colour	C	Y	0.50	0.50
A3 Colour	C	Y	1.00	1.00
Hub Meeting Room Hire (max. of 20)				
Fees per hour - Individual	C	Y	20.00	20.00
Fees per hour - Not for profit group	C	Y	10.00	10.00
Fees per hour - Commercial	C	Y	40.00	40.00
Library Meeting Room (max. of 4)				
Fees per hour - Individual	C	Y	10.00	10.00
Fees per hour - Not for profit group	C	Y	10.00	10.00
Fees per hour - Commercial	C	y	15.00	15.00
CLAREMONT MUSEUM				
Education Program				
Fee for Children	C	Y	10.00	12.00
Cancellation fee - 4 weeks prior to booked date	C	Y	25.00	26.00
Cancellation fee - 2 weeks prior to booked date	C	Y	100.00	105.00
Late cancellation fee - 48 hrs prior to booked date	C	Y	Full amount	Full amount
Photographic Orders				
Private	C	Y	15.00	16.00

Town of Claremont

Schedule of Fees and Charges 2022-23

	Authority S - Statute C - Council	GST Applicable Yes / No	2021-22 ($)	2022-23 ($)
Commercial	C	Y	50.00	52.00
Publications				
Street Histories	C	Y	15.00	16.00
ENGINEERING				
Sundry Fees and Charges				
Old Street signs	C	Y	130.00	135.00
Tree Preservation Plaques	C	Y	1,000.00	1,000.00
Permits - without Traffic Management approval				
Verge / Footpath Obstruction Permit (per 3 months)	C	Y	50.00	55.00
Verge / Footpath Obstruction Permit (per 3 months) Application received less than 7 working days prior to works start date	C	Y	100.00	105.00
Traffic Management Permits with Traffic Management approval				
Vehicular or pedestrian permit	C	Y	230.00	240.00
Vehicular or pedestrian permit - Application received less than 7 working days of works start date	C	Y	500.00	520.00
Bonds (refundable fee) and Fees				
Demolition Permit Bond	C	N	5,000.00	5,000.00
Partial Demolition Bond	C	N	1,000.00	1,000.00
Development bond - Category 1	C	N	500.00	500.00
Development bond - Category 2	C	N	1,000.00	1,000.00
Development bond - Category 3	C	N	3,000.00	3,000.00
Development bond - Category 4	C	N	POA	POA
Verge Bond - [without footpath] per m2 for developments 3+ dwellings	C	N	50.00	50.00
Verge Bond - [with footpath] per m2 for developments 3+ dwellings	C	N	140.00	100.00
Refund inspection beyond the first - per inspection	C	Y	180.00	180.00
Private and Reimbursable Works (cost plus admin fee)	C	Y	POA	POA

Disclaimer: When a fee listed in this schedule is updated by any Act, Regulation, Local Law, or Council decision then the updated fee supersedes this schedule.

Jessica Guy

From: [redacted]
Sent: Friday, 10 June 2022 11:31 AM
To: Mayor Jock Barker <mayor@claremont.wa.gov.au>; Cr Jill Goetze <jgoetze@claremont.wa.gov.au>; Cr Peter Telford <ptelford@claremont.wa.gov.au>; Cr Shelley Hatton <shatton@claremont.wa.gov.au>; Cr Peter Edwards <pedwards@claremont.wa.gov.au>
Cc: Liz Ledger <lledger@claremont.wa.gov.au>; Cr Annette Suann <asuann@claremont.wa.gov.au>; Cr Paul Kelly <pkelly@claremont.wa.gov.au>; Cr Kate Main <kmain@claremont.wa.gov.au>; Cr Sara Franklyn <sfranklyn@claremont.wa.gov.au>; Cr Ryan Brown <rbrown@claremont.wa.gov.au>
Subject: Rate Increase 2022 2023

Dear CEO, Mayor, and Councillors,

I am asking for your support in keeping the rate increase for the next financial year to a **bear minimum.**

I have been very pleased with your efforts over the last few years, but understand that the prices of everything is on the rise.

I am retired and with cost of living / inflation my disposal income is decreasing rapidly and thus would greatly appreciate a bear minimum rise in my rates.

I am particularly concerned with **Businesses** in Bay View Tce (BVT) and the surrounding areas. As the disposal income of families and individuals reduce due, to increase in the cost of living, inflation, and now mortgage rates, the disposal income of everyone will decrease and thus non essential / discretionary spending will be significantly reduced. This could put small traders at risk of not being able to meet their commitments and hence go out of business - more empty shops along BVT?

I am sure that the Councillors / Council employees can be creative in how they cover these increased costs - I have listed some examples below for you to consider, I am sure the Council can find others.

- using the principles of economies of scale, negotiating with contractors, buying in bulk, sharing costs with other Councils etc
- look at utilities management - electricity, water, gas telecommunications etc in all of your Public Buildings.

  agreeing on non essential spending - we have been use to getting alot from Councils, in difficult times this has to stop

- only conduct essential maintenance and repairs - safety concerns
- **defer all new projects and upgrades**
- freeze on hiring any new staff
- if staff leave do not replace them - if you have to replace staff them employ them at a lower salary grade than the person who left.
- new employment contracts do not have in built automatic pay increases,
- No bonus payments or staff overtime
- Travel - put a hold on all non essential travel / accommodation - if meetings / conferences / training are essential then hold them via Zoom etc
- Reducing corporate budgets such as legal, consultancy, training

- Car pooling - if staff do need to go somewhere then they must car pool
- Cancel all Refreshments - for meetings, events, functions etc - if staff / public need refreshments then they can supply their own, or the Council could organise outside "food trucks" in the grounds for the purchase of refreshments.
- Hold on Public Events which cost the council money e.g. Public Entertainment, Concerts, Parties etc - if people wish to go to a concert / party etc then they should pay for it themselves. Council public events from now on need to be cost neutral.
- Hold on Children's play equipment/ grounds , skate parks etc - once again if children need to be entertained then their parents should pay for it.
- Do we need a new bike path this year, extend a library, upgrade the local pool etc etc can it be delayed to better times?
- Put grants to sporting groups, community groups etc "on hold"
- Concept of User Pays - for non essential spending, rather than increasing the rates in general. e.g. Venue Hire. This way Rate Payers can choose how they spend their ever decreasing disposable income
-

The Council is paid to make hard decisions on spending - when the costs of providing these Facilities / Services / Goods to Rates Payers increase then the Council needs to look at how it spends Rates Payers money and raising revenue. The easy way of course is the raise rates - I would be hopeful that time and effort will be put into viable alternatives.

Thus I am suggesting, this financial year a significant decrease in Council spending and an increase in User Pays

Please Note: I do understand how the rates are calculated GVR / rate in the dollar etc

Thank you for your attention / listening.

Yours faithfully,
[redacted]

Jessica Guy

Subject: Response to draft budget

From: [redacted]
Sent: Sunday, 12 June 2022 5:05 PM
To: Town of Claremont <toc@claremont.wa.gov.au>
Subject: Response to draft budget

We read with interest the Draft TOC Budget for 2022/2023 (resident parking).

We believe a small fee is reasonable for on-street parking. Although, in the Cardno document, we understand that the fee would initially be small but increase over time to a more-substantial fee. We are aware that the Cardno document relates to the Town Centre, however we can see the recommendation to charge and then increase parking fees will relate to all areas within the Town of Claremont. On page 60 of the document, there are proposed concessions for Heritage Areas which we support. We live in heritage home and have very-limited off street parking. To create off street parking we would have to either;

- Construct an underground garage, similar to the one approved by the TOC at 16 Reserve Street or,
- Increase the area of above-ground parking which would require removal of a significant portion of our garden including a large box elder which we would prefer to avoid.

We support the TOC's view on preservation of trees as well as other conservational strategies.

Kind regards

[redacted]
Claremont

Sent from my iPad

13.2.2 MONTHLY STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDING 30 APRIL 2022

File Number: **FIM/00079, D-22-15957**

Author: **Nicholas Rule, Accountant**
Vicki Cobby, Manager Finance

Authoriser: **Liz Ledger, Chief Executive Officer**

Attachments: **1. Monthly Financial Statement - April 2022** ⇩
2. Infrastructure Report - April 2022 ⇩

PURPOSE

For Council to note the Statement of Financial Activity (Financial Statements) for the period ending 30 April 2022.

BACKGROUND

The Financial Statements are presented to Council in accordance with *the Local Government Act 1995* and the *Local Government (Financial Management) Regulations 1996.*

DISCUSSION

The Financial Statements represent 2021-22 operations to 30 April 2022 and compare year to date expenditure and revenue against the corresponding adopted budget of Council.

The budget figures incorporate all budgeted 2020-21 carry forwards and budget amendments approved to date including the mid-year budget review amendments adopted on 29 March 2022.

The closing surplus of $4,441,987 to 30 April 2022 is compared directly with the budgeted surplus of $4,129,955. As detailed below, the $312,033 variance is made up of:

Under budget

Operating expenditure	$	670,581
Capital expenditure	$	744,149
Rates Revenue	($	4,451)
Capital revenue	($1,910,295)	

Over budget

Operating revenue	$	808,299
Non-cash adjustments	$	3,750
Variance	**$**	**312,033 ***

(*Amounts are rounded to the closest $)

In accordance with the *Local Government (Financial Management) Regulations 1996* clause 34, subregulation (2)(b), material variances between budget estimates and actuals must be explained.

The measurement of the materiality is a percentage or value and adopted each financial year by Council. The variances shown below have used the thresholds of $20,000 and 20%, as was adopted by Council on 21 September 2021.

Operating Expenditure - $670,581 under budget

Major contributors only	Budget	Actual	Variance
Other Expenditure	684,731	528,820	155,910
Internal Allocation	(883,819)	(639,926)	(243,893)

The only major contributors to the operating expenditure variation is:

- Other Expenditure. The Town has spent less than expected in relation to:
    - WESROC initiatives by $85,327, timing variance only.
    - Community Grant Funding under budget by $67,023, timing variance only.
    - Possible savings in other sundry expenses, under budget by $22,134.
- Internal Allocation:
    - The Town has under-recovered internal capital overheads compared to budget by $243,893 in direct proportion to the year-to-date underspend in capital expenses for Infrastructure Assets.

Capital Expenditure - $744,149 under budget

Major contributors only	YTD Budget	Actual	Variance
Electronic Equipment	384,209	111,999	272,210
Infrastructure Assets – Other	3,490,246	2,345,697	1,144,550
Transfer to Reserves	229,905	979,980	(750,045)

- Variance related to electronic equipment because some electronic equipment projects are recognised in operating expense and will be capitalised on completion. Additionally, there is $169,643 in open purchase orders, including CCTV works. This is a timing issue only as these works will be completed this financial year.
- Infrastructure assets:
    - Under budget by $451,348 on roadworks, $45,237 on footpaths and car parks, $38,435 in Lake Claremont Park development, $214,031 in other parks and $395,499 on other infrastructure. This is due to a combination of timing variances and savings. There is $155,095 in open purchase orders.
    - For details on each job, please see attachment 2 - Infrastructure Report April 2022.
- Transfer to Reserves of surplus allocations was budgeted for June 2022, this was transferred in February 2022. This is a timing variance only.

Operating Revenue – $808,299 over budget

Major contributors only	Budget	Actual	Variance
Grants, Subsidies and Contributions	289,606	649,160	359,553
Profit on Asset Disposal	42,072	66,247	24,175

- Profit on Asset Disposal
    - Favourable variance of $24,175, with the main driver being the disposal of PE358 Water Tanker.
- Grants, Subsidies and Contributions
    - Unbudgeted contribution towards Community Safety $20,000 (developer contribution for Airlie Street Development).

- $329,317 in operating grants including advance payment of Financial Assistance Grant for 22-23.

Capital Revenue - $1,910,295 under budget

Major contributors only	Budget	Actual	Variance
Grants, Subsidies and Contributions	$2,560,387	$1,025,474	($1,534,913)
Proceeds from new Debentures	$300,000	$0	($300,000)

- The Town has received less Capital Grants than budgeted for in relation to:
  - Capital funding for McKenzie Pavilion works. The Town has not yet received the grants funds of $1,435,000, this is a timing variance only, these are expected to be realised in June 2022.
  - Project Grants received from MRWA of $60,087 against budgeted amount of $160,000. The Town will receive the balance. This is a timing variance only.
- Proceeds from new Debentures – As per adopted resolution 053/22 at Ordinary Council Meeting 31 May 2022 funding (for McKenzie Pavilion redevelopment) via a Debenture issue will not be proceeding. Funding will be sourced from the Future Fund Reserve.

Rates Revenue - $4,451 under budget

- Minor variance.

PAST RESOLUTIONS

Ordinary Council Meeting 31 May 2022, Resolution 054/22

That Council:

1. Notes the Statement of Financial Activity for the period 1 July 2021 to 31 March 2022

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

Local Government (Financial Management) Regulations 1996

COMMUNICATION / CONSULTATION

The Town is required to prepare and submit a report to Council for the Statement of Financial Activity each month, reporting on the revenue and expenditure, as set out in the annual budget under regulation 22(1)(d) of the *Local Government (Financial Management) Regulations 1996* for that month.

STRATEGIC COMMUNITY PLAN

Leadership and Governance

We are an open and accountable local government, a leader in community service standards.

- Demonstrate a high standard of governance, accountability, management and strategic planning.
- Manage our finances responsibly and improve financial sustainability.
- Continually assess our performance and implement initiatives that drive continuous improvement.

URGENCY

Monthly Statements of Financial Activity must be submitted within two months after the end of the month to which the statement relates in accordance with regulation 36(4) of the *Local Government (Financial Management) Regulations 1996.*

VOTING REQUIREMENTS

Simple Majority decision of Council *(More than half the Elected Members present are required to vote in favour)*.

OFFICER RECOMMENDATION

That Council:

1. Notes the Statement of Financial Activity for the period 1 July 2021 to 30 April 2022.

Town of Claremont

MONTHLY FINANCIAL REPORT

For the Period Ended 30 April 2022

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LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

Town of Claremont
STATEMENT OF FINANCIAL ACTIVITY
(Nature or Type)
For the Period Ended 30 April 2022

	Note	Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(b)	
Operating Revenue		$	$	$	$	%	
Grants, Subsidies and Contributions		391,159	289,606	649,160	(359,553)	55.4%	▲
Service Charges		0	0	0	0		
Profit on Asset Disposal		52,677	42,072	66,247	(24,175)	36.5%	▲
Fees and Charges		3,405,568	2,911,222	3,299,080	(387,857)	11.8%	
Reimbursements	5.1.1	435,629	333,156	357,406	(24,250)	6.8%	
Interest Earnings		228,023	183,596	187,962	(4,366)	2.3%	
Other Revenue		36,100	24,083	32,181	(8,098)	25.2%	
Total (Excluding Rates)		**4,549,156**	**3,783,736**	**4,592,035**	**(808,299)**		
Operating Expense							
Employee Costs		(7,795,898)	(6,403,134)	(6,431,499)	28,365	0.4%	
Materials and Contracts		(7,069,942)	(5,974,239)	(5,138,451)	(835,788)	(16.3%)	
Utilities Charges		(520,626)	(435,754)	(439,113)	3,359	0.8%	
Depreciation (Non-Current Assets)		(3,218,603)	(2,682,176)	(2,710,099)	27,923	1.0%	
Interest Expenses		(390,981)	(197,352)	(195,102)	(2,250)	(1.2%)	
Insurance Expenses	5.2.1	(222,604)	(222,604)	(242,698)	20,094	8.3%	
Loss on Asset Disposal			0	0	0		
Elected Member Expenses		(253,841)	(190,381)	(190,112)	(269)	(0.1%)	
Other Expenditure	5.2.2	(852,800)	(684,731)	(528,820)	(155,910)	(29.5%)	▼
Internal Allocation		897,862	883,819	639,926	243,893	(38.1%)	▼
Total		**(19,427,434)**	**(15,906,551)**	**(15,235,970)**	**(670,581)**		
Funding Balance Adjustment							
Add Back Depreciation		3,218,603	2,682,176	2,710,099	(27,923)	1.0%	
Adjust (Profit)/Loss on Asset Disposal	10	(52,677)	(42,072)	(66,247)	24,175	36.5%	▲
Net Operating (Ex. Rates)		**(11,712,352)**	**(9,482,711)**	**(8,000,082)**	**(1,482,629)**		
Capital Revenues							
Grants, Subsidies and Contributions	8	2,698,407	2,560,387	1,025,474	1,534,913	(149.7%)	▼
Proceeds from Disposal of Assets	10	172,211	120,610	105,227	15,383	(14.6%)	
Proceeds from New Debentures		300,000	300,000	0	300,000	100.0%	▼
Transfer from Reserves	9	580,000	60,000	0	60,000	100.0%	▼
Total		**3,750,618**	**3,040,997**	**1,130,702**	**1,910,295**		
Capital Expenses							
Land and Buildings	10	(2,994,873)	(2,862,913)	(2,784,642)	(78,271)	(2.8%)	
Plant and Equipment	10	(243,510)	(105,410)	(103,649)	(1,761)	(1.7%)	
Electronic Equipment	10	(499,839)	(384,209)	(111,999)	(272,210)	(243.0%)	▼
Infrastructure Assets - Other	10	(3,941,246)	(3,490,246)	(2,345,697)	(1,144,550)	(48.8%)	▼
Repayment of Debentures		(479,538)	(232,823)	(235,420)	2,597	1.1%	
Transfer to Reserves	9	(1,525,547)	(229,935)	(979,980)	750,045	76.5%	▲
Total		**(9,684,553)**	**(7,305,536)**	**(6,561,387)**	**(744,149)**		
Net Capital		**(5,933,935)**	**(4,264,539)**	**(5,430,685)**	**1,166,146**		
Total Net Operating + Capital		**(17,646,287)**	**(13,747,250)**	**(13,430,767)**	**(316,483)**		
Rate Revenue		15,015,903	15,015,903	15,011,452	4,451	(0.0%)	
Opening Funding Surplus(Deficit)		2,861,302	2,861,302	2,861,302	0	0.0%	
Closing Funding Surplus(Deficit)	3	**230,918**	**4,129,955**	**4,441,987**	**(312,033)**	7.6%	

Town of Claremont
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 30 April 2022

	Note	Revised Annual Budget 4	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a) 3	Var. % (b)-(a)/(b) 3	Var.
Operating Revenue		$	$	$	$	%	
General Purpose Funding		473,500	411,715	592,326	(180,611)	43.9%	▲
Governance		101,403	63,896	52,263	11,633	(18.2%)	
Law, Order and Public Safety		74,982	70,622	43,099	27,523	(39.0%)	▼
Health		80,950	67,650	84,645	(16,995)	25.1%	▲
Community Amenities		454,300	406,501	337,454	69,047	(17.0%)	
Recreation and Culture		1,389,229	1,162,874	1,358,091	(195,217)	16.8%	
Transport		1,115,898	875,749	1,211,146	(335,397)	38.3%	▲
Economic Services		846,025	722,865	855,559	(132,694)	18.4%	
Other Property and Services		12,869	1,864	57,453	(55,589)	2982.2%	▲
Total (Excluding Rates)		**4,549,156**	**3,783,736**	**4,592,035**	**(808,299)**		
Operating Expense							
General Purpose Funding		(379,888)	(320,815)	(315,424)	(5,390)	(1.7%)	
Governance		(1,502,593)	(1,249,831)	(1,338,460)	88,629	7.1%	
Law, Order and Public Safety		(818,407)	(666,736)	(675,244)	8,508	1.3%	
Health		(481,417)	(401,448)	(407,749)	6,302	1.6%	
Education and Welfare		(216,737)	(198,579)	(193,569)	(5,010)	(2.5%)	
Community Amenities		(3,301,034)	(2,800,816)	(2,702,911)	(97,905)	(3.5%)	
Recreation and Culture		(4,981,847)	(4,163,472)	(4,145,118)	(18,354)	(0.4%)	
Transport		(5,543,498)	(4,470,667)	(4,079,723)	(390,944)	(8.7%)	
Economic Services		(2,146,108)	(1,675,585)	(1,540,566)	(135,019)	(8.1%)	
Other Property and Services		(55,904)	41,396	162,794	(121,399)	293.3%	▼
Total		**(19,427,434)**	**(15,906,551)**	**(15,235,970)**	**(670,581)**		
Funding Balance Adjustment							
Add back Depreciation		3,218,603	2,682,176	2,710,099	(27,923)	1.0%	
Adjust (Profit)/Loss on Asset Disposal	10	(52,677)	(42,072)	(66,247)	24,175	36.5%	▲
Net Operating (Ex. Rates)		**(11,712,352)**	**(9,482,711)**	**(8,000,082)**	**(1,482,629)**		
Capital Revenues							
Grants, Subsidies and Contributions		2,698,407	2,560,387	1,025,474	1,534,913	(149.7%)	▼
Proceeds from Disposal of Assets	10	172,211	120,610	105,227	15,383	100.0%	▼
Proceeds from New Debentures		300,000	300,000	0	300,000	100.0%	▼
Transfer from Reserves	9	580,000	60,000	0	60,000	100.0%	▼
Total		**3,750,618**	**3,040,997**	**1,130,702**	**1,910,295**		
Capital Expenses							
Land and Buildings	10	(2,994,873)	(2,862,913)	(2,784,642)	(78,271)	(2.8%)	
Plant and Equipment	10	(243,510)	(105,410)	(103,649)	(1,761)	(1.7%)	
Furniture and Equipment	10	(499,839)	(384,209)	(111,999)	(272,210)	(70.8%)	▼
Infrastructure Assets - Other	10	(3,941,246)	(3,490,246)	(2,345,697)	(1,144,550)	(32.8%)	▼
Repayment of Debentures		(479,538)	(232,823)	(235,420)	2,597	0.0%	
Transfer to Reserves	9	(1,525,547)	(229,935)	(979,980)	750,045	76.5%	▲
Total		**(9,684,553)**	**(7,305,536)**	**(6,561,387)**	**(744,149)**		
Net Capital		**(5,933,935)**	**(4,264,539)**	**(5,430,685)**	**1,166,146**		
Total Net Operating + Capital		**(17,646,287)**	**(13,747,250)**	**(13,430,767)**	**(316,483)**		
Rate Revenue		15,015,903	15,015,903	15,011,452	4,451	(0.0%)	
Opening Funding Surplus(Deficit)		2,861,302	2,861,302	2,861,302	0	0.0%	
Closing Funding Surplus(Deficit)		**230,918**	**4,129,955**	**4,441,987**	**(312,033)**	7.6%	

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES

The significant accounting policies which have been adopted in the preparation of this statement of financial activity are:

(a) Basis of Accounting
This statement is a special purpose financial report, prepared in accordance with applicable Australian Australian Accounting Standards, other mandatory professional reporting requirements and the Local Government Act 1995 (as amended) and accompanying regulations (as amended).

(b) The Local Government Reporting Entity
All Funds through which the Council controls resources to carry on its functions have been included in this statement.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

(c) Rounding Off Figures
All figures shown in this statement, other than a rate in the dollar, are rounded to the nearest dollar.

(d) Rates, Grants, Donations and Other Contributions
Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

(e) Goods and Services Tax
In accordance with recommended practice, revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables are stated inclusive of applicable GST.

(f) Cash and Cash Equivalents
Cash and cash equivalents comprise cash at bank and in hand and short-term deposits that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

For the purposes of the Cash Flow Statement, cash and cash equivalents consist of cash and cash equivalents as defined above, net of outstanding bank overdrafts. Bank overdrafts are included as short-term borrowings in current liabilities.

(g) Trade and Other Receivables
Trade receivables, which generally have 30 - 90 day terms, are recognised initially at fair value and subsequently measured at amortised cost using the effective interest rate method, less any allowance for uncollectible amounts.

Collectability of trade receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(h) Inventories

General

Inventories are valued at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs of necessary to make the sale.

Inventories held from trading are classified as current even if not expected to be raised in the next 12 months.

Land Held for Resale

Land purchased for development and/or resale is valued at the lower of the cost and net realisable value. Cost includes the cost of acquisition, development and interest incurred on the financing of that land during its development. Interest and holding charges incurred after development is complete are recognised as expenses.

Revenue arising from the sale of property is recognised in the operating statement as at the time of signing a binding contract of sale.

Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

(i) Fixed Assets

Each class of fixed assets within either property, plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

AMENDMENTS TO LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Prior to 1 July 2019, Financial Management Regulation 16 arbitrarily prohibited a local government from recognising as assets Crown land that is a public thoroughfare, i.e. land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets pertaining to vested land, including land under roads acquired on or after 1 July 2008, were not recognised in previous financial reports of the Town. This was not in accordance with the requirements of AASB 1051 Land Under Roads paragraph 15 and AASB 116 Property, Plant and Equipment paragraph 7.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Depreciation of Non-Current Assets

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The current expected useful lives are:

Asset Class	Expected Useful Life (Years)	Residual Value
Buildings:		
	Buildings	40-80
	Buildings fixtures/fittings	10-15
Furniture & Equipment:		
	Furniture	10
Plant & Equipment:		
	Motor Vehicle	5-8
	Construction vehicles (e.g water trucks)	7-10
	Other Plant & Equipment	3-10
Electronic Equipment:		
	Computers & peripherals	3-5
	Other electronic equipment	3-10
Software		
	Website	4-5
	Other Software	4-5
Infrastructure:		
	Road/ Car Park Pavement	40-50
	Road/ Car Park Formation	20-30
	Footpaths	30-50
	Drainage	90-100
	Parks & Reserves	20-40
	Street Furniture	10-20
	Street Lights	20-30
	Public Art Collection	40-50
	Reticulation	20-25

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained surplus.

Capitalisation Threshold

Expenditure on items of equipment under $5,000 is not capitalised. Rather, it is recorded on an asset inventory listing.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(k) Impairment

In accordance with Australian Accounting Standards the Council's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired. Where such an indication exists, an estimate of the recoverable amount of the asset is made in accordance with AASB 136 "Impairment of Assets" and appropriate adjustments made.
An impairment loss is recognised whenever the carrying amount of an asset or its cash-generating unit exceeds its recoverable amount. Impairment losses are recognised in the Income Statement.
For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset.
At the time of preparing this report, it is not possible to estimate the amount of impairment losses (if any).

In any event, an impairment loss is a non-cash transaction and consequently, has no impact on the Monthly Statement of Financial Position from a budgetary perspective.

(l) Trade and Other Payables

Trade and other payables are carried at amortised cost. They represent liabilities for goods and services provided to the Municipality prior to the end of the financial year that are unpaid and arise when the Municipality becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

(m) Employee Benefits

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

(i) Wages, Salaries, Annual Leave and Long Service Leave (Short-term Benefits)
The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the municipality has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the Council expects to pay and includes related on-costs.

(ii) Annual Leave and Long Service Leave (Long-term Benefits)
The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where Council does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(n) Interest-bearing Loans and Borrowings

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs.

After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

Borrowings are classified as current liabilities unless the Council has an unconditional right to defer settlement of the liability for at least 12 months after the balance sheet date.

Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

(o) Provisions

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

(p) Current and Non-Current Classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

(q) Nature or Type Classifications

Rates

All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

Operating Grants, Subsidies and Contributions

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

Non-Operating Grants, Subsidies and Contributions

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(q) Nature or Type Classifications (Continued)

Profit on Asset Disposal
Profit on the disposal of assets including gains on the disposal of long term investments.
Losses are disclosed under the expenditure classifications.

Fees and Charges
Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

Interest Earnings
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

Other Revenue / Income
Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

Employee Costs
All costs associated with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

Materials and Contracts
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

Utilities (Gas, Electricity, Water, etc.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

Insurance
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

Loss on asset disposal
Loss on the disposal of fixed assets.

Depreciation on non-current assets
Depreciation expense raised on all classes of assets.

Interest expenses
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

Other expenditure
Statutory fees, taxes, provision for bad debts, member's fees or levies including WA Fire Brigade Levy and State taxes. Donations and subsidies made to community groups.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(r) Statement of Objectives

In order to discharge its responsibilities to the community, the Council has developed a set of operational and financial objectives. These objectives have been established both on an overall basis and for each of its broad activities/programs.

Council operations as disclosed in this statement encompass the following service orientated activities/programs:

GENERAL PURPOSE FUNDING
Rates - the amount raised is determined by Councils budget "shortfall" that is known income and desired expenditure.

General purpose grants - are the grant amounts paid to the shire from Federal Government funding as determined by and via the Western Australian Local Government Grants Commission.

Interest - interest earned on monies invested or deposited by Council.

LAW, ORDER, PUBLIC SAFETY
Supervision of animal control, dog pound operations, local law control and state emergency services (SES).

HEALTH
Public places health and safety, food safety and health compliance.

EDUCATION AND WELFARE
Pre-schools, aged and disabled , senior citizens, welfare administration, donations to welfare organisations.

COMMUNITY AMENITIES
Rubbish collections, recycling, litter control, public litter bins, town planning control/studies.

RECREATION AND CULTURE
Public halls, civic centres, swimming pool, golf course, parks, sports grounds, sports groups, community recreation programs, library, community arts program, youth activities, heritage and museum.

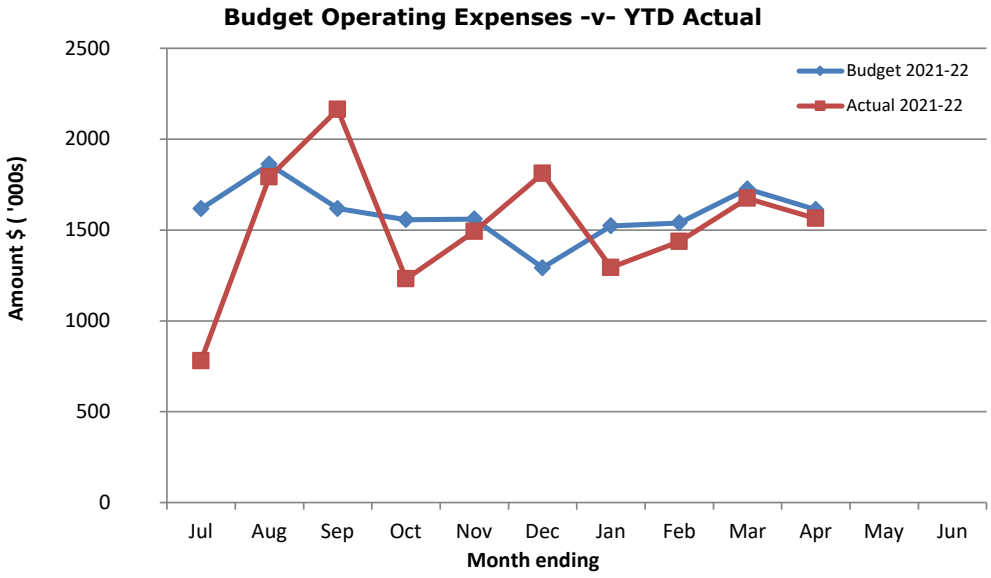
TRANSPORT
Roads, footpaths, cycleways, right of way, drainage, road verges, median strips, street lighting, street cleaning, street trees, traffic surveys, parking services, traffic management and underground power.

ECONOMIC SERVICES
Building services, strategic planning and activities involving the Royal Agricultural Society and Anzac Cottage.

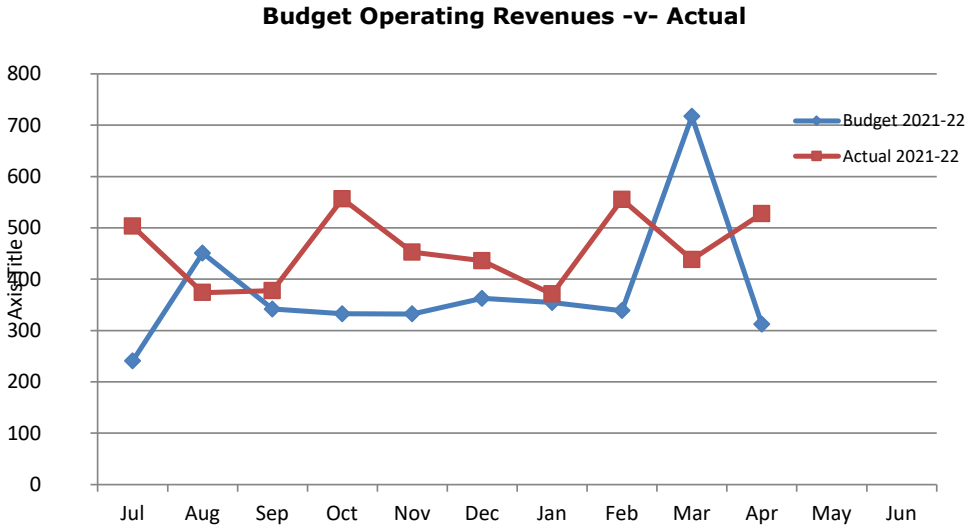
OTHER PROPERTY & SERVICES
Public works overheads, plant/vehicle operations, private works and other property.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 2 - Graphical Representation - Source Statement of Financial Activity



Comments/Notes - Operating Expenses

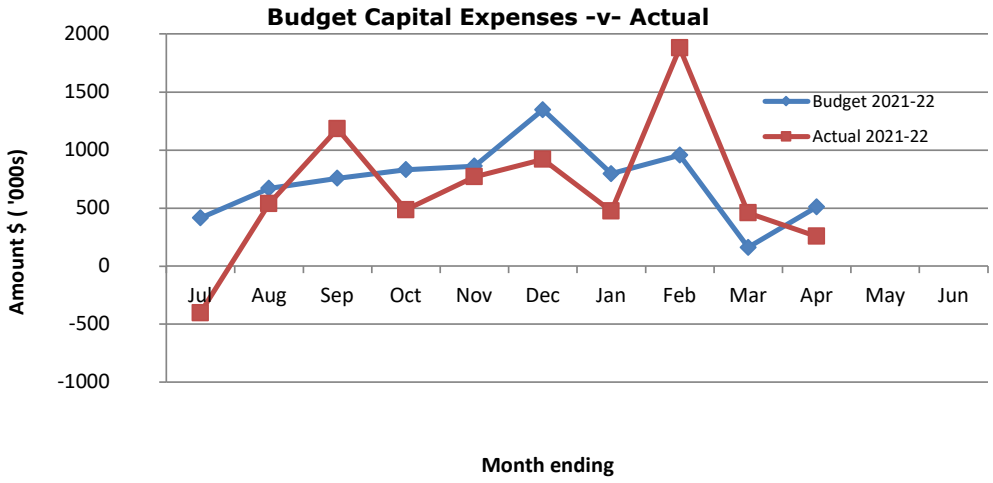


Comments/Notes - Operating Revenues

The operating revenue does not include income from rates. The spike in October reflects the $109,095 contribution to TOC Arts Activation by WA Land Authority that was unbudgeted and parking fees received for the Royal Show. Spike in February 2022 is due to large Building permit fee received. The sharp increase in budget in March 22 is due to the budget amendments from the mid year budget review.

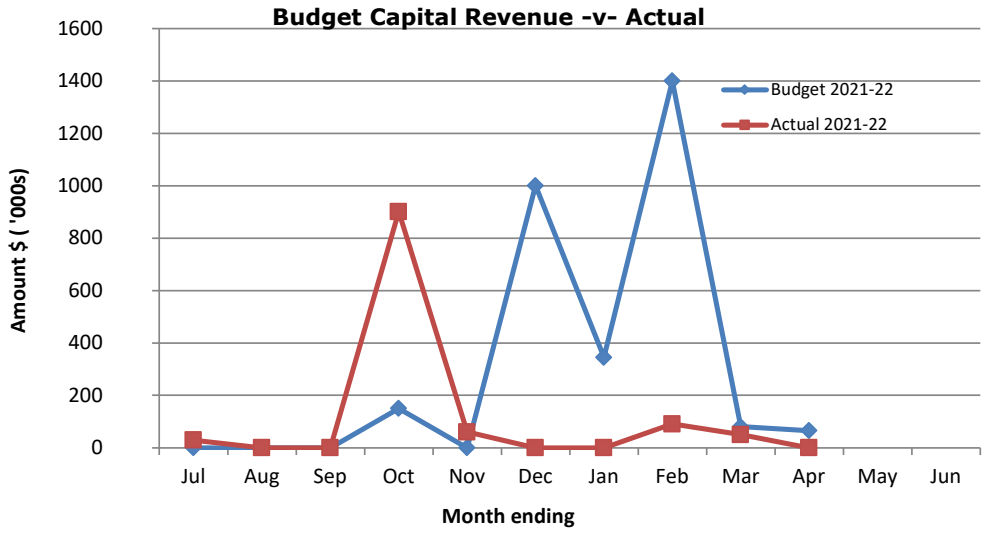
Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 2 - Graphical Representation - Source Statement of Financial Activity



Comments/Notes - Capital Expenses

The negative actual spend in July reflects the accrued capital expense recognised in FY20-21.



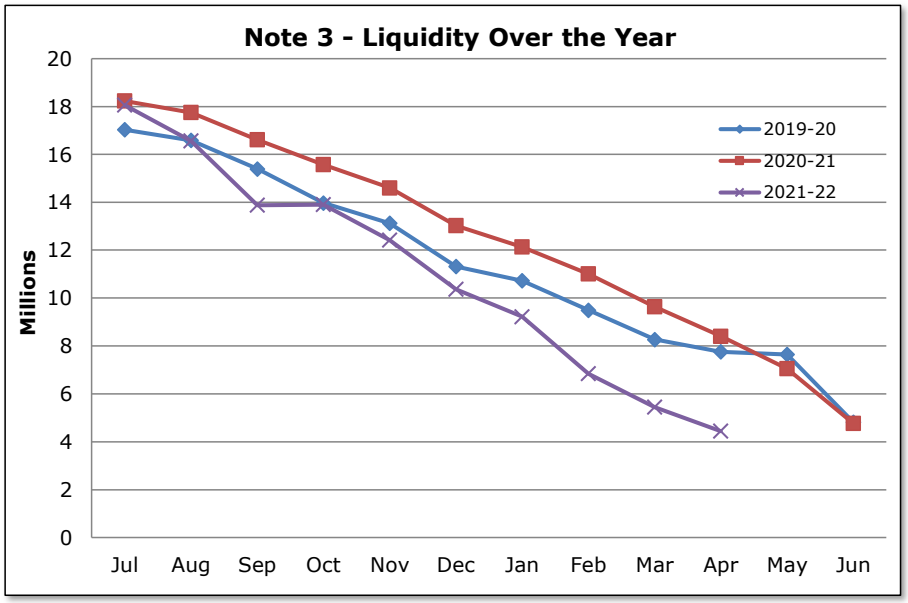
Comments/Notes - Capital Revenues

Three capital funding payments were received in October, creating the large spike seen in the above graph. These were monies from Lotterywest ($600,841) and 2 payments from Community Sporting & Recreation Facilities Fund ($200,000 and $100,000), which were mostly budgeted in December. Capital Grant funding budgeted for February not yet received.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 3: NET CURRENT FUNDING POSITION

For the Period Ended 30 April 2022	Note	Positive=Surplus (Negative=Deficit) 2021-22 This Period	Last Period
		$	$
Current Assets			
Cash Unrestricted	4, 4A	4,723,846	4,735,636
Damage Bond	4, 4A	1,595,630	1,595,630
Cash Restricted			
Investments	4, 4A	13,660,787	13,660,766
Loan Investments			
Receivables - Rates and Rubbish	7	950,796	2,166,936
Receivables - Other	7	568,314	596,053
Inventories		0	0
		21,499,373	**22,755,022**
Less: Current Liabilities			
Payables		(2,019,711)	(2,273,541)
Current Loan Liability		(371,748)	(604,122)
Grant Liabilities		(245,648)	(245,648)
Provisions		(1,128,297)	(1,128,297)
		(3,765,403)	**(4,251,608)**
Less: Restricted Assets			
Cash Restricted	4, 4A	(13,660,787)	(13,660,766)
Right of use asset		(1,949)	(2,904)
Plus: Loan Liability		371,748	604,122
		4,441,987	**5,442,871**



Comments - Net Current Funding Position

The drop in net current funding position can be attributed to the payment of significant capital expenses on the building works done on McKenzie Pavilion and the Museum, the corresponding revenue is expected to be recognised by 30th June 2022.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 4: CASH AND INVESTMENTS

	Deposit No.	Interest Rate	Municipal $	Reserves $	Total Amount $	Institution	Maturity Date
(a) **Cash Deposits**		0.00%	20,000		20,000	NAB	At Call
		0.20%	4,802,431		4,802,431	NAB At Call	At Call
		0.20%	395,630		395,630	Damage Bonds	At Call
		0.20%		129,874	129,874	NAB Reserve	At Call
(b) **Investments**	376	0.38%		870,873	870,873	BOQ	27/6/2022
	377	0.40%		116,770	116,770	Bankwest	25/6/2022
	378	0.40%		575,864	575,864	AMP	27/6/2022
	379	0.40%		147,286	147,286	Bankwest	25/6/2022
	380	0.33%		557,278	557,278	NAB	21/6/2022
	381	0.33%		516,192	516,192	NAB	21/6/2022
	383	0.33%		3,200,000	3,200,000	NAB	21/6/2022
	384	0.40%		4,000,000	4,000,000	Bankwest	25/6/2022
	385	0.40%		986,753	986,753	AMP	27/6/2022
	386	0.40%		328,407	328,407	Bankwest	25/6/2022
	387	0.38%		650,803	650,803	BOQ	27/6/2022
	388	0.25%		392,093	392,093	Westpac	29/6/2022
	389	0.40%		88,593	88,593	Bankwest	25/6/2022
	390	0.40%		200,000	200,000	Bankwest	25/6/2022
	391	0.25%	1,200,000		1,200,000	Westpac	29/6/2022
	399	0.46%		350,000	350,000	CBA	23/6/2022
	400	0.46%		550,000	550,000	CBA	23/6/2022
Total			6,418,061	13,660,787	20,078,848		

Comments/Notes - Investments

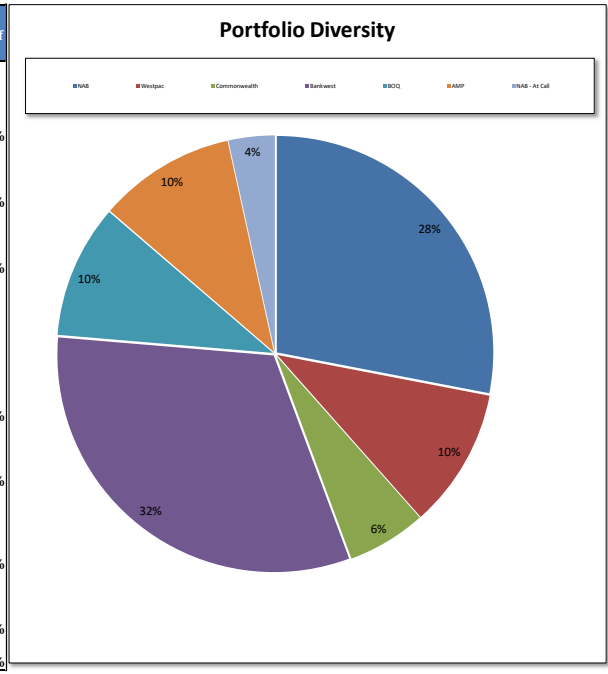
Town of Claremont
Monthly Investment Report
For the Period Ended 30 April 2022

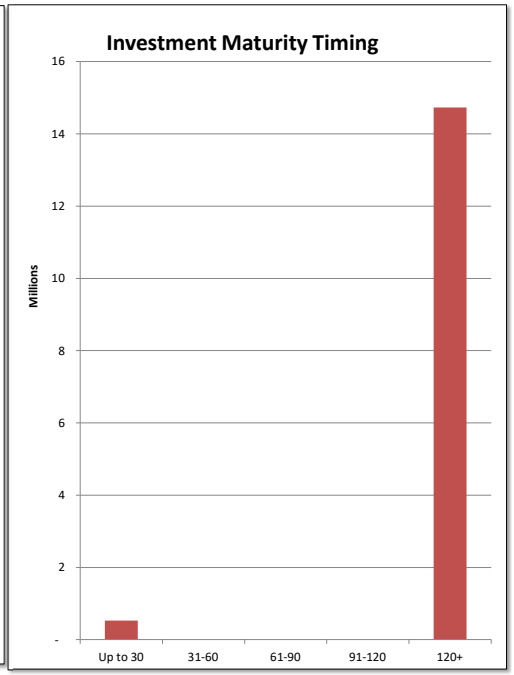
Note 4A: CASH INVESTMENTS

Deposit Ref	Deposit Date	Institution	Term (Days)	Invested Interest rates	Expected Interest	Amount Invested (Days) Up to 30	31-60	61-90	91-120	120+	Total	
General Municipal					-					-	-	
				Subtotal	-	-	-	-	-	-	-	
Restricted *												
376	25/08/2021	BOQ	306	0.38%	2,774					870,873	870,873	
378	25/08/2021	AMP	306	0.40%	1,931					575,864	575,864	
380	25/08/2021	NAB	300	0.33%	1,512					557,278	557,278	
381	25/08/2021	NAB	300	0.33%	1,400					516,192	516,192	
383	25/08/2021	NAB	300	0.33%	8,679					3,200,000	3,200,000	
385	25/08/2021	AMP	306	0.40%	3,309					986,753	986,753	
387	25/08/2021	BOQ	306	0.38%	2,073					650,803	650,803	
388	3/09/2021	Westpac	304	0.25%	816					392,093	392,093	
391	3/09/2021	Westpac	304	0.25%	2,499					1,200,000	1,200,000	*
377	3/09/2021	Bankwest	295	0.40%	378					116,770	116,770	
379	3/09/2021	Bankwest	295	0.40%	476					147,286	147,286	
384	3/09/2021	Bankwest	295	0.40%	12,932					4,000,000	4,000,000	
386	3/09/2021	Bankwest	295	0.40%	1,062					328,407	328,407	
389	3/09/2021	Bankwest	295	0.40%	286					88,593	88,593	
390	3/09/2021	Bankwest	295	0.40%	647					200,000	200,000	
399	23/02/2022	CBA	120	0.46%	529					350,000	350,000	
400	23/02/2022	CBA	120	0.46%	832					550,000	550,000	
Reserve at call		NAB		0.20%	-	129,874					129,874	
Damage Bonds at call		NAB		0.20%	-	395,630					395,630	*
				Subtotal	**42,135**	**525,504**	-	-	-	**14,730,913**	**15,256,417**	
				Total Interest Expected on Funds Invested	**42,135**	**525,504**	-	-	-	**14,730,913**	**15,256,417**	

* Including Damage Bonds

Deposit Ref	Deposit Date	Term (Days)	Invested Interest rates		Percentage of Portfolio
NAB					
TD 380	21/06/2022	300	0.33%	557,278	
TD 381	21/06/2022	300	0.33%	516,192	
TD 383	21/06/2022	300	0.33%	3,200,000	
			Subtotal	**4,273,470**	**28%**
NAB - At Call					
Reserve at call			0.20%	129,874	
Damage Bonds at call			0.20%	395,630	
			Subtotal	**525,504**	**3%**
Commonwealth					
TD399	23/02/2022	120	0.46%	350,000	
TD400	23/02/2022	120	0.46%	550,000	
			Subtotal	**900,000**	**6%**
Bankwest					
TD 377	3/09/2021	295	0.40%	116,770	
TD 379	3/09/2021	295	0.40%	147,286	
TD 384	3/09/2021	295	0.40%	4,000,000	
TD 386	3/09/2021	295	0.40%	328,407	
TD 389	3/09/2021	295	0.40%	88,593	
TD 390	3/09/2021	295	0.40%	200,000	
			Subtotal	**4,881,056**	**32%**
BOQ					
TD 376	25/08/2021	306	0.38%	870,873	
TD 387	25/08/2021	306	0.38%	650,803	
			Subtotal	**1,521,677**	**10%**
Westpac					
TD 388	29/06/2022	304	0.25%	392,093	
TD 391	29/06/2022	304	0.25%	1,200,000	
			Subtotal	**1,592,093**	**10%**
AMP					
TD 378	27/06/2022	306	0.38%	575,864	
TD 385	25/08/2021	304	0.40%	986,753	
			Subtotal	**1,562,617**	**10%**
			Total Funds Invested	**15,256,417**	**100.0%**





Comments/Notes - Investments

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 5: MAJOR VARIANCES

Comments/Reason for Variance

5.1 OPERATING REVENUE (EXCLUDING RATES)

5.1.1 GRANTS, SUBSIDIES AND CONTRIBUTIONS
The Town has received an additional $30,511 in contributions and additional $329,317 in Grants.

5.1.2 PROFIT ON ASSET DISPOSAL
Over Budget by $24,175. Main driver is the sale of Water Tanker PE358. Profit of $50,000 realised against a budgeted profit of $25,652

5.1.3 FEES AND CHARGES
Minor variance

5.1.4 REIMBURSEMENTS
Minor variance

5.1.5 INTEREST EARNINGS
Minor variance

5.1.6 OTHER REVENUE
Minor variance

5.2 OPERATING EXPENSES

5.2.1 EMPLOYEE COSTS
Minor variance

5.2.2 MATERIALS AND CONTRACTS
Minor variance

5.2.3 UTILITIES
Minor Variance

5.2.4 DEPRECIATION (NON CURRENT ASSETS)
Minor Variance

5.2.5 INTEREST EXPENSES
Minor variance

5.2.6 INSURANCE EXPENSES
Minor variance

5.2.7 LOSS ON ASSET DISPOSAL
No Variance

5.2.8 ELECTED MEMBER EXPENSES
Minor variance

5.2.9 OTHER EXPENDITURE
The Town has underbudget due to timing with the WESROC project (Parks & Environment) and in Donations/Contributions/Subsidies.

5.2.10 INTERNAL ALLOCATION
On a year to date basis, the Town has under-recovered internal capital overheads allocated to Infrastructure projects by $243,893 in direct proportion to the year to date underspend in Capital Expenses for Infrastructure Assets.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 5: MAJOR VARIANCES

Comments/Reason for Variance

5.3 CAPITAL REVENUE

5.3.1 GRANTS, SUBSIDIES AND CONTRIBUTIONS
Capital funding not yet received - timing variance only. For more detail see Note 8.
5.3.2 PROCEEDS FROM DISPOSAL OF ASSETS
Minor variance
5.3.3 PROCEEDS FROM NEW DEBENTURES
Variance is due to loan now not required for McKenzie Pavilion. Funding will be sourced from the Future Fund Reserve.
5.3.4 TRANSFER FROM RESERVES
Timing variance of $60,000 due to funding for Mrs Herberts Park footpath not yet transferred.

5.4 CAPITAL EXPENSES

5.4.1 LAND AND BUILDINGS
Minor variance
5.4.2 PLANT AND EQUIPMENT
Minor variance
5.4.3 ELECTRONIC EQUIPMENT
Electronic Equipment recognised in operating expense, will be capitalised on completion.
5.4.4 INFRASTRUCTURE ASSETS - OTHER
Refer to infrasturcture asset report for details
5.4.5 REPAYMENT OF DEBENTURES
Minor Variance
5.4.6 TRANSFER TO RESERVES
Timing variance only. Surplus transfers budgeted in June.

5.5 OTHER ITEMS

5.5.1 RATE REVENUE
Minor variance
5.5.2 OPENING FUNDING SURPLUS(DEFICIT)
No variance

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 6: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

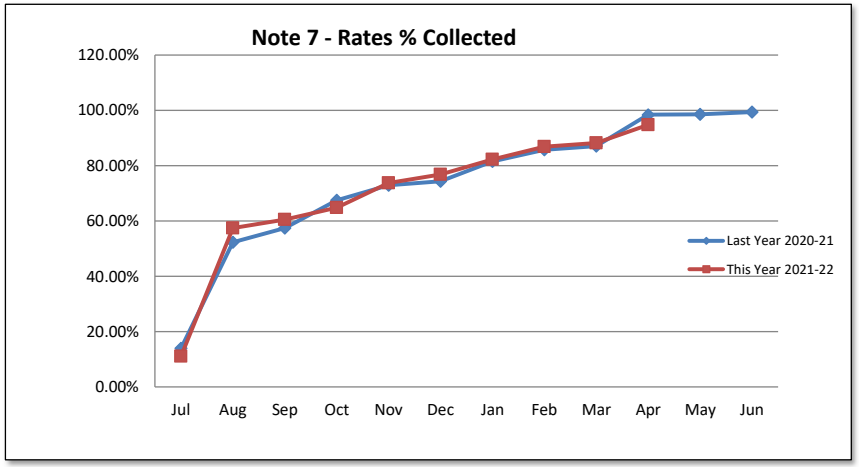
GL Account Code	Description	Council Resolution / Approval	No Change - (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			$	$	$	$
	Budget Adoption - Closing Balance					**0**
	Budget Amendments					
	Developer Contribution to Reserve				(70,000)	(70,000)
	Developer Contribution			70,000		0
	Mrs Herbert's Park Footpath	117/21			(60,000)	(60,000)
	Transfer from Future Fund Reserve	117/21		60,000		0
	Surplus/Analysis Budget amendments					0
	Recognition of 20-21 budgeted surplus	178/21		28,869		28,869
	Recognition of 20-21 savings	178/21		1,819,877		1,848,746
	Transfer to Parking Reserve	178/21			(550,000)	1,298,746
	Transfer to Employee Entitilements Reserve	178/21			(150,000)	1,148,746
	Increase to CCTV program from 20/21 surplus	178/21			(100,000)	1,048,746
	Public Art Trail contribution from 20/21 surplus	178/21			(50,000)	998,746
	2020-21 Carry Forwards					998,746
	CFWD - 2020-21 Operating revenue	178/21		54,134		1,052,880
	CFWD - 2020-21 Operating expenditure	178/21			(55,190)	997,690
	CFWD - 2020-21 Capital revenue	178/21		62,072		1,059,762
	CFWD - 2020-21 Capital expenditure	178/21			(901,506)	158,256
	Mid Year Budget Review amendments					
	Operating revenue permanent variance	028/22		482,279		640,535
	Operating expenditure permanent variance	028/22			(358,614)	281,921
	Capital revenue permanent variance	028/22		133,466		415,386
	Capital expenditure permanent variance	028/22			(84,978)	330,408
	Rate revenue permanent variance	028/22			(99,490)	230,918
			0	**2,710,696**	**(2,479,778)**	**230,918**

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 7: RECEIVABLES

Receivables - Rates, UGP, ESL Levy, Rubbish and other charges.

	Rates 2021-22	UGP 2021-22	Total 2021-22	Previous 2020-21
	$			$
Opening Arrears Previous Years	115,916	799,826	915,742	1,584,256
Rates, UGP and other charges Levied this year	18,193,380	2,919	18,196,299	15,285,220
Less Collections to date	(17,360,169)	(336,692)	(17,696,861)	(15,285,220)
Equals Current Outstanding	**949,127**	**466,052**	**1,415,179**	**1,584,256**
Net Collectable	**949,127**	**466,052**	**1,415,179**	**1,584,256**
% Collected	94.82%	41.94%	92.60%	90.61%

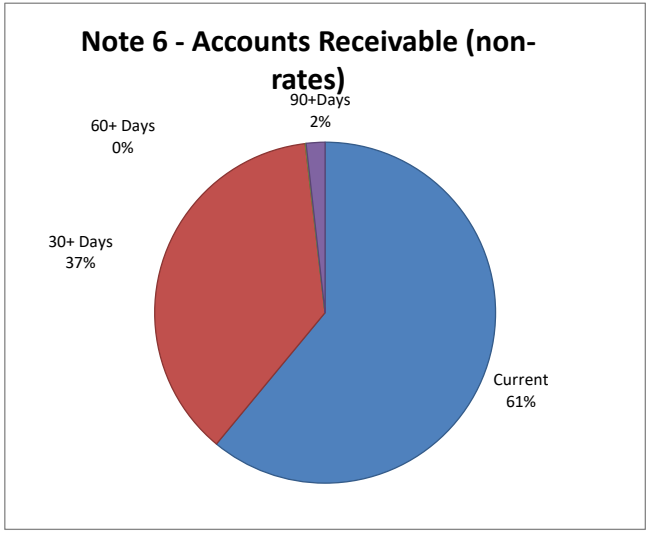


Comments/Notes - Rates

In the October 2020 monthly report, the rates receivables data was split between Rates and UGP, giving an accurate percentage of rates receivable for the financial year as not all of the UGP receiveable is due by 30 June. The data in the above graph is not directly comparable to months prior to October 2020.

Receivables - General	Current	30+ Days	60+ Days	90+Days
	$	$	$	$
	62,496	38,007	(80)	1,838
Total Outstanding				**102,262**

Amounts shown above include GST (where applicable)



Comments/Notes - Receivables General

The amount outstanding at 90+ days is payable by a customer that is in liqiudation. It is likely this will become an unrecoverable debt.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 8: GRANTS AND CONTRIBUTIONS

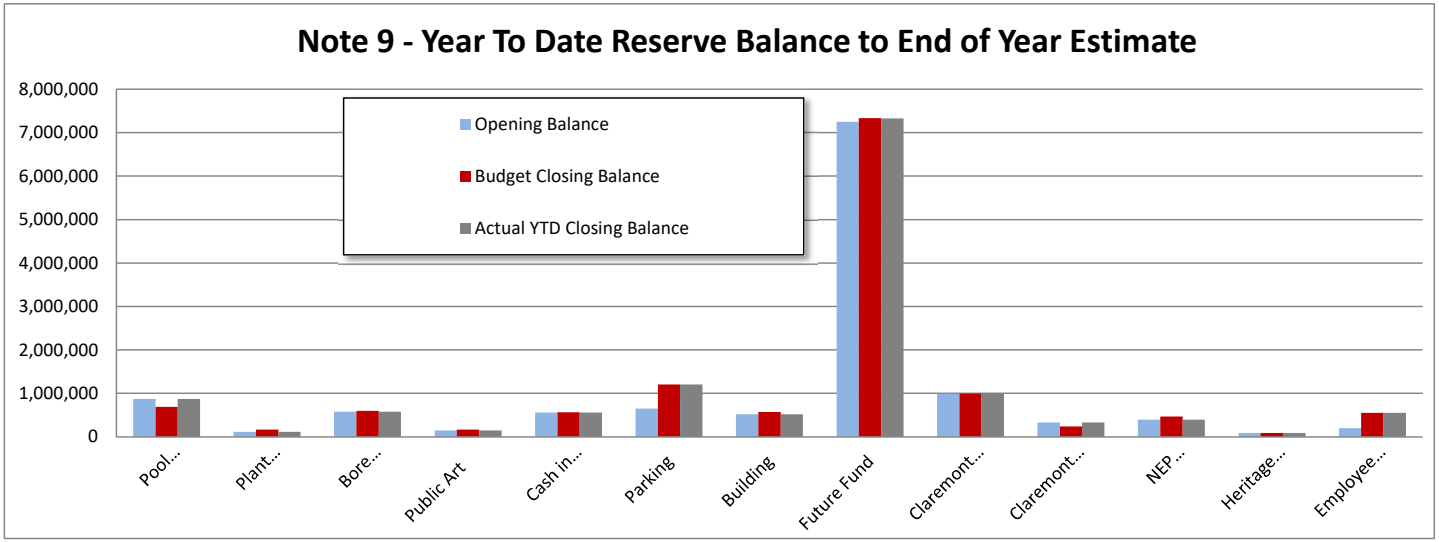
Program/Details		Provider	Approval	2021-22 Budget YTD	Recoup Status	
					Received	Not Received (not budgeted)
			(Yes/No)	$	$	$
Claremont Now						
op	Specified Area Rates	BID	Yes	30,000	29,725	275
General Purpose						
op	Financial Assistance Grants - General Purpose	Dept LGSCI	Yes	78,000	290,887	(212,887)
op	Advanced FAGS payment for 22-23	Dept LGSCI		37,500	0	37,500
Law order & public safety						
Op	Animal Welfare in Emergencies Grant	WALGA		0	8,950	(8,950)
Op	Contribution to Ranger Patrols	Blackburn Pty Ltd - 1 Pirlie St Claremont Pty Ltd		0	20,000	(20,000)
Community Amenities						
Op	Developer contribution	WA Land Authority	Yes	64,546	64,546	(0)
Recreation and Culture						
Non Op	Mckenzie Pavilion Upgrade	CSRFF & Infrastructure	Yes	1,735,000	300,000	1,435,000
Non Op	Museum Redevelopment	Lotterywest	Yes	600,841	600,841	(0)
Op	Library	To be advised		1,033	0	1,033
Op	Museum	Community Heritage Grant 2021		5,722	6,574	(852)
Op	Museum	Museum Donations		50		50
Op	Parks and Environment	Staff Contributions		192	467	(275)
Transport						
Op	Direct Grant	Main Roads	Yes	19,200	123,849	(104,649)
Op	Private Works - Clarendon Strata	Clarendon Strata		8,648	19,098	(10,450)
Non Op	2021-2022 Road Project Grant	Various Streets		160,000	60,087	99,913
Economic Services						0
op	Financial Assistance Grants - Roads component	Dept LGSCI	Yes	0	40,513	(40,513)
Op	Contribution to ToC Arts Activation Events	WA Land Authority	Yes	109,095	109,095	(1)
Community Development						
Op	Library - Lost books contributions			166	2	164
Other						
Non Op	Heritage			0	0	0
TOTALS				**2,849,993.00**	**1,674,634**	**1,175,195**

Comments - Grants and Contributions

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 9: Cash Backed Reserve

Name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$
Pool Upgrade	870,873	5,235	237	80,000		(270,000)		686,108	871,110
Plant Replacement	116,770	1,626	51	50,000				168,396	116,821
Bore Replacement	575,864	3,516	158	20,000				599,380	576,022
Public Art	147,286	1,204	47	20,000				168,490	147,333
Cash in lieu Reserve	557,278	4,481	175					561,759	557,453
Parking	650,803	2,674	152	550,000	550,000			1,203,477	1,200,955
Building	516,192	6,020	214	50,000				572,212	516,406
Future Fund	7,249,894	65,353	2,596	236,551	75,775	(220,000)		7,331,798	7,328,265
Claremont Joint Venture	986,753	7,939	310					994,692	987,063
Claremont Town Centre	328,407	1,983	89			(90,000)		240,390	328,496
NEP Developer Contribution	392,093	3,159	123	70,000				465,252	392,216
Heritage Grant Reserve	88,593	594	25					89,187	88,618
Employee Entitlement Reserve	200,000	666	30	350,000	350,000			550,666	550,030
	12,680,806	**104,450**	**4,205**	**1,426,551**	**975,775**	**(580,000)**	**0**	**13,631,807**	**13,660,787**



9A RESERVES - CASH/INVESTMENT BACKED (CONTINUED)

In accordance with council resolutions in relation to each reserve account, the purpose for which the funds are set aside are as follows:

(a) Pool Upgrade.
To fund major maintenance of the Claremont Pool.

(b) Plant Reserve
To provide for the replacement of major items of heavy plant.

(c) Bore Replacement
To be used for the replacement of Park bores.

(d) Public Art
To assist with the programmed purchase and development of Public Art assets throughout the Town.

(e) Cash in lieu
To provide for the purchase of land for car parking in accordance with Clause 33(2).

(e) Parking
To provide for the purchase, upgrade or renewal of parking infrastructure.

(f) Building
To provide for building renewal in accordance with Council's Asset Management Plans.

(g) Future Fund
To provide for the future planning and undertaking of capital and infrastructure works in the Town.

(h) Claremont Joint Venture
To provide for traffic modifications/road works within the Town Centre zone and the surrounding roads.

(i) Claremont Town Centre
To fund promotion and publicity of claremont CBD.

(j) NEP Developer Contribution Reserve
To accumulate funds to cover the Town's Contibution to NEP Development arising from ownership of Lot 11578 Claremont Cresent.

(k) Heritage Grant Reserve
To assist with funding of the Town's Heritage Grant Maintenance program.

(l) Employee Entitlement Reserve
To fund annual and long service leave requirements

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Profit(Loss) of Asset Disposal				Disposals	Profit (Loss)			
Valuation as at 01 July 21	Accum Depr	Proceeds	Profit (Loss)		Budget	YTD Budget	YTD Actual	Variance
$	$	$	0		$		$	$
124,537	(124,537)	50,000	50,000	PE358 - Water Tanker 1EGK702*	25,652	25,652	50,000	24,348
			0	PE399 - Rangers 1GDY694*	0	0	0	0
			0	PE410 - Field Officer Works 1GJX084*	4,512	0	0	0
			0	PE411 - Field Officer Maintenance 1GJX085*	6,093	0	0	0
33,002	(14,858)	25,909	7,765	PE424 - Director G & P 1GRA140	6,074	6,074	7,765	1,691
			0	PE428 - 1GUP449	1,864	1,864	0	(1,864)
29,578	(8,742)	29,318	8,482	PE434 - Subaru Forester Community Safety	8,482	8,482	8,482	(0)
187,118	**(148,137)**	**105,227**	**66,247**	**Totals**	**52,677**	**42,072**	**66,247**	**24,175**

Comments - Capital Disposal

* Vehicle disposal carried over from 2020/21

Contributions Information				Summary Acquisitions	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance
$	$	$	$		$		$	$
				Property, Plant & Equipment				
0	0	0	0	Land and Buildings	2,994,873	2,862,913	2,784,642	(78,271)
0	0	0	0	Plant & Equipment	243,510	105,410	103,649	(1,761)
0	0	0	0	Furniture & Equipment	499,839	384,209	111,999	(272,210)
				Infrastructure				
0	0	0	0	Roadworks	1,340,533	1,180,533	729,185	(451,348)
0	0	0	0	Footpath & Cycleways	1,386,359	1,352,359	1,307,122	(45,237)
0	0	0	0	Parks, Gardens & Reserves	492,500	387,500	135,034	(252,466)
0	0	0	0	Other Infrastructure	721,854	569,854	174,355	(395,499)
0	**0**	**0**	**0**	**Totals**	**7,679,468**	**6,842,778**	**5,345,987**	**(1,496,791)**

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Contributions				Land & Buildings	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance
$	$	$	$		$		$	$
				20-21 Depot Facility	120,800	87,440	180	(87,260)
				16-17 Claremont Museum	201,974	201,974	277,379	75,405
				19-20 Mckenzie Pavilion Redevelopment	1,566,099	1,566,099	1,464,592	(101,507)
				21-22 Mrs Herberts Park Toilets	350,000	320,000	306,571	(13,429)
				21-22 Pool Reception	270,000	270,000	229,980	(40,020)
				21-22 Pool Roof	100,000	100,000	114,916	14,916
				21-22 Building renewal program	196,000	157,400	166,878	9,478
				21-22 Museum Car Park	190,000	160,000	25,829	(134,171)
				15-16 Museum Carpark Resheet			198,318	198,318
0	**0**	**0**	**0**	**Totals**	**2,994,873**	**2,862,913**	**2,784,642**	**(78,271)**

Comments - Land & Buildings

Contributions				Plant & Equipment	Current Budget This Year			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance (Under)Over
$	$	$	$		$		$	$
			0	New Comm Safety Vehicle 1	15,905	15,905	15,593	(312)
			0	New Comm Safety Vehicle 2	15,905	15,905	15,593	(312)
			0	Director Governance	33,600	33,600	32,913	(687)
			0	Field Officer Parks	35,700	0	430	430
			0	Manager Assets*	31,000	0	0	0
			0	Field Officer Maintenance	35,700	0	0	0
			0	Team Leader Parks	35,700	0	0	0
			0	21-22 Christmas decorations	40,000	40,000	33,660	(6,340)
			0	Leased Coffee Machine for Pool	0	0	5,460	5,460
								0
0	**0**	**0**	**0**	**Totals**	**243,510**	**105,410**	**103,649**	**(1,761)**

Comments - Plant & Equipment

* Carried Forward from 2020/21

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 April 2022

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Contributions				Furniture & Electronic Equipment	Current Budget This Year			
Grants	Reserves	Borrowing	Total		Budget	YTD Budget	Actual	Variance (Under)Over
$	$	$	$		$		$	$
				Printer Lease (3+1 years)	4,500	0	0	0
				Computer Lease (3+1 years)	47,000	0	0	0
				SUP Phase 2	100,820	110,075	82,290	(27,785)
				Server Storage upgrade & WAN	291,318	247,180	0	(247,180)
				CCTV upgrade	11,672	26,954	29,709	2,755
				Phone lease (3+1 years)	44,529	0	0	0
0	**0**	**0**	**0**	**Totals**	**499,839**	**384,209**	**111,999**	**(272,210)**

Comments - Furniture & Equipment

Contributions				Other Infrastructure	Current Budget This Year			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance (Under)Over
$	$	$	$		$		$	$
				Road Works				
			0	Roadworks	1,340,533	1,180,533	729,185	(451,348)
				Footpath, Car Park & Cycleways				
			0	Other works	1,386,359	1,352,359	1,307,122	(45,237)
				Parks, Gardens & Reserves				
			0	Lake Claremont Park Development	52,200	52,200	13,765	(38,435)
			0	Other Parks	440,300	335,300	121,269	(214,031)
			0	Other Infrastructure	721,854	569,854	174,355	(395,499)
0	**0**	**0**	**0**	**Totals**	**3,941,246**	**3,490,246**	**2,345,697**	**(1,144,550)**

Comments - Other Infrastructure

2021-22 Infrastructure Works - Progress Update to 30 April 2022

Dept	Activity	Project	Budget Annual	Budget YTD	Actual YTD	Variance YTD	Comments
0402	51440	21-22 Public Art Sculpture Ooh La La	28,500	28,500	34,151	(5,651)	Works completed
0402	54424	21-22 Public Art Trail	100,000	40,000		40,000	To be completed by Office of the CEO/Community Engagement
1104	54426	21-22 Hatchett Park Shade Sails	30,000	30,000		30,000	Carry over 22/23 due to supply issues
1104	60336	21-22 Playgrounds Renewal (inc cfwd 20-21 project)	80,000	65,000	22,099	42,901	Works completed, waiting on invoices
1104	60339	20-21 Electrical Cabinets	30,000	30,000		30,000	Works completed, waiting on invoices
1104	60343	20-21 Lime stone Path Repairs	40,000	40,000	4,686	35,314	Works completed, unspent funds to Reserve
1104	60345	20-21 Foreshore Management Plan	18,700	18,700		18,700	Works completed, waiting on invoices
1104	60383	20-21 First Ave Park Shade Sails	27,500	27,500	27,480	20	Works completed
1104	60384	20-21 Ashton Ave Landscaping	3,351	3,351	3,351		Works completed
1104	60386	20-21 Stirling Rd Nature Play Expansion	5,700	5,700	5,677	23	Works completed
1104	60422	21-22 POS - Lake Claremont Art Installation	12,200	12,200	12,145	55	Works completed
1104	60424	21-22 POS - Lake Claremont Limestone Path Renewal	40,000	40,000	1,620	38,380	Works completed, waiting on invoices
1104	60425	21-22 POS - Parks Wayfinding Signage	30,000	10,000		10,000	Works commenced
1104	60426	21-22 POS - Cresswell Park Playground	65,000	60,000	9,657	50,343	Works completed , waiting on invoices
1104	60427	21-22 POS - Drink Fountains	25,000	20,000	24,156	(4,156)	Works completed
1104	60428	21-22 POS - Mulder Park Swing Set	8,400	8,400	6,598	1,802	Works completed
1104	60429	21-22 POS - Foreshore Revegetation	5,000	5,000		5,000	No works scheduled, unspent funds to Reserve
1104	60430	POS - Foreshore Sand Management	50,000	50,000	26,633	23,367	Works completed, waiting on invoices
1104	60431	21-22 POS - Bore Pump & Flowmeter Renewal	60,000		25,603	(25,603)	Works completed, waiting on invoices
1104	60432	21-22 POS - Cresswell Park Iron Filter	60,000	60,000		60,000	Works sheduled for May
1105	60235	21-22 McKenzie Pavilion art			14,545	(14,545)	Public Art at McKenzie Pavilion, complete
1201	30210	Street Furniture	24,000	24,000	13,629	10,371	Works completed
1201	51225	14-15 Graylands & Lapsley Rd intersection	70,000	10,000		10,000	Waiting on completion of Metronet project
1201	60101	16-17 Servetus St Footpath	58,546	58,546	42,870	15,676	Works completed
1201	60189	19-20 Lapsley Rd Btw Davies & Graylands Road Resheet	40,561	40,561	49,020	(8,459)	Works completed - Overspend due to unforseen weather in July 2021
1201	60199	20-21 Goldsmith Road north	863	863	630	233	Footpath project - completed in 20/21, final overhead costs
1201	60216	19-20 Lapsley Road upper golf car park upgrade	456,262	422,262	458,687	(36,425)	Works completed, waiting on invoices
1201	60219	19-20 Freshwater Close Street lighting upgrade	97,354	97,354		97,354	Project on hold, but still needs to be done
1201	60355	20-21 Right of Ways	125,000	111,000	29,541	81,459	Project expected to be completed by 30/6
1201	60357	20-21 Dunbar Road west	7,942	7,942		7,942	Footpath project - completed in 20/21
1201	60359	20-21 Goldsmith Road north	6,817	6,817		6,817	Footpath project - completed in 20/21
1201	60362	20-21 King Street north	6,738	6,738	2,520	4,218	Footpath project - completed in 20/21
1201	60363	20-21 Mitford Street south	5,812	5,812		5,812	Footpath project - completed in 20/21
1201	60367	20-21 Rob Roy Street north			27,476	(27,476)	Works completed
1201	60389	21-22 Bellevue Terrace	45,000	45,000	49,846	(4,846)	Works completed
1201	60390	21-22 Caxton Road	90,000	90,000	19,644	70,356	Works completed, waiting on invoices
1201	60391	21-22 Claremont Crescent	115,000	115,000	60,714	54,286	Works 90% completed, awaiting invoices
1201	60392	21-22 Deakin Street	30,000	30,000	7,989	22,011	Works completed Final costs - Joined with Activity 60398
1201	60393	21-22 Elliot Road	52,800	52,800	56,133	(3,333)	Works completed, waiting on invoices
1201	60394	21-22 Victoria Avenue (Freshwater Parade)	50,000	50,000	41,439	8,561	Works completed, waiting on invoices
1201	60395	21-22 Judge Avenue	55,000	55,000	54,137	863	Works completed, waiting on invoices
1201	60396	21-22 Mary Street	100,000	100,000	78,497	21,503	Works completed, waiting on invoices
1201	60397	21-22 Myera Street	125,000	125,000	5,344	119,656	Project delayed waiting reschedule
1201	60398	21-22 Rob Roy Street	50,000	50,000	55,273	(5,273)	Works completed Final costs - Joined with Activity 60392
1201	60399	21-22 Shenton Road	120,000	120,000	58,419	61,581	Works completed, waiting on invoices
1201	60400	21-22 Strickland Street	110,000	110,000	70,804	39,196	Works completed, waiting on invoices

2021-22 Infrastructure Works - Progress Update to 30 April 2022

Dept	Activity	Project	Budget Annual	Budget YTD	Actual YTD	Variance YTD	Comments
1201	60401	21-22 Minderup Close	65,000	65,000	64,263	737	Works completed
1201	60402	21-22 Saunders Street	44,000	44,000	26,468	17,532	Works completed, waiting on invoices
1201	60403	21-22 Footpath - Agett Road North	62,000	62,000	61,596	404	Works completed
1201	60404	21-22 Footpath - Chancellor Street South	20,000	20,000	17,919	2,081	Works completed
1201	60405	21-22 Footpath - Chester Road East	28,000	28,000	29,807	(1,807)	Works completed
1201	60406	21-22 Footpath - Claremont Crescent North	57,000	57,000	68,682	(11,682)	Works completed, waiting on invoices
1201	60407	21-22 Footpath - College Road East	35,000	35,000	42,940	(7,940)	Works completed
1201	60408	21-22 Footpath - Victoria Avenue South	115,000	115,000	99,386	15,614	Works completed, waiting on invoices
1201	60409	21-22 Footpath - Koeppe Road West	39,000	39,000	76,020	(37,020)	Works completed
1201	60410	21-22 Footpath - Otway Street South	20,000	20,000	3,648	16,352	Works completed, waiting on invoices
1201	60411	21-22 Footpath - Renown Avenue South	25,000	25,000	4,476	20,524	Works completed
1201	60412	21-22 Footpath - Reserve Street East	41,000	41,000	42,225	(1,225)	Works completed
1201	60413	21-22 Footpath - Senate Street East	87,600	87,600	89,777	(2,177)	Works completed
1201	60414	21-22 Footpath - Stevens Street South	32,000	32,000	38,826	(6,826)	Works completed
1201	60415	21-22 Footpath - Stirling Hwy Sth - Est Corry Lynn	20,400	20,400	19,546	854	Works completed
1201	60416	21-22 Footpath - Stirling Hwy Sth - Nth of Airlie	46,000	46,000	35,322	10,678	Works completed
1201	60417	21-22 Footpath - Stirling Hwy North	80,400	80,400	84,170	(3,770)	Works completed
1201	60418	21-22 Footpath - Davies Road West	40,000	40,000		40,000	Works completed, waiting on invoices
1201	60419	21-22 Footpath - Davies Road West	36,000	36,000	54,599	(18,599)	Works completed
1201	60420	21-22 Footpath - Lapsley Road South	28,800	28,800	28,587	213	Works completed
1201	60421	21-22 Footpath - Wilson Street East	15,000	15,000		15,000	Works completed
1201	60433	21-22 Drainage	150,000	125,000	16,432	108,568	Works continuing
1201	60435	21-22 Road Safety Improvements LATM	150,000	50,000	570	49,430	Works continuing
1201	60436	21-22 Right of Ways	100,000	75,000	4,356	70,644	Works continuing
1201	60457	21-22 Drainage - 8 Bindaring PDE	42,000	14,000	35,067	(21,067)	Works completed, waiting on invoices. Insurance claim.
		Total 2021-22 Infrastructure Works	**$3,941,246**	**$3,490,246**	**$2,345,696**	**$1,144,550**	

14 ANNOUNCEMENTS BY THE PRESIDING PERSON

15 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PRESIDING PERSON OR BY DECISION OF MEETING

17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

RECOMMENDATION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 5.23(2) of the *Local Government Act 1995*:

17.1 LEADERSHIP AND GOVERNANCE

17.1.1 Chief Executive Officer Performance Review

This matter is considered to be confidential under Section 5.23(2) - a of the *Local Government Act 1995,* and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with a matter affecting an employee or employees.

18 FUTURE MEETINGS OF COUNCIL

Ordinary Council Meeting, Tuesday 26 July 2022 at 7.00pm.

19 DECLARATION OF CLOSURE OF MEETING