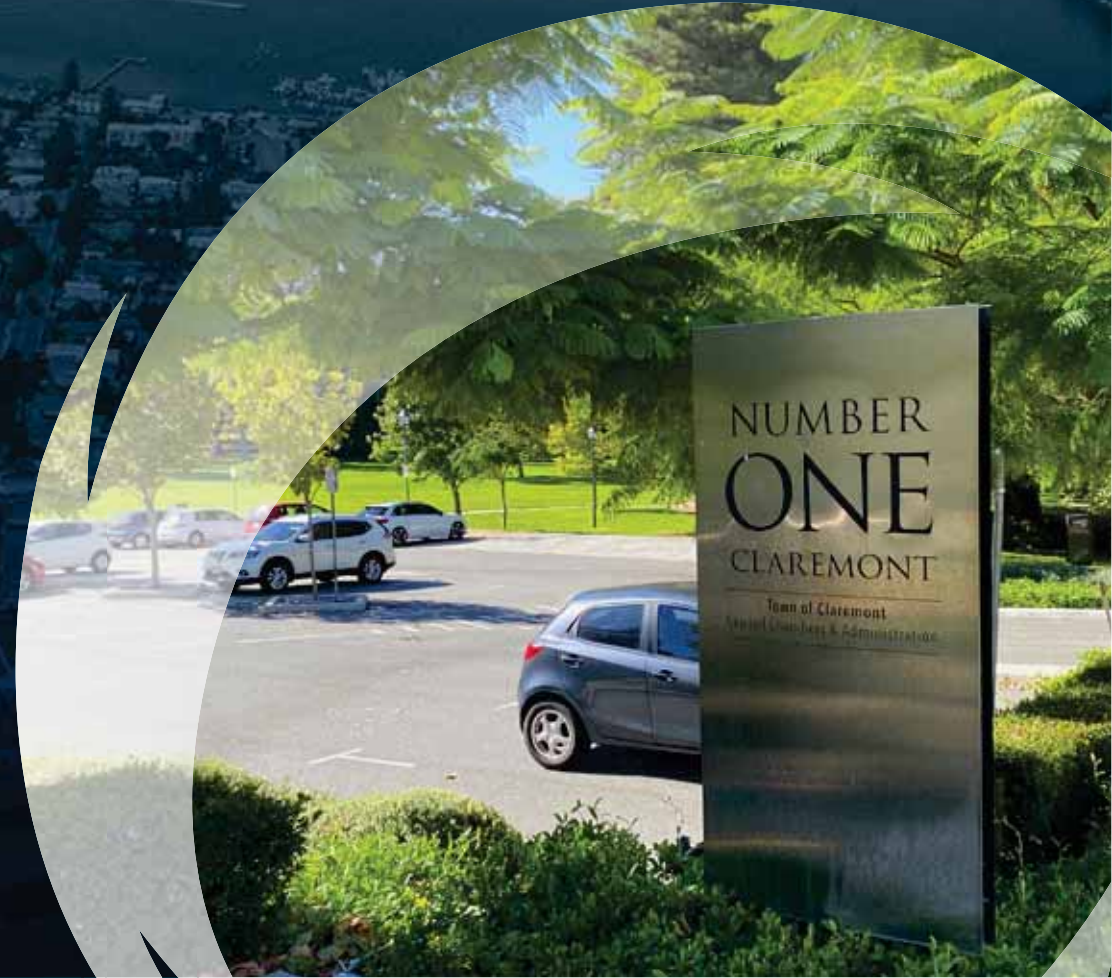


TOWN OF CLAREMONT

# TOWN CENTRE

# PRECINCT STRUCTURE PLAN

FINAL | SEPTEMBER 2024



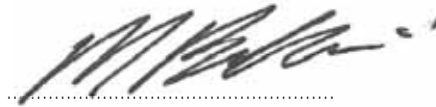
**ENDORSEMENT**

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:

24 September 2024

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Witness:  .....

Date: 24 September 2024 .....

Date of Expiry: 24 September 2034 .....

# PREPARATION

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



**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

## VERSION CONTROL

Reference	Summary	Date of Approval
1.0	Draft for Public Consultation	30/03/2022
3.1	Final for WAPC Endorsement	19/09/2024

# TABLE OF AMENDMENTS

Reference	Summary	Date of Approval

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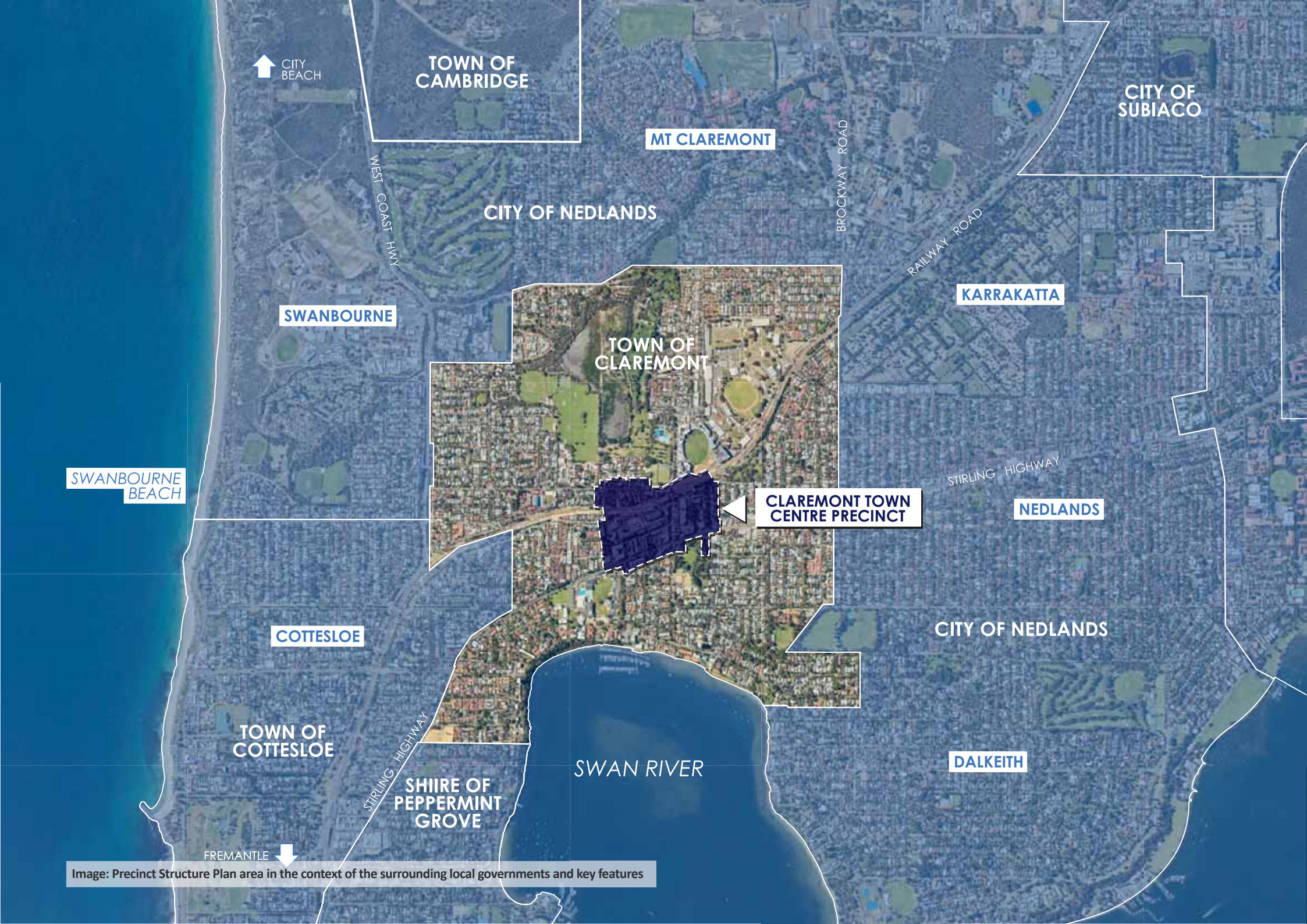
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Appendix B - Retail and Commercial Needs Assessment
Appendix C - Traffic, Transport and Parking Strategy
Appendix D - Infrastructure Capacity Review
Appendix E - Environmental Profile- Local Context
Appendix F - Public Open Space and Community Facilities Strategy



CITY BEACH

TOWN OF CAMBRIDGE

MT CLAREMONT

CITY OF SUBIACO

WEST COAST HWY

CITY OF NEDLANDS

BROCKWAY ROAD

RAILWAY ROAD

SWANBOURNE

KARRAKATTA

TOWN OF CLAREMONT

STIRLING HIGHWAY

SWANBOURNE BEACH

CLAREMONT TOWN CENTRE PRECINCT

NEDLANDS

COTTESLOE

CITY OF NEDLANDS

TOWN OF COTTESLOE

SWAN RIVER

DALKEITH

STIRLING HIGHWAY

SHIRE OF PEPPERMINT GROVE

FREMANTLE

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.

## Summary Table:

Outcomes following key analysis of the PSP over the lifespan of the Structure Plan are outlined in the table below.

Item	Data	PSP Reference (Section #)
Net Redevelopment Potential Area* covered by the PSP area	11.5497 hectares	Plan 1
Estimated number of new dwellings within Net Redevelopment Potential Area covered by the PSP area	Conservative Growth: 1,050 Moderate Growth: 1,450	Part 2, Section 6.3.3
Estimated population growth within Net Redevelopment Potential Area covered by the PSP area	Conservative Growth: 2,415 Moderate Growth: 3,335	Part 2, Section 6.3.3.1
Potential additional commercial floor space by 2041 within PSP area	Low Growth Scenario: 33,000m <sup>2</sup> Moderate Growth Scenario: 44,000m <sup>2</sup> High Growth Scenario: 56,000m <sup>2</sup>	Part 2, Section 6.1.2 & Appendix B
Projected retail growth gap by 2041 within the PSP area	Low Growth Scenario: 16,396m <sup>2</sup> High Growth Scenario: 18,754m <sup>2</sup>	Part 6.2.2.1, Table 20
Projected commercial (non-retail) growth gap by 2041 within the PSP area	Low Growth Scenario: 15,812m <sup>2</sup> High Growth Scenario: 18,115m <sup>2</sup>	Part 6.2.2.2, Table 21
Total projected commercial growth gap (incl. retail) by 2041 within the PSP area	Low Growth Scenario: 32,208m <sup>2</sup> High Growth Scenario: 36,896m <sup>2</sup>	Part 6.2.2.2, Table 21

Item	Data	PSP Reference (Section #)
Gross Urban Zoned area within 10-minute walkable catchment, excluding local reserves	81.610 hectares	Part 2, Section 6.3.3.1
Existing dwellings & other dwellings within 10-minute walkable catchment, excluding local reserves	Existing dwellings: 1,206 Other dwellings: 894	Part 2, Section 6.3.3.1
Estimated number of new dwellings within 10 minutes walkable catchment, excluding local reserves by 2051	Conservative Growth: 1,421 Moderate Growth: 1,924	Part 2, Section 6.3.3.1
Estimated total dwellings within 10 minute walkable catchment, excluding local reserves by 2051	3,521 – 4,024 dwellings	Part 2, Section 6.3.3.1
Estimated residential site density within 10-minute walkable catchment	43 – 49 dwellings per hectare	Part 2, Section 6.3.3.1

*\*Net Redevelopment Potential Area - excluding lots with significant constraints, including school sites, public open space and heritage\**

**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).

# 2.0 OBJECTIVES

*“An urban village which respects its heritage, but which, facilitates new development opportunities and diversity of land uses, focussed on good transport connections and an enhanced active movement network with human-scale built form interfacing key streets, supported by an improved tree canopy and vibrant community spaces.”*

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

- Maintains and enhances the 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 4 of 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.

The provisions of Part 1 of the PSP are to be given due regard in determining development applications as required by Clauses 27(1) and 67(2)(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.

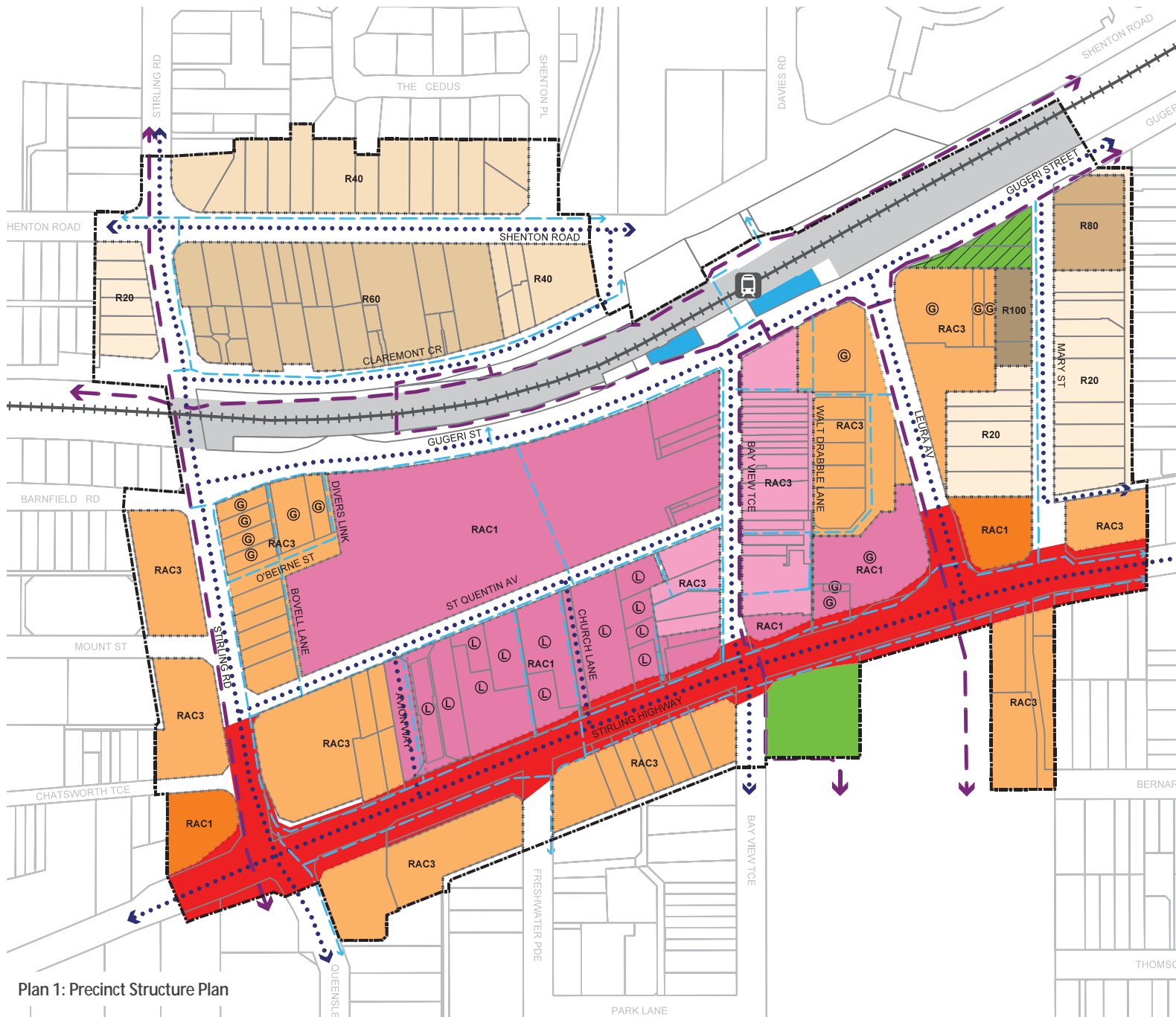
## 3.2 Relationship to the Residential Design Codes

All residential development shall be in accordance with the requirements of WAPC 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.

## 3.3 Exercise of Discretion

Where discretion is to be exercised under this PSP in relation development requirements, due regard must be had to:

- The relevant provisions of the Scheme; and
- The relevant character precinct statement and key attributes in this PSP; and
- The objectives in this PSP relating to the particular aspect of the application for which the discretion is sought.



Plan 1: Precinct Structure Plan

**LEGEND**

**METROPOLITAN REGION SCHEME**

**REGION SCHEME RESERVES**

- Parks and Recreation
- Primary Regional Roads
- Railway

**PRECINCT STRUCTURE PLAN**

**RESERVES**

- Local Reserve - Recreation

**LAND USE CLASSIFICATION AREAS**

- Commercial
- RAC3 Mixed Use - Retail Core
- RAC1 Mixed Use - Retail Core
- RAC3 Mixed Use - Transitional Area
- RAC1 Mixed Use - Transitional Area
- R20 Residential
- R40 Residential
- R60 Residential
- R80 Residential
- R100 Residential

**OTHER CATEGORIES**

- Precinct Structure Plan Area
- R Code
- G Gateway status
- L Landmark status
- Key Street Vehicle Connection
- Key Urban Pedestrian Connection
- Key Pedestrian/Cyclist Connection

# 4.0 CHARACTER PRECINCTS

In order to achieve the overarching vision for the Claremont Town Centre Precinct, the PSP identifies eight distinctive precincts as outlined on Plan 2 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 precinct-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.

## 4.1 The Typology Character Precincts

The Activity Centre has been divided into the following character precincts to enable appropriate development provisions, character statements and key attributes. All development proposals shall be considered having due regard to the character precinct statement and key attributes of the relevant character precinct.

### 4.1.1 Precinct 1 - Shenton

#### 4.1.1.1 Character Precinct Statement

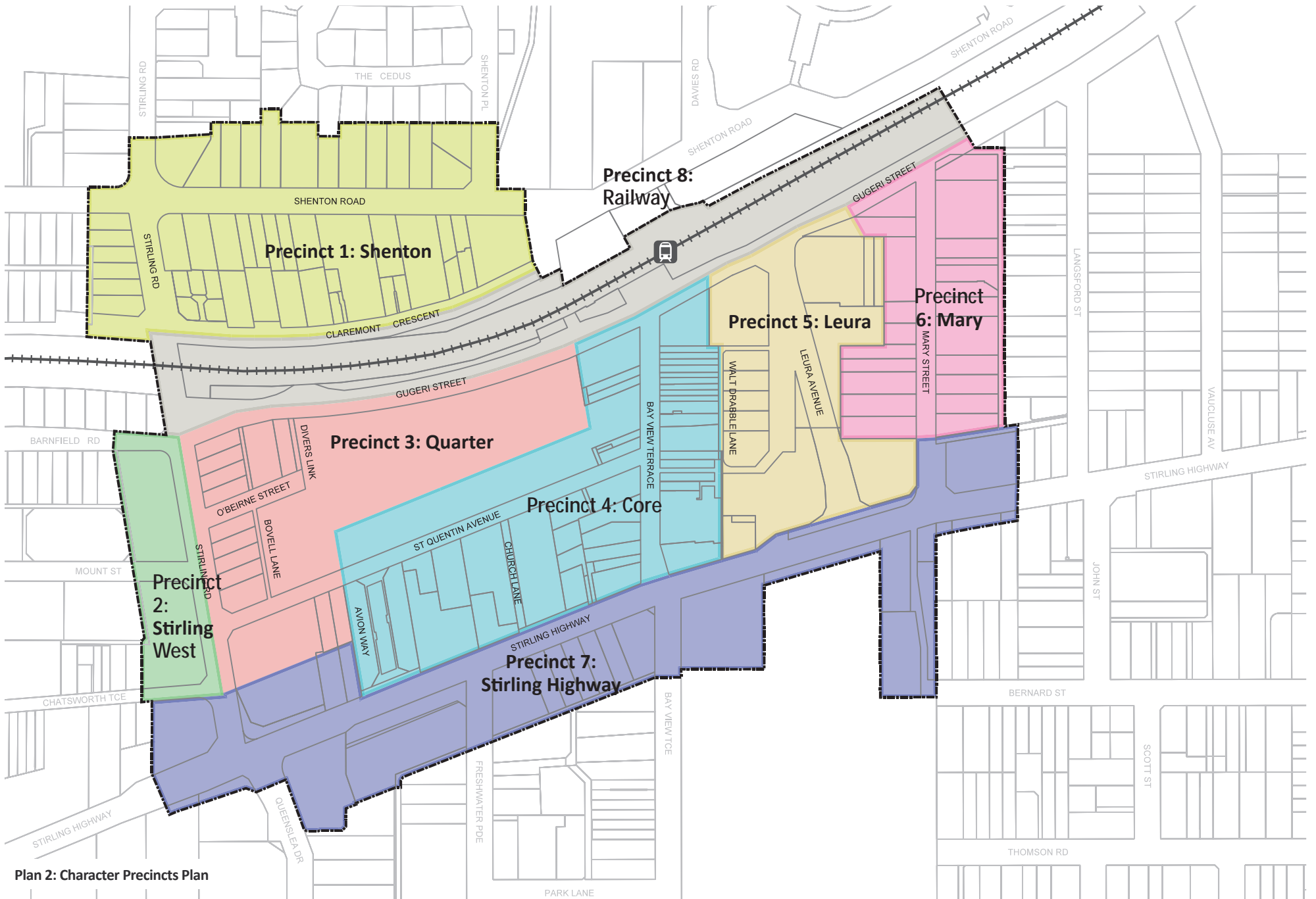
The Shenton Character Precinct is to provide the northern setting for the PSP area and deliver a transitional function to the existing low density residential development north of Shenton Road. The Shenton Character Precinct will ensure retention of its existing heritage characteristics, whilst blending new development in a manner that protects and celebrates its heritage elements.

This Character Precinct 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.

#### 4.1.1.2 Character Precinct Key Attributes

- a) The Shenton Character Precinct 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.

- b) 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.
- c) Ensure any future multiple dwelling (apartment) proposals within the Character Precinct achieve a 'townhouse' style built form character in appearance to ensure consistency with the existing Character Precinct and surrounding development.
- d) New development shall respect the heritage characteristics of dwellings where development is immediately adjacent to a heritage dwelling / area facing the same street.
- e) 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.



Plan 2: Character Precincts Plan

## 4.1.2 Precinct 2 - Stirling West

### 4.1.2.1 Character Precinct Statement

The Stirling West Character Precinct is to provide a gateway to the Town Centre with residential development blending sensitively with established surroundings. The residential density will promote developments with dwelling diversity and provide opportunities for housing affordability within the PSP. The Precinct will achieve 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 of Stirling Road (a key connector road) incorporating a functional and aesthetic green link to enhance the public realm benefits as a key pedestrian, cycling and transport link.

### 4.1.2.2 Key Character Precinct Attributes

- a) The Stirling West Precinct 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.
- b) 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 Precinct is responsive to changing climate factors and builds a defence against a potential urban heat island effect.
- c) 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.

## 4.1.3 Precinct 3 - Quarter

### 4.1.3.1 Character Precinct Statement

The Quarter Character Precinct is to be characterised by a diverse range of land uses, achieving a semi-active public realm supporting good pedestrian permeability and vehicle access. The Character Precinct will support 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 Precinct will also be distinguished by apartment developments which are established through 6 storey buildings (presenting as 9 storeys at Claremont Quarter) with human scale podiums at the street interface.

### 4.1.3.2 Key Character Precinct Attributes

- a) The Quarter Character Precinct will be distinguished by consolidated large footprint mixed use buildings providing retail, commercial and residential land uses. These buildings are to be bordered with a range of active, semi active and passive frontages which respond variously to pedestrian amenity requirements.
- b) New mixed-use development will aim to minimise visual and overshadowing implications on adjacent existing development.
- c) Enhancing the public realm interface and character by retaining sentinel trees and landscaped embellishments along Stirling Road frontage.

## 4.1.4 Precinct 4 - Core

### 4.1.4.1 Character Precinct Statement

The Core Character Precinct is to incorporate 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, the Core sets the tone for the broader Precinct with active land uses and a sense of place. Development within the Precinct will capitalise on its destination status and proximity to Claremont Train Station from the Town Square creating a connection which will drive opportunities to enhance the day and night economy for maximum vibrancy as a Secondary Activity Centre.

This Precinct 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.



#### 4.1.4.2 Key Character Precinct Attributes

- d) The Core Character Precinct 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.
- e) Provide a pedestrian-first hierarchy with priority pedestrian shared spaces that create a well-connected and walkable Town Centre core with strong links to the Claremont Train Station.
- f) 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.
- g) 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.
- h) Maintain and protect the historical character of the Bay View Terrace facades through careful and sensitive integration into future development.

#### 4.1.5 Precinct 5 - Leura

##### 4.1.5.1 Character Precinct Statement

The Leura Character Precinct is to provide an area of eclectic mix of heritage elements and fine grain land uses. The Precinct is will be supported by a network of laneways and remnant road structure from the Leura Avenue deviation, that creates a character that is unique to the Town Centre.

The Character Precinct 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.

#### 4.1.5.2 Key Character Precinct Attributes

- a) The Leura Character Precinct 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.
- b) The northern aspect of the Character Precinct interfaces with the Claremont Oval development on the north side of the railway corridor and provides building height transition along Guger Street. Higher density mixed use development in this northern extent will benefit from proximity to key transport links with the Perth-Fremantle rail line and Stirling Highway.

#### 4.1.6 Precinct 6 - Mary

##### 4.1.6.1 Character Precinct Statement

The Mary Character Precinct is to be 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 Precinct to the Town Centre, with revitalisation opportunities near Guger Street and Stirling Highway.

New development shall respect its role in a manner that protects and celebrates its heritage elements.

##### 4.1.6.2 Key Character Precinct Attributes

- a) The Mary Character Precinct prioritises the protection and respect of its unique heritage character elements. Ensure that the character elements of built form and existing sentinel trees are fundamental to the basis of any future development integrating into this well-loved community area.
- b) A diversity of residential opportunities is facilitated in this key transition area to the Town Centre with some revitalisation opportunities near Guger Street and Stirling Highway.

- c) 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.
- d) New development shall respect the heritage characteristics of dwellings where development is immediately adjacent to a heritage dwelling / areas facing the same street.
- e) Retain the existing road closure at the southern end of Mary Street behind the Stirling Highway frontage to prevent commercial and through traffic intrusion in the area from the south

#### **4.1.7 Precinct 7 - Stirling Highway**

##### **4.1.7.1 Character Precinct Statement**

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

Opportunities for landscaping and public art 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.`

##### **4.1.7.2 Key Character Precinct Attributes**

- a) The Stirling Highway Character Precinct 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.
- b) Future development will incorporate the protection of substantial, recognisable heritage places.

- c) 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.
- d) Development at the extent of the PSP area will be characterised with transitional building heights and mass achieving a sensitive interface form between adjacent development internal and external to the PSP.

#### **4.1.8 Precinct 8 - Railway**

##### **4.1.8.1 Character Precinct Statement**

The Railway Character Precinct is to provide the integration between the Town Centre, its railway heritage buildings and the Claremont on the Park development at Claremont Oval. The area will be characterised by two key elements of cultural significance and heritage, being the historic Claremont Train Station and the heritage pedestrian bridge.

Future development within the area will focus on enhancing the heritage links over the railway line at the existing heritage bridge structure.

##### **4.1.8.2 Key Character Precinct Attributes**

- a) The Railway Character Precinct prioritises the retention and respect of heritage character elements – particularly related to the built form of the Heritage pedestrian bridge and the Claremont Train Station including associated buildings.
- b) 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.

# 5.0 DEVELOPMENT REQUIREMENTS

## 5.1 Land Use

The permissibility of land uses within the various land use classification areas identified on Plan 2 in each Land Use Zoning Table is determined by cross-reference between the list of land use classes on the left hand side of the zoning table and the list of zones at the top of the zoning table.

The symbols used in the zoning table have the following meanings:

**(P)** – means that the use is permitted if it complies with any relevant development standard and requirements of this Scheme;

**(I)** – means that the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with any relevant development standards and requirements of this Scheme;

**(D)** – means that the use is not permitted unless the local government has exercised its discretion by granting development approval;

**(A)** – means that the use is not permitted unless the local government has exercised its discretion by granting development approval after advertising the application in accordance with clause 64 of the deemed provisions;

**(X)** – means that the use is not permitted by this Scheme.

Other symbols include the following:

**(GF)** – Ground Floor Permissibility

**(AGF)** – Above Ground Floor Permissibility

Land uses not outlined in the Land Use Zoning Tables below are assigned an (X) use in accordance with the deemed provisions.

Land use permissibility in Character Precinct 8 – Railway, primarily relates to existing office uses south of the Railway line and the possibility of uses consistent with Precinct 4 – Core; accordingly no Land Use Permissibility Table is shown for this Precinct.

### 5.1.1 Precinct 1 – Shenton Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 1 – Shenton is outlined in Table 1.

Table 1: Land Use - Precinct 1 – Shenton

Land Use Precinct 1 – Shenton	
Classification:	Residential
Land Use	
Aged or Dependent Persons Dwelling	A
Car Park	I
Dwelling (self-contained)	P
Home Occupation	D
Public Utility	D
Recreation – Outdoor	A
Religious Purposes	A
Residential Building	A
Restaurant	A
Shop (Small)	A

### 5.1.2 Precinct 2 – Stirling West Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 2 – Stirling West is outlined in Table 2.

Table 2: Land Use - Precinct 2 - Stirling West

Land Use Precinct 2 – Stirling West		
Classification:	Mixed Use – Transitional Area	
Land Use	GF	AGF
Aged or Dependent Persons Dwelling	A	A
Car Park	I	X
Craft Industry	A	A
Day Care Centre	A	X
Dwelling (self-contained)	D	D
Educational Establishment	A	X
Home Occupation	D	D
Public Utility	D	X
Religious Purposes	A	X
Residential Building	A	A
Restaurant	A	X
Shop (Small)	A	X

### 5.1.3 Precinct 3 – Quarter Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 3 – Quarter is outlined in Table 3.

**Table 3: Land Use - Precinct 3 – Quarter**

Land Use Precinct 3 – Quarter				
Classification:	Mixed Use – Retail Core		Mixed Use – Transitional Area	
	GF	AGF	GF	AGF
Bulk Retails Sales	X	X	D	X
Car Park	D	D	D	D
Civic Building	D	D	D	D
Consulting Room	D	D	D	D
Craft Industry	D	D	D	D
Day Care Centre	D	D	D	D
Drive Through	X	X	X	X
Dry Cleaning Premises	P	X	P	X
Dwelling (self-contained)	X	D	X	D
Fast Food Outlet	D	D	X	X
Fish Shop	A	X	X	X
Funeral Parlour	X	X	A	X
Home Occupation	X	D	X	D
Hotel/Tavern	A	A	A	X
Liquor Store - Large	X	X	X	X
Motel	A	A	A	A
Office	D	P	P	P

Land Use Precinct 3 – Quarter				
Classification:	Mixed Use – Retail Core		Mixed Use – Transitional Area	
	GF	AGF	GF	AGF
Open Air Display	D	X	D	X
Public Utility	D	D	D	D
Recreation – Indoor Active-Passive	D	D	A	A
Recreation – Outdoor	A	X	A	X
Religious Purposes	D	D	D	D
Residential Building	X	A	X	A
Restaurant	D	D	D	X
Retail Store	P	P	X	X
Restricted Premises	X	X	X	X
Service Industry	X	X	P	X
Service Trade	X	X	D	X
Shop (Intermediate)	P	P	X	X
Shop (Small)	P	P	P	P
Showroom	X	X	P	P
Small Bar	D	D	D	D
Vehicle Sales	A	X	A	X
Veterinary Clinic / Hospital	X	X	D	D
Warehouse	X	X	P	P

### 5.1.4 Precinct 4 – Core Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 4 – Core is outlined in Table 4.

Table 4: Land Use Precinct 4 – Core

Land Use Precinct 4 – Core		
Classification:	Mixed Use – Retail Core	
Land Use	GF	AGF
Consulting Room	D	D
Craft Industry	X	D
Drive Through	X	X
Dry Cleaning Premises	A	X
Dwelling (self-contained)	X	D
Fast Food Outlet	A	A
Fish Shop	A	X
Home Occupation	X	D
Hotel/Tavern	A	A
Liquor Store - Large	X	X
Office	D	D

Land Use Precinct 4 – Core		
Classification:	Mixed Use – Retail Core	
Open Air Display	A	X
Public Utility	D	D
Recreation – Indoor Active-Passive	A	X
Religious Purpose	D	X
Residential Building	X	D
Restaurant	D	D
Restricted Premises	X	X
Retail Store	D	D
Shop (Intermediate)	P	P
Shop (Small)	P	P
Small Bar	D	D

### 5.1.5 Precinct 5 – Leura Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 5 – Leura is outlined in Table 5.

**Table 5: Land Use Precinct 5 – Leura**

Land Use Table 5 Precinct 5 – Leura				
Classification:	Mixed Use – Retail Core		Mixed Use – Transitional Area	
	GF	AGF	GF	AGF
Land Use				
Bulk Retails Sales	X	X	X	X
Car Park	D	D	D	D
Civic Building	D	D	D	D
Consulting Room	D	D	D	D
Craft Industry	D	D	D	D
Day Care Centre	D	D	D	D
Drive Through	X	X	X	X
Dry Cleaning Premises	P	X	P	X
Dwelling (self-contained)	X	D	D	D
Fast Food Outlet	A	X	A	X
Funeral Parlour	A	X	A	X
Home Occupation	X	D	X	D
Hospital	X	X	X	X
Liquor Store - Large	X	X	X	X
Light Industry	X	X	X	X
Motor Repair Station	A	A	X	X
Open Air Display	D	P	P	X

Land Use Table 5 Precinct 5 – Leura				
Classification:	Mixed Use – Retail Core		Mixed Use – Transitional Area	
	GF	AGF	GF	AGF
Public Utility	D	X	D	X
Recreation – Indoor Active-Passive	A	A	A	A
Recreation – Outdoor	A	X	A	X
Religious Purposes	D	D	D	D
Residential Building	X	D	X	D
Restaurant	D	D	D	D
Restricted Premises	X	X	X	X
Retail Store	X	X	X	X
Service Industry	D	X	D	X
Service Station	X	X	X	X
Shop (Intermediate)	P	P	X	X
Shop (Small)	P	P	P	X
Showroom	P	P	X	X
Small Bar	D	D	D	D
Transport Depot	X	X	X	X
Veterinary Clinic / Hospital	A	X	A	X
Warehouse	X	X	D	X

### 5.1.6 Precinct 6 – Mary Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 6 – Mary is outlined in Table 6.

**Table 6: Land Use - Precinct 6 - Mary**

Land Use Precinct 6 – Mary	
Classification:	Residential
Land Use	
Car Park	I
Dwelling (self-contained)	P
Home Occupation	D
Public Utility	D
Recreation – Outdoor	A
Religious Purposes	A
Residential Building	A
Restaurant	A
Shop (Small)	A



### 5.1.7 Precinct 7 – Stirling Highway Land Use Permissibility

The land use permissibility for development proposals within Character Precinct 7 – Stirling Highway is outlined in Table 7.

**Table 7: Land Use Precinct 7 – Stirling Highway**

Land Use Precinct 7 – Stirling Highway		
Classification:	Mixed Use –Transitional Area	
Land Use	GF	AGF
Bulk Retails Sales	D	X
Car Park	D	D
Civic Building	D	D
Consulting Room	D	D
Craft Industry	D	D
Day Care Centre	D	D
Dry Cleaning Premises	P	X
Dwelling (self-contained)	D	D
Educational Establishment	D	D
Fast Food Outlet	X	X
Funeral Parlour	A	X
Home Occupation	D	D
Hospital	D	D
Light Industry	X	X
Motor Repair Station	X	X
Office	D	D
Open Air Display	D	X

Land Use Precinct 7 – Stirling Highway		
Classification:	Mixed Use –Transitional Area	
Public Utility	D	X
Recreation – Indoor Active-Passive	D	D
Recreation – Outdoor	A	X
Religious Purpose	D	D
Residential Building	A	A
Restaurant	A	A
Restricted Premises	X	X
Service Industry	A	X
Service Station	A	X
Shop (Intermediate)	A	X
Shop (Small)	A	X
Showroom	D	D
Small Bar	A	A
Transport Depot	X	X
Veterinary Clinic / Hospital	A	X
Warehouse	X	X

## 5.2 Density Coding

The applicable density coding for the PSP area is outlined on Plan 1.

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

## 5.3 Built Form Design

### 5.3.1 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 Precinct.

#### 5.3.1.1 Building Height

##### Objectives

- To ensure that building heights are consistent with the desired scale and form of the PSP vision and is respectful to the 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

- c) The maximum building height requirement is outlined spatially on Plan 3 and is in accordance with WAPC State Planning Policy 7.3 – Residential Design Codes (Volume 1 and Volume 2) (as amended).
- d) Building height is to be measured in accordance with the provisions of WAPC 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.

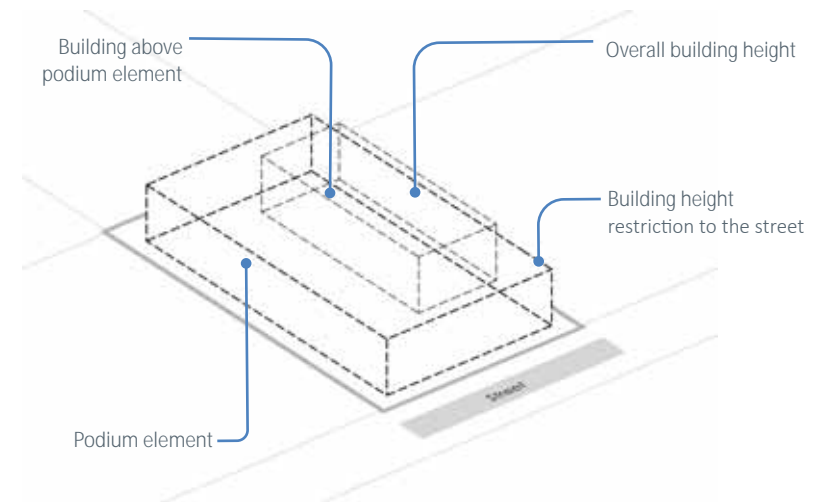


Figure 1: Building Envelope Diagram

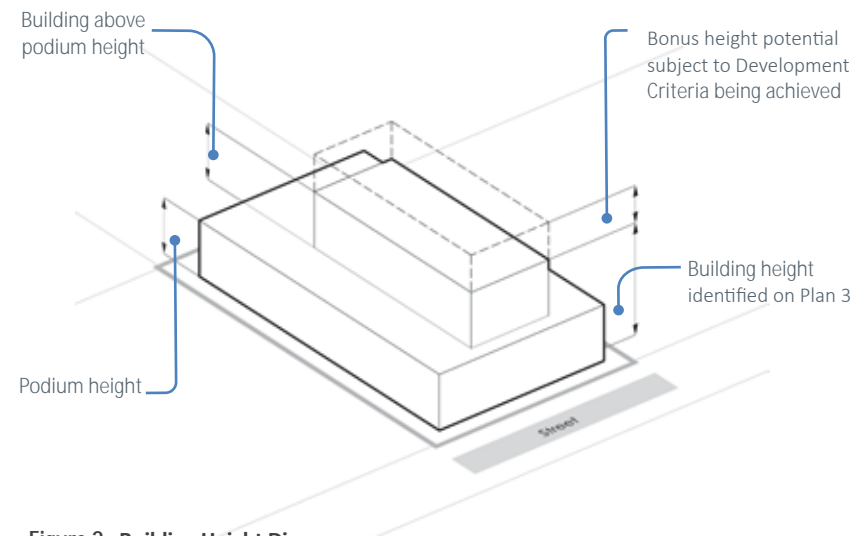
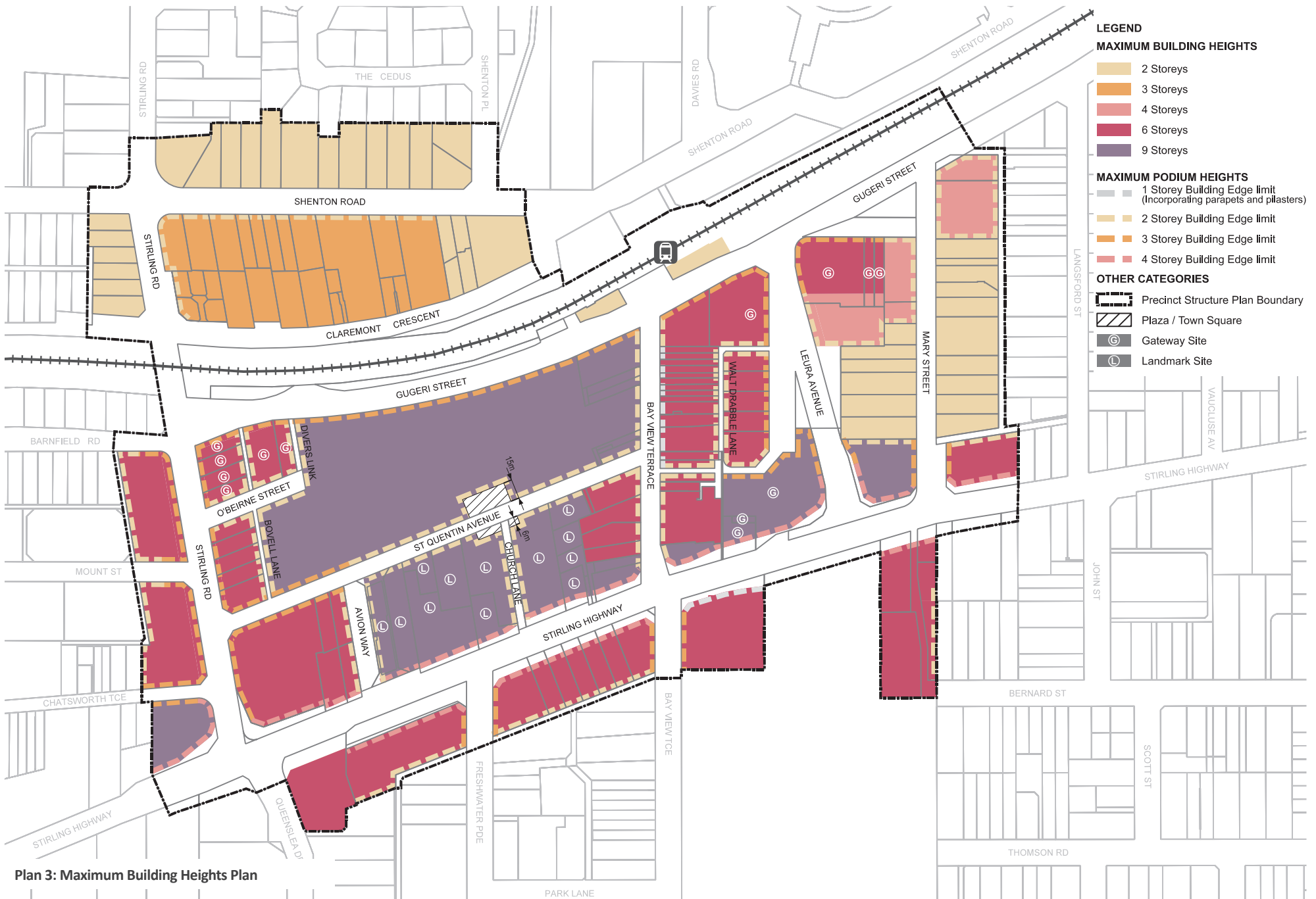


Figure 2: Building Height Diagram



**LEGEND**

**MAXIMUM BUILDING HEIGHTS**

- 2 Stores
- 3 Stores
- 4 Stores
- 6 Stores
- 9 Stores

**MAXIMUM PODIUM HEIGHTS**

- 1 Storey Building Edge limit (Incorporating parapets and pilasters)
- 2 Storey Building Edge limit
- 3 Storey Building Edge limit
- 4 Storey Building Edge limit

**OTHER CATEGORIES**

- Precinct Structure Plan Boundary
- Plaza / Town Square
- G Gateway Site
- L Landmark Site

**Plan 3: Maximum Building Heights Plan**

### 5.3.1.2 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 Precinct 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 WAPC State Planning Policy 7.3- Residential Design Codes (Volume 1 and Volume 2) (as amended).

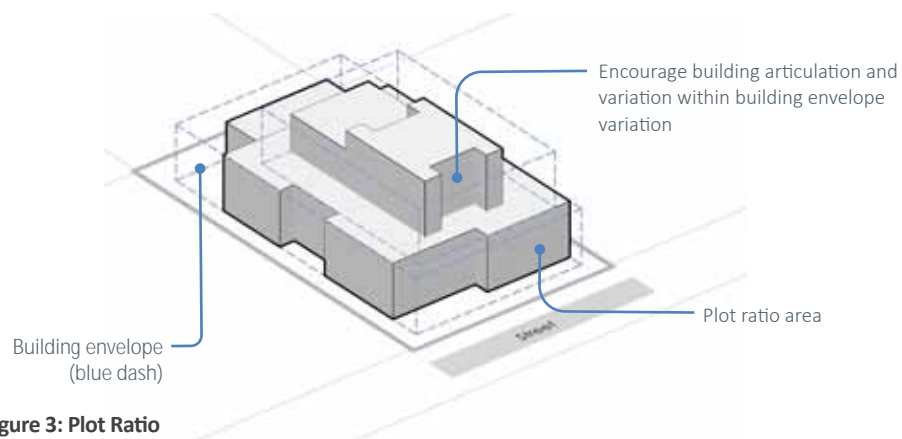


Figure 3: Plot Ratio

### 5.3.1.3 Boundary Setbacks - Podium Level

#### Objectives

- To ensure buildings contribute to their appropriate Character Precinct.
- 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 Plans 4 and 5 replace the generic street setbacks specified under WAPC 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.
- e) Where development abuts the Plaza / Town Square, street setbacks shall be in accordance with the distances specified in Plan 4.

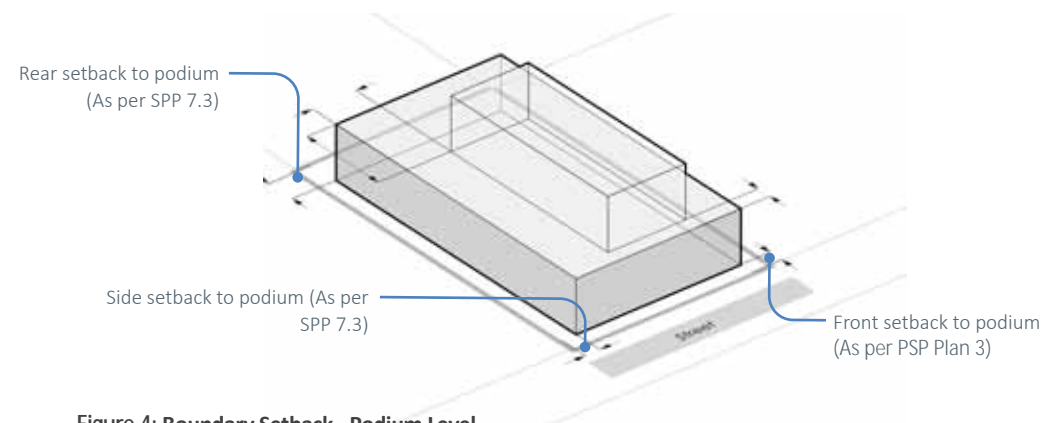
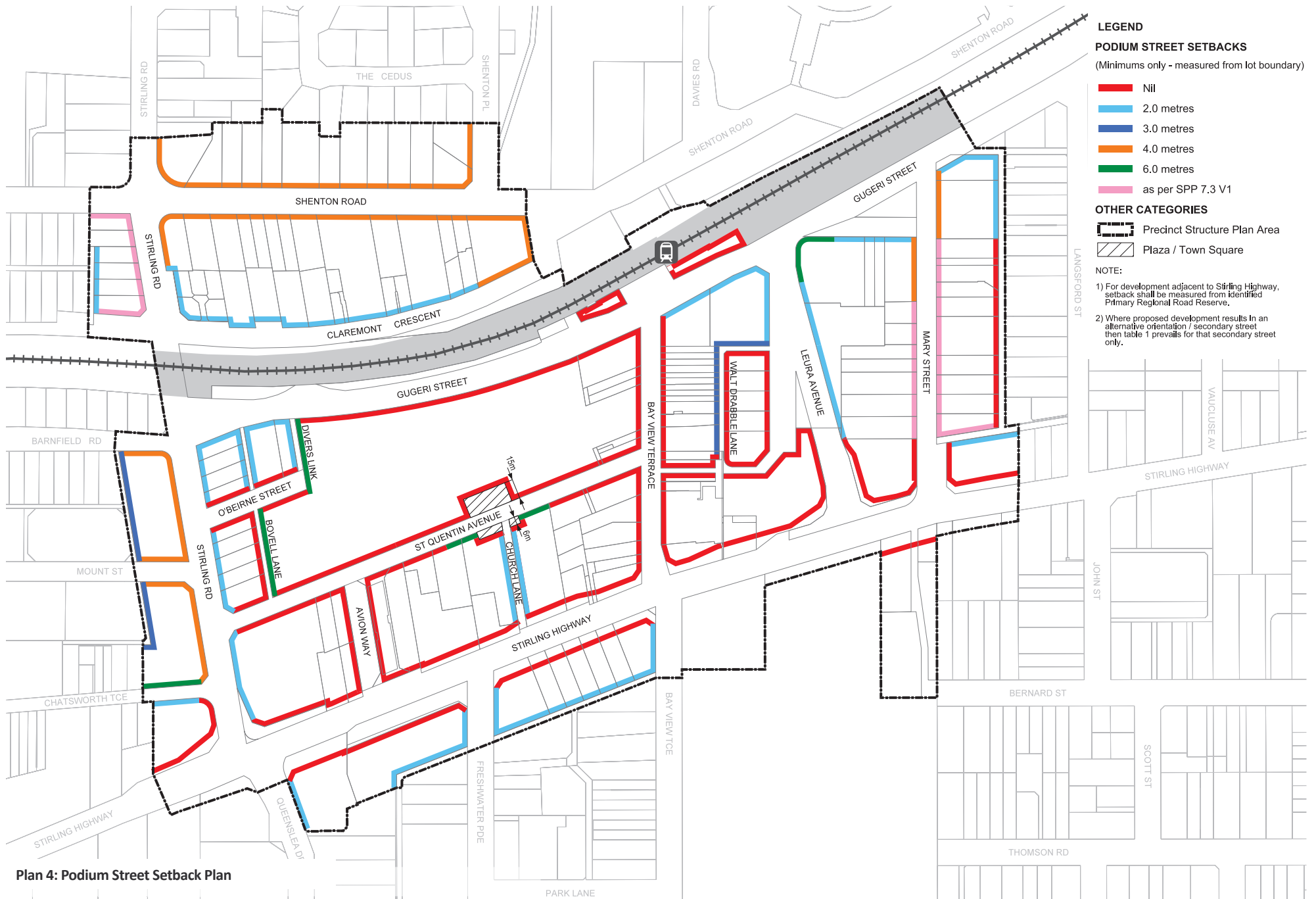


Figure 4: Boundary Setback - Podium Level



**Plan 4: Podium Street Setback Plan**

### 5.3.1.4 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.

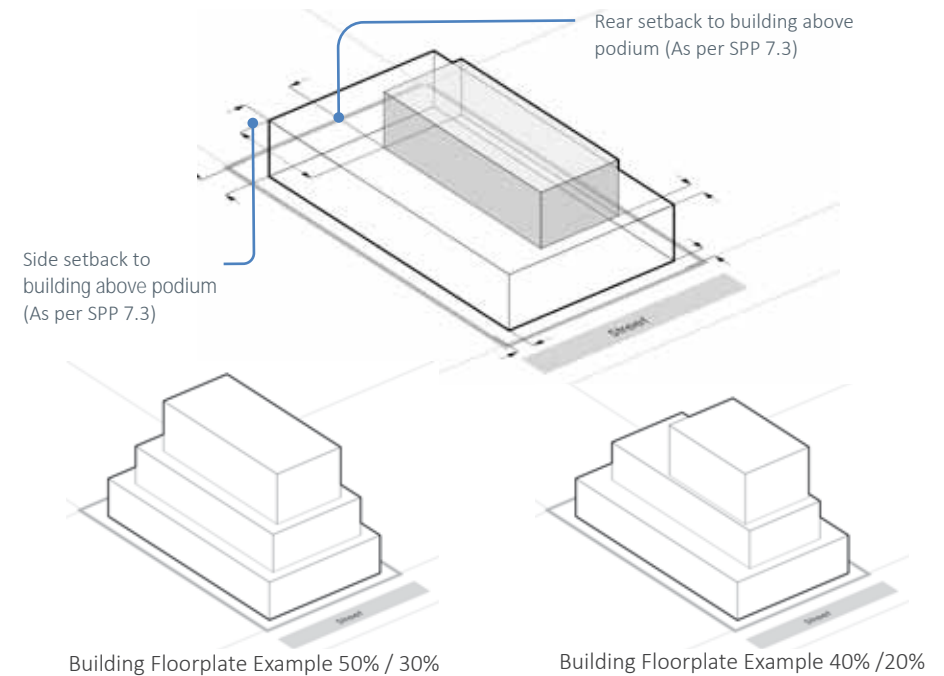
#### Development Controls

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

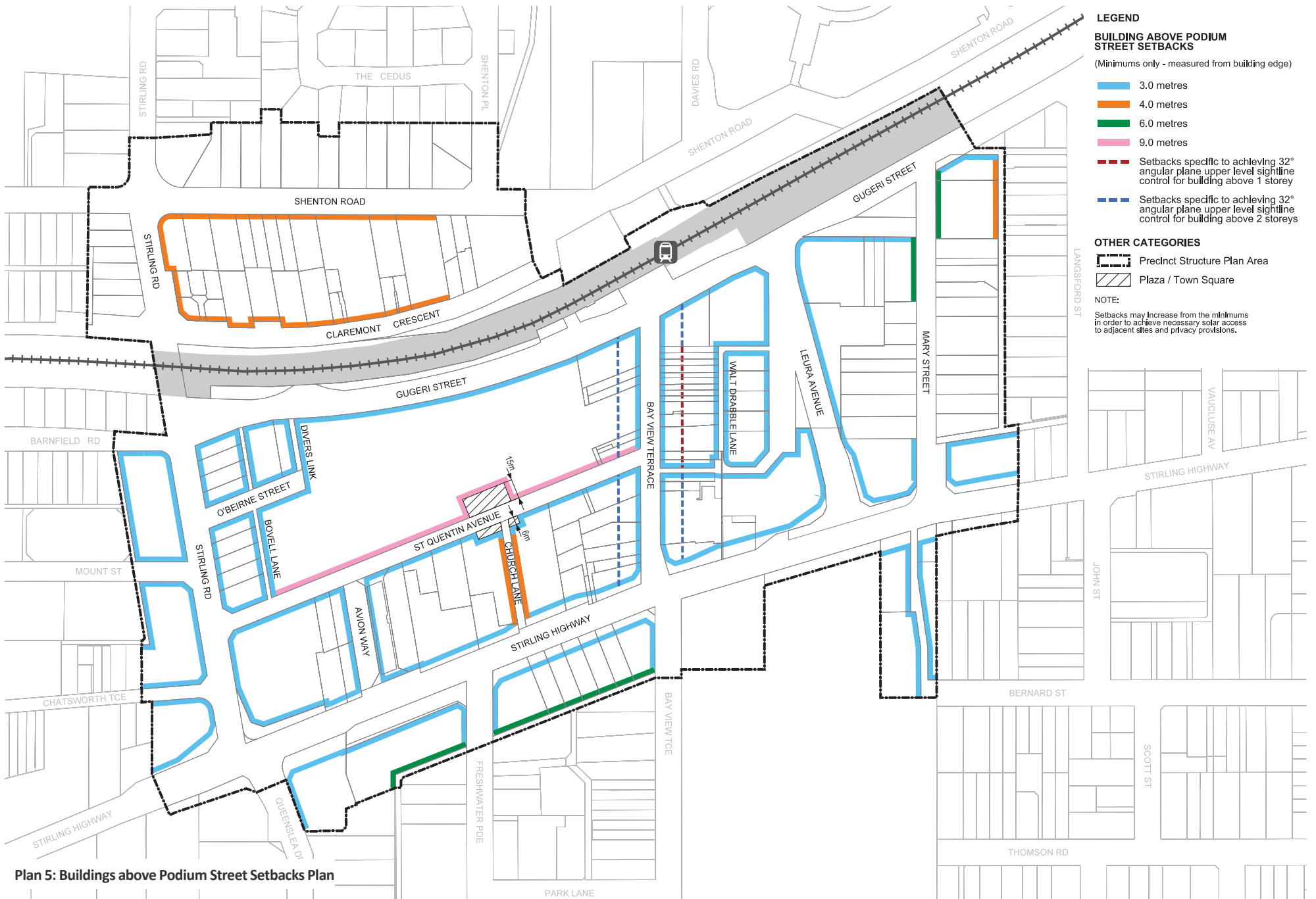
**Table 8: Building above the podium – maximum gross floorplate area**

Character Area	Maximum gross floorplate area (per floor) greater than 6 storeys	Maximum gross floorplate area (per floor) for 6 storeys and below
1 - Shenton	30%	N/A
2 - Stirling West	40%	N/A
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%

- For development above the podium level, the tower element is restricted to a maximum percentage of total site area set out in Table 8.
- Where indicated on Plan 5, buildings should not encroach into the 32° angular plane sightline control for buildings above 1 or 2 storeys as specified respectively.
- 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 8. Where the proposed development incorporates more than one tower, building separation shall accord with WAPC 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



### 5.3.2 'Landmark' and 'Gateway' Sites

#### Objectives

- Landmark Sites, as identified on Plans 1 and 3 are to be of high quality architectural presence and strong design rationale which provides for an attractive activated streetscape at the ground level and skyline and assists with orientation and legibility within the Town Centre.
- Gateway Sites, as identified on Plans 1 and 3 are to be of distinctive architecture and interface with the public realm which presents to all surrounding street facades and announces the entry to the Town Centre to facilitate activation at the ground plane and enhances wayfinding.

#### Development Controls

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

## 5.4 Streetscape Interface

### Objectives:

- To ensure that proposed development is complementary to the desired street level condition in each character precinct.
- 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:

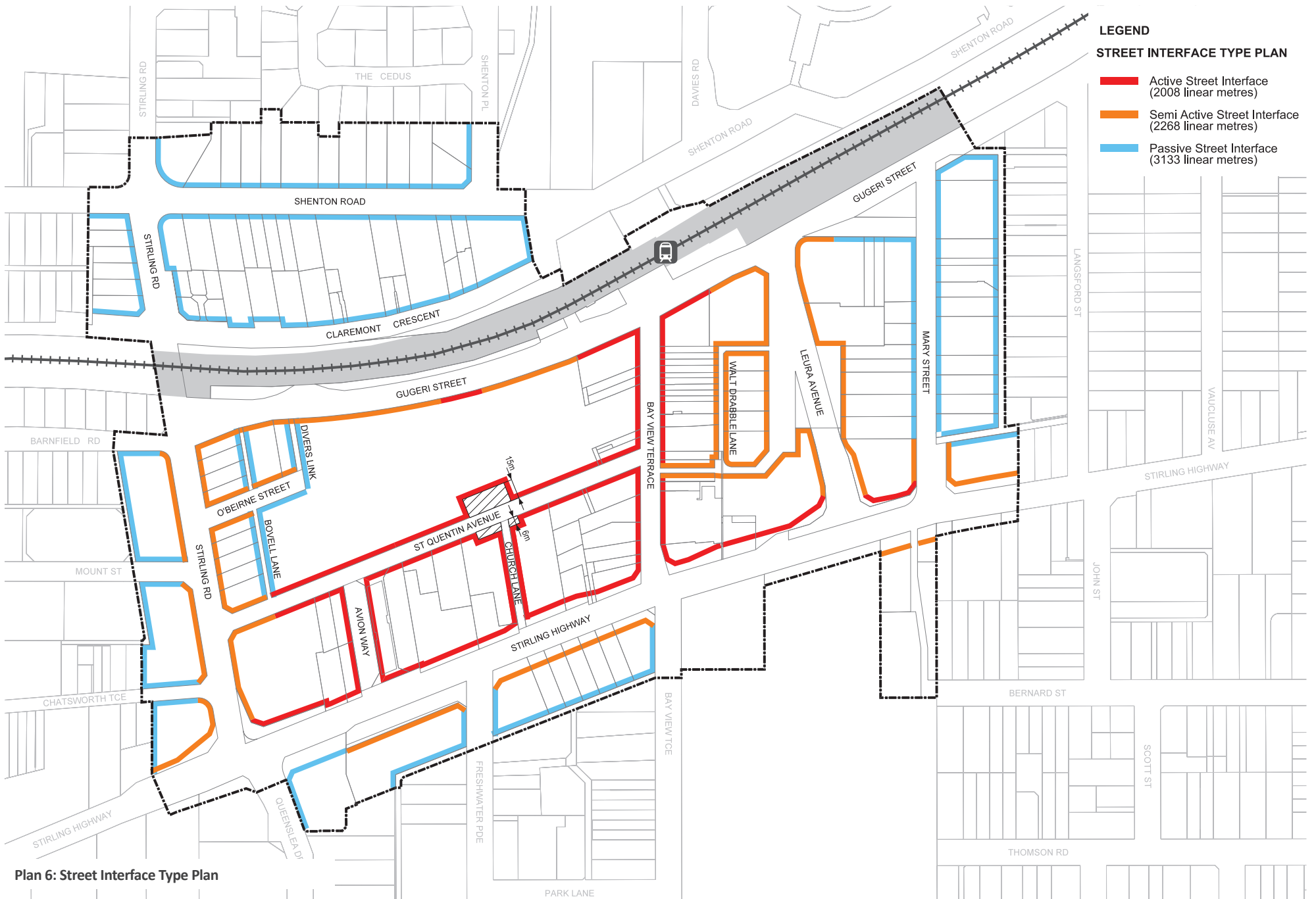
#### 5.4.1 Active Street Interface Design Attributes

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



**LEGEND**  
**STREET INTERFACE TYPE PLAN**

- Active Street Interface (2008 linear metres)
- Semi Active Street Interface (2268 linear metres)
- Passive Street Interface (3133 linear metres)

Plan 6: Street Interface Type Plan

### 5.4.2 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



### 5.4.3 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 verandas.
- 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 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 State Heritage List are identified on **Plan 7: Local and State Heritage Plan**.
- 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.

## 5.6 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 land use 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.



**LEGEND**  
**HERITAGE COUNCIL WA**

<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span>	Heritage Listed - State Register
<b>ID</b>	<b>DESCRIPTION</b>
<b>1</b>	Christ Church and Rectory, Claremont - Three Trees in the grounds of Christ Church
<b>2</b>	Claremont Council Offices
<b>3</b>	Claremont Post Office
<b>4</b>	Claremont Railway Station - Heritage Bridge - Goods Shed - Signal Cabin - Station Master's House
<span style="display:inline-block; width:15px; height:10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, orange 2px, orange 4px); border:1px solid black;"></span>	Heritage Listed - Local Register

Plan 7: Local and State Heritage Plan

## 5.7 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 and acknowledge the limited availability of street parking relative to the local road network. Parking stations are to be funded through contributions to the Town's Payment in Lieu of Parking Plan.
- 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 car parking requirements for residential land uses are outlined in accordance with WAPC State Planning Policy 7.3 Residential Design Codes (Volume 1 and 2).
- b) The non-residential car parking requirements are a minimum of 1 space per 48m<sup>2</sup> of floor area and a maximum of 1 space per 25m<sup>2</sup> of floor area. No further concessions under clause 31A of the Town's Local Planning Scheme are to be applied.
- c) All vehicle parking is to be provided within the proposed development site area or parking stations paid for by cash in lieu funds.
- d) 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.
- e) At grade vehicle parking within a parking station or as part of a development 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.

# 6.0 PUBLIC REALM

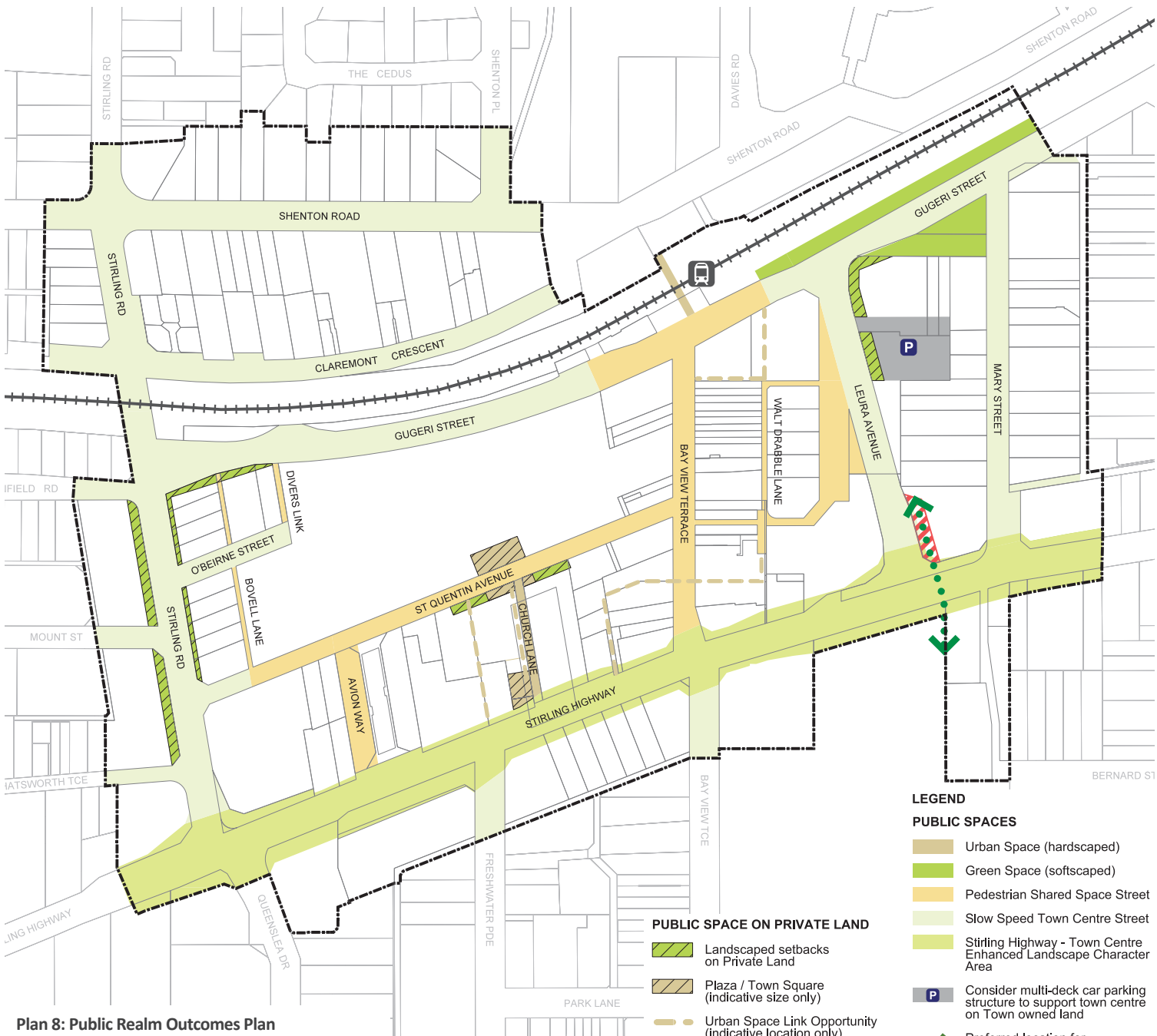
## Objectives

- To ensure the delivery of high-quality urban and green space that improves pedestrian functionality, connectivity and maintenance of existing green streets.
- To encourage street design that improves walkability, safety and functionality through the enhancement of the pedestrian environment.
- To encourage social interaction by creating streets that cater for shade, shelter and rest opportunities.
- To generate activated building interfaces that contribute to the public realm quality and generate public interest.
- To ensure the public realm is designed to promote community health and wellbeing.
- To create an enhanced Town Square that generates public realm activation and sense of place which is in keeping with the historical characteristics of the Claremont Town Centre.

## Guidance and Intended Outcomes

The public realm outcomes for the PSP are identified on Plan 8. Proponents of development sites which contain or abut a public realm outcome are encouraged to undertake pre-lodgement discussions with the local government.





**Plan 8: Public Realm Outcomes Plan**

**PUBLIC SPACE ON PRIVATE LAND**

- Landscaped setbacks on Private Land
- Plaza / Town Square (indicative size only)
- Urban Space Link Opportunity (indicative location only)

**OTHER CATEGORIES**

- Precinct Structure Plan Area

**LEGEND**

**PUBLIC SPACES**

- Urban Space (hardscaped)
- Green Space (softscaped)
- Pedestrian Shared Space Street
- Slow Speed Town Centre
- Stirling Highway - Town Centre Enhanced Landscape Character Area

Consider multi-deck car parking structure to support town centre on Town owned land

Preferred location for pedestrian bridge

Indicative area for Footbridge Landing subject to detailed design

Public Space Types	Description
Urban Space (hardscaped)	<p>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.</p> <ul style="list-style-type: none"> <li>• May be public, semi-public or private but shall be fully publicly accessible.</li> <li>• High standard of finish, predominantly hardstand but incorporate soft landscaping and particularly shade for parts of the space.</li> </ul>
Green Space (Softscaped)	<p>Areas shall be designed for trees, vegetation or ground covers to provide recreational or aesthetic purposes in the PSP area.</p> <ul style="list-style-type: none"> <li>• Public, semi-public or private but shall be deep soil compatible and contribute to the landscape amenity and character of the precinct.</li> <li>• Green spaces should be deep soil compatible and preferably contribute to water sensitive urban design of the PSP area.</li> </ul>
Pedestrian Shared Space Street	<p>Streets where 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.</p> <ul style="list-style-type: none"> <li>• High-quality pedestrian priority environment with consistent paving treatments across road and verge and facilitate full universal access.</li> <li>• Improved social outcome for the portion of road by reclaiming the space from dominant car use.</li> </ul>
Slow Speed Town Centre	<p>Streets that maintain segregated vehicle and pedestrian surfaces for increased vehicle priority movement, albeit in a managed slow speed manner.</p>
Stirling Highway – Town Centre Landscaping	<p>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.</p>
Public Space on Private Land	<p>Privately owned land which provides benefit to improving functionality of adjacent public realm and opportunity to integrate adjacent business offerings with the streetscape.</p> <ul style="list-style-type: none"> <li>• High quality interfaces between built form and POS through appropriate active uses.</li> <li>• Substantial landscaping to provide high level amenity.</li> </ul> <ol style="list-style-type: none"> <li><b>Landscape Setbacks on Private Land</b> - Privately owned land with a requirement for landscaped setbacks to assist in providing amenity to the adjacent public realm.</li> <li><b>Plaza / Town Square</b> - Privately owned land where a publicly accessible plaza / town square is desirable as a component of redevelopment.</li> <li><b>Urban Space Link</b> - Privately owned land where a publicly accessible pedestrian connection is desirable as a component of redevelopment.</li> </ol>

# 7.0 MOVEMENT NETWORK

## Objectives

- To ensure the enhancement of pedestrian connections and movements throughout the Claremont PSP area via implementation of attractive street frontages and pedestrian focused crossover points.
- To ensure the improvement of active transport infrastructure to entice and support walking and cycling throughout the PSP area to encourage shift in transport mode and behaviour.
- To encourage the coordination of upgrades of public transport infrastructure to support the density increase and ease congestion.

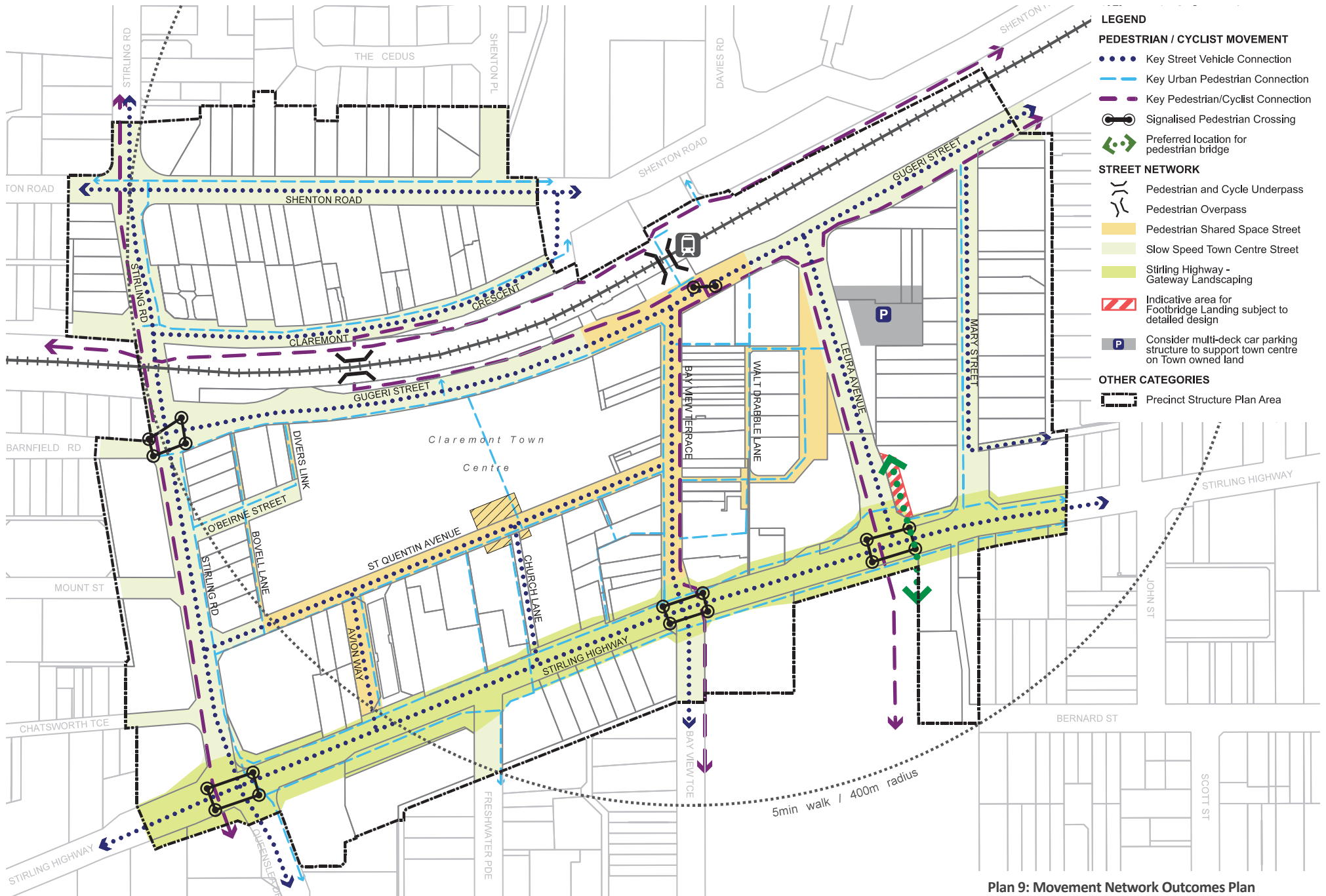
## Guidance and Intended Outcomes

The Movement Network outcomes for the PSP are identified on **Plan 9** and **Table 9**. Proponents of development sites which contain or abut a public realm outcome are encouraged to undertake pre-lodgement discussions with the local government.

**Table 9: Movement Network within Precinct**

Public Space Types	Description
Key Street Vehicle Connection	<ul style="list-style-type: none"> <li>• Existing street vehicle connections to be retained and enhanced by slow speed environments and activated streetscapes promoting active transport modes, whilst minimising vehicular traffic congestion.</li> </ul>
Key Urban Pedestrian Connection	<ul style="list-style-type: none"> <li>• Key pedestrian streets and movements throughout the Town Centre which connect key nodes in the Precinct. Design of these streets are to prioritise pedestrian movements via cross-overs, footpath widths, slow speed streets and public realm activation.</li> </ul>
Key Pedestrian/Cyclist Connection	<ul style="list-style-type: none"> <li>• Streets where active modes of transport are integrated for the benefits of a calmer, slower vehicle speed environment, with focus on delivering shared street spaces with appropriate vehicle separation.</li> </ul>
Signalised Pedestrian Crossing	Signalised cross-overs are aligned with key urban pedestrian connections to provide appropriate and safe movements on vehicle-dominant streets. Signalised intersections on Stirling Highway will allow sufficient pedestrian movements generating activation on both sides of Stirling Highway and provide walkable connections to the broader neighbourhood.

Public Space Types	Description
Pedestrian Shared Space Street	<p>Pedestrian focussed streets within the Precinct aimed at accommodating all modes of transport in a safe and inclusion manner. Streets will accommodate:</p> <ul style="list-style-type: none"> <li>• Public realm activation through wide footpaths, passive surveillance, landscaping and greenery.</li> <li>• Shared transport infrastructure providing appropriate vehicular separation and street design which prioritises pedestrian movements.</li> </ul>
Slow Speed Town Centre Street	Streets designed to promote the walkability of key urban pedestrian connections, enhance the public realm and provide pedestrian legibility.
Stirling Highway – Gateway Landscaping	Landscaping of Stirling Highway is proposed to provide appropriate separation and clear distinction between passenger vehicle movements and the public realm to improve safety, ambience and leasing of commercial tenancies.



- LEGEND**
- PEDESTRIAN / CYCLIST MOVEMENT**
- Key Street Vehicle Connection
  - Key Urban Pedestrian Connection
  - - - Key Pedestrian/Cyclist Connection
  - ⦿ Signalised Pedestrian Crossing
  - ➡ Preferred Location for pedestrian bridge
- STREET NETWORK**
- ⌒ Pedestrian and Cycle Underpass
  - ⌒ Pedestrian Overpass
  - Pedestrian Shared Space Street
  - Slow Speed Town Centre Street
  - Stirling Highway - Gateway Landscaping
  - ▨ Indicative area for Footbridge Landing subject to detailed design
  - P Consider multi-deck car parking structure to support town centre on Town owned land
- OTHER CATEGORIES**
- ⬜ Precinct Structure Plan Area

**Plan 9: Movement Network Outcomes Plan**  
 Claremont Town Centre Precinct Structure Plan | September 2024

# 8.0 ADDITIONAL INFORMATION

Other requirements applicable to development applications are outlined in Table 10 and are discussed below:

## 8.1 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);
- Public Open Space 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.

Table 10: 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), a Parking Needs Assessment/ Management Plan and a Green Travel Plan is to be submitted with any development proposal within all Character Areas of the precinct.	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 <i>Transport Impact Assessment Guidelines</i> (as amended).	<b>Section 9.0</b>
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).	<p>The proponent is required to demonstrate that onsite landscaping is consistent with the guidance provided by WAPC 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:</p> <ul style="list-style-type: none"> <li>• Measures taken to ensure that verge landscaping and mature trees are not impacted by the development design or damaged during construction; and</li> <li>• Opportunities to increase landscaping within the adjacent public realm, or undertake landscaping immediately abutting the public realm to provide shared benefit.</li> </ul> <p>For development directly abutting Stirling Highway or 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 WA requirements for temporary landscaping of the widened road / 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.</p>	<b>Section 8.0</b>

Matter for Consideration	Requirement	Criteria	Further Information
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	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 <i>Better Urban Water Management</i> (2008).	<b>Section 10.0</b>
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.	<b>Section 11.0</b>
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	<p>1. Where a development proposal includes any noise sensitive use and the subject site is within:</p> <ul style="list-style-type: none"> <li>• The trigger distance under State Planning Policy 5.4 (as amended) for the Perth-Fremantle Passenger Rail;</li> <li>• The trigger distance under State Planning Policy 5.4 (as amended) for Stirling Highway;</li> <li>• 50m measured perpendicular from the outer extent of the closest road carriageway for Gugerri Street, Stirling Road or Leura Avenue.</li> </ul>	<b>Section 5.0</b> <b>Appendix A</b> State Planning Policy 5.4- Road and Rail Noise
	An acoustic assessment of proposed entertainment noise is to be prepared and submitted	Where a 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) in accordance with consideration of amenity impacts under the deemed provisions.	



# 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 28.2378 hectares, and at the time of preparing this report consists of approximately 158 land parcels.



### Legend

 Precinct Structure Plan Area (29.80ha)

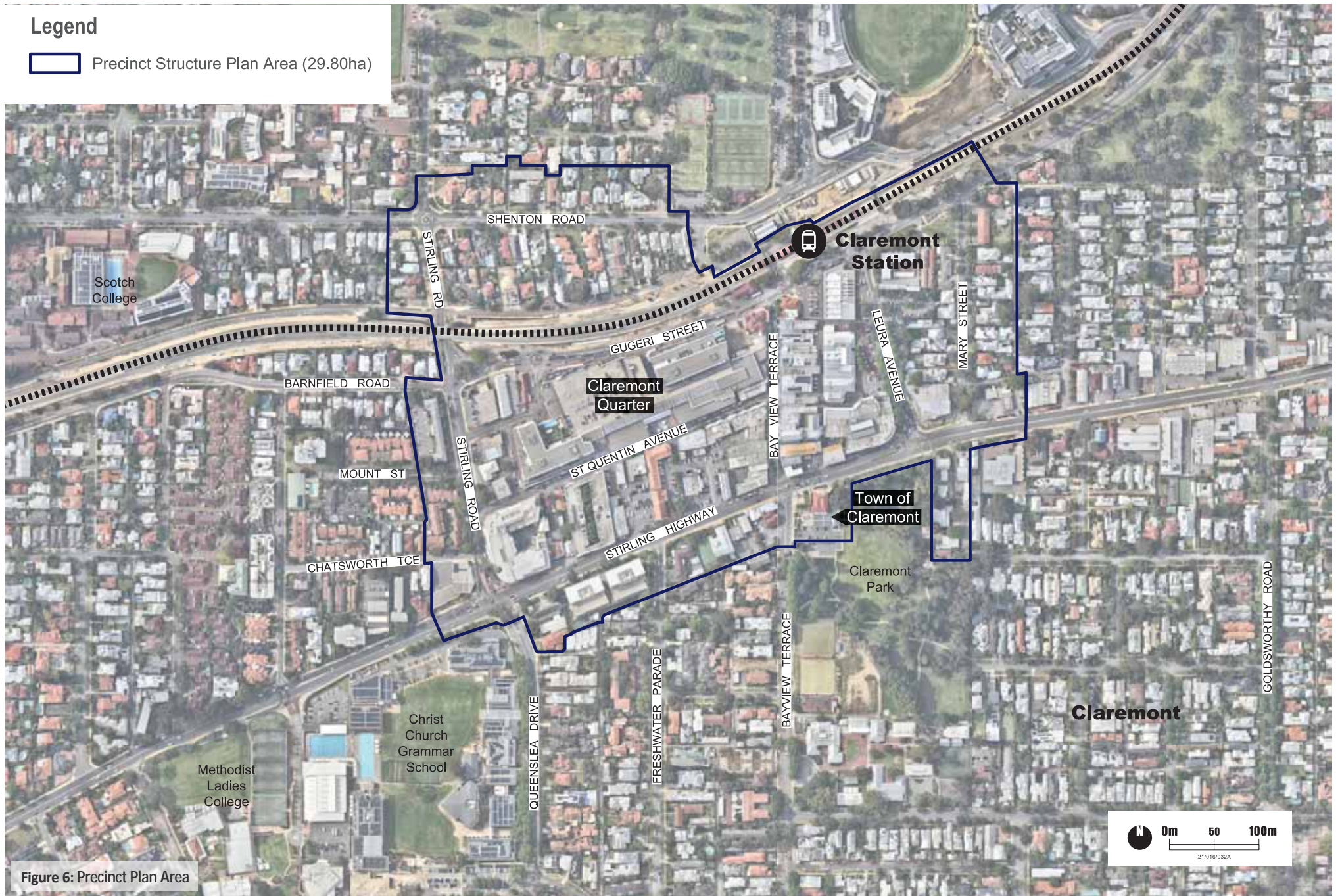


Figure 6: Precinct Plan Area

# 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.



ARK

orum

T CLAREMONT

OURNE

Street Stn

FLOREAT

Lake Claremont

Scotch College

Swanbourne Stn

Fremantle to Perth Rail Line

PEPPERMINT GROVE

Lake Monger Reserve

WEST LEEDERVILLE

Subiaco Stn



West Leederville Stn



Subiaco Activity Centre

SUBIACO

Daglish Stn

Shenton Park Stn

SHENTON PARK

Karrakatta Stn

Loch Street Stn

Claremont Showgrounds

Claremont Showgrounds Stn

CLAREMONT

Claremont Stn

SITE

Stirling Highway

Christ Church Grammar School

Bethesda Health Care

Methodist Ladies College

City West Stn



PERTH CITY

KINGS PARK















NEDLANDS

University of WA

Figure 7: Regional Context (Oblique View)

Swan River

# Legend

-  Precinct Structure Plan Area
-  Primary Road
-  Freight Rail
-  Freight Terminal
-  Existing Passenger Railway and Stations
-  Proposed Passenger Railway and Stations
-  **Activity Centre**  
Perth CBD / Cannington  
Innaloo / Stirling / Garden City  
Fremantle / Midland  
Morley / Floreat  
Wembley / Subiaco
-  **Specialised Activity Centre**  
University Of WA / QEII  
Curtin University / Bentley Technology / Murdoch University
-  Knowledge Arc (proposed light rail)
-  Perth Airport
-  Tourism
-  Lifestyle
-  Office Park
-  Hospitals

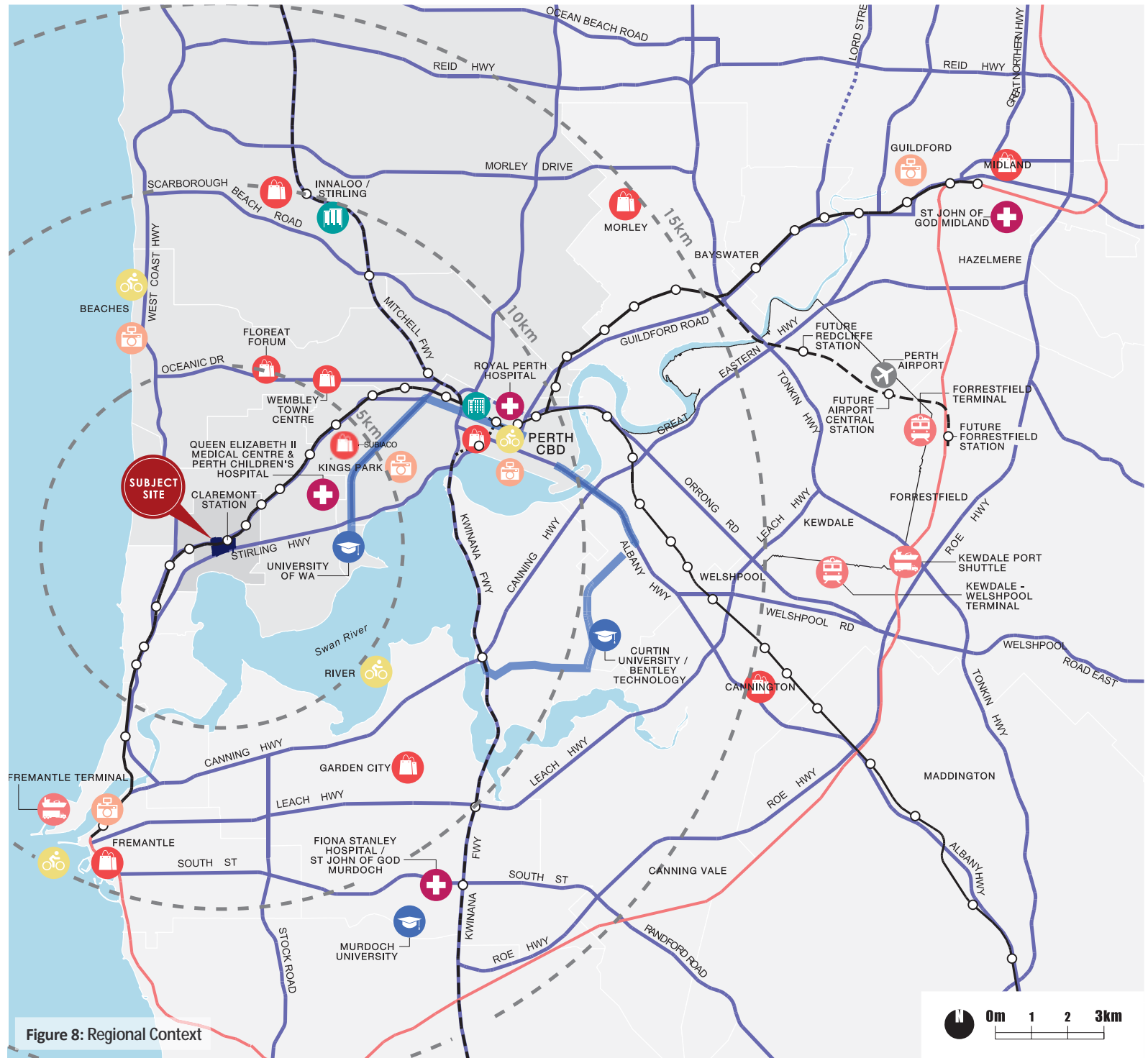


Figure 8: Regional Context

### 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<sup>1</sup>.

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.



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

**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**

### 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 7: Local and State Heritage Plan**.

### 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; Guger 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.





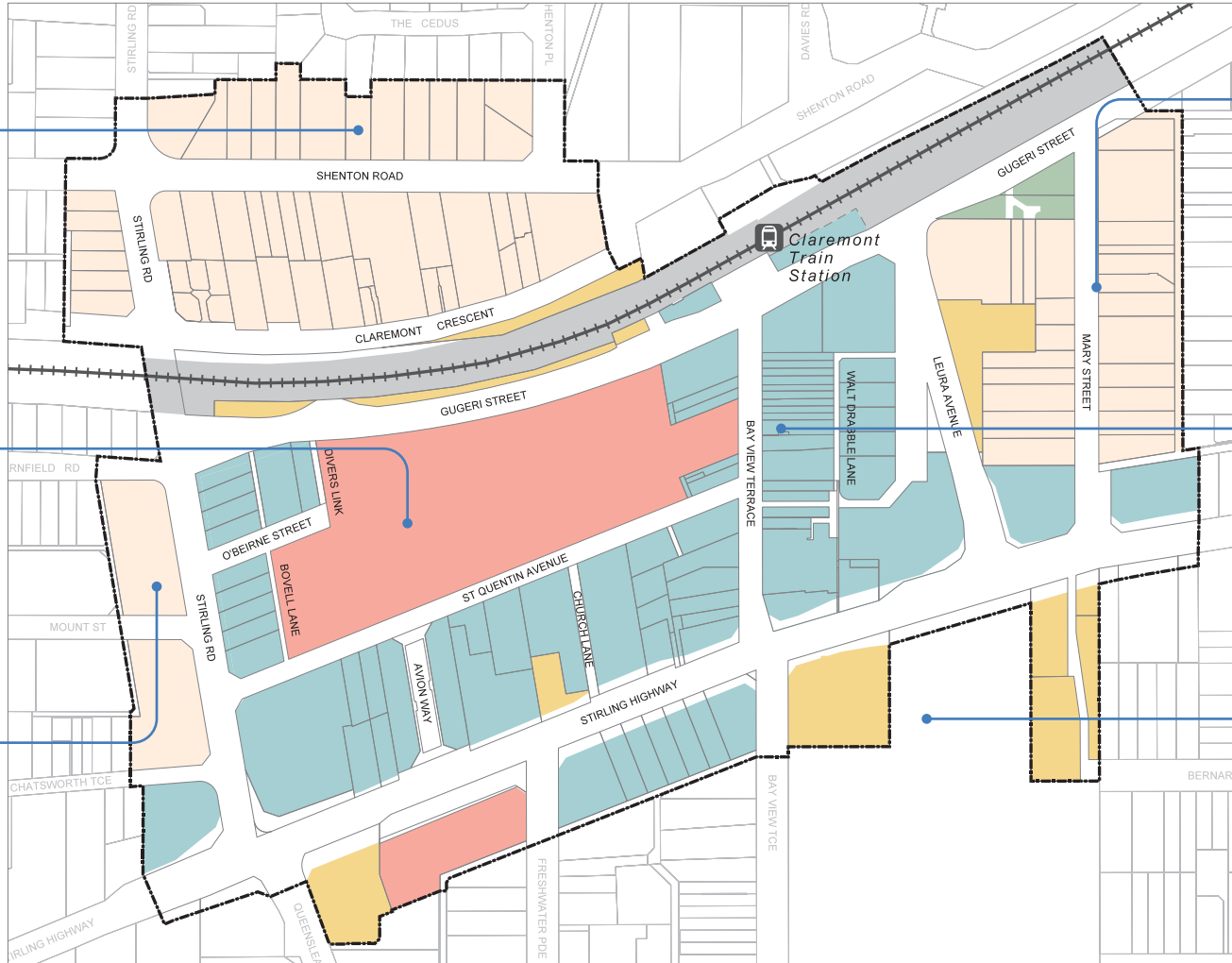
Existing suburban residential development fronting Shenton Road



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



Existing higher density residential along Stirling Road.



**LEGEND**

- Residential Uses
- Commercial Uses (Predominantly)
- Open Space
- Vacant land
- Mixed Use Development
- Civic or Public Purpose Uses
- Railway Reserve

**OTHER CATEGORIES**

- Precinct Structure Plan Area



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.

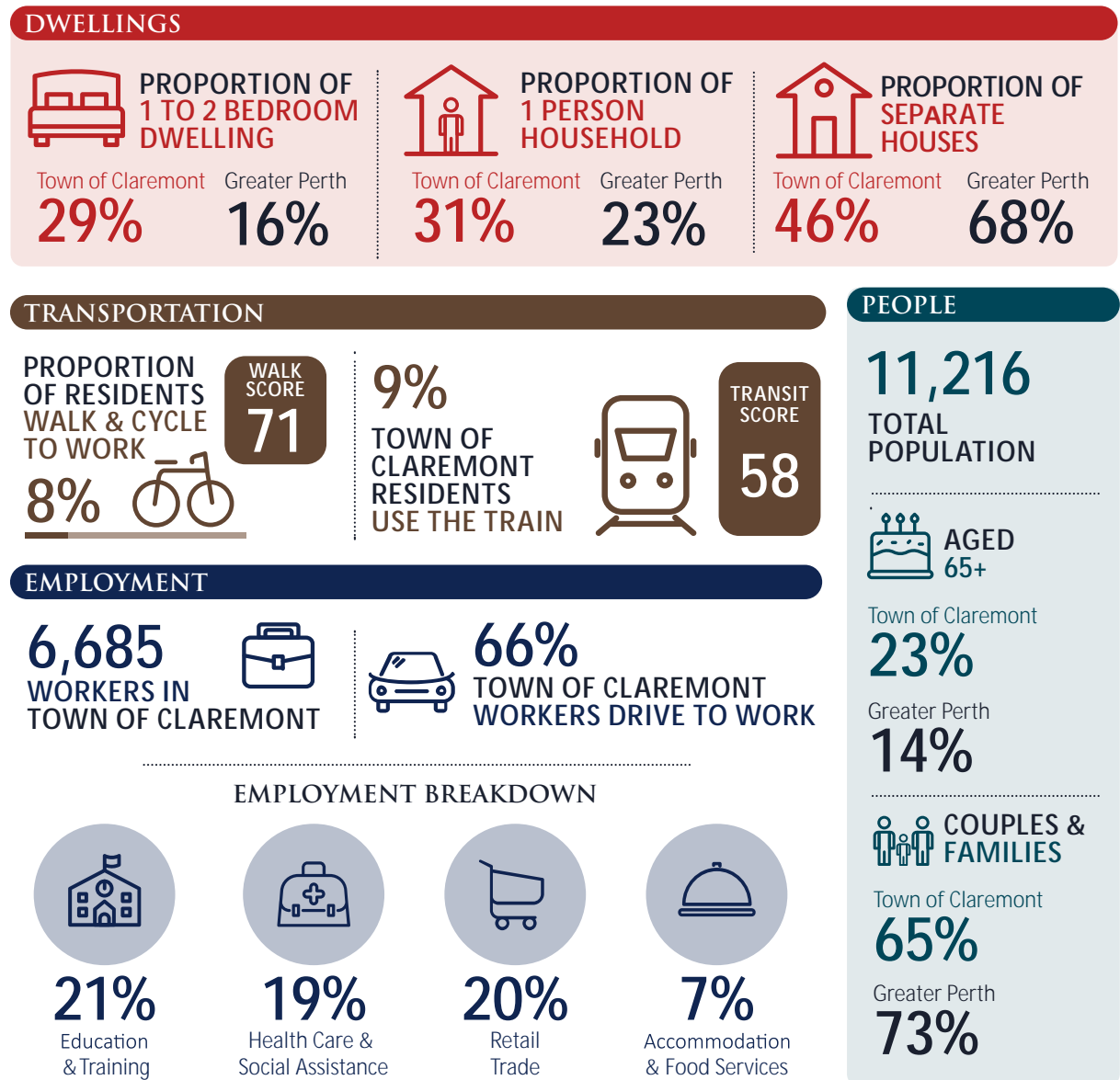


Figure 10: Demographic Summary

## 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. From this projection, density calculations suggest that the PSP area may accommodate an increase of approximately 1,050 – 1,450 additional dwellings which may result in an increase in residents of between 2,300 and 3,200 under a conservative or moderate growth scenario respectively. 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.

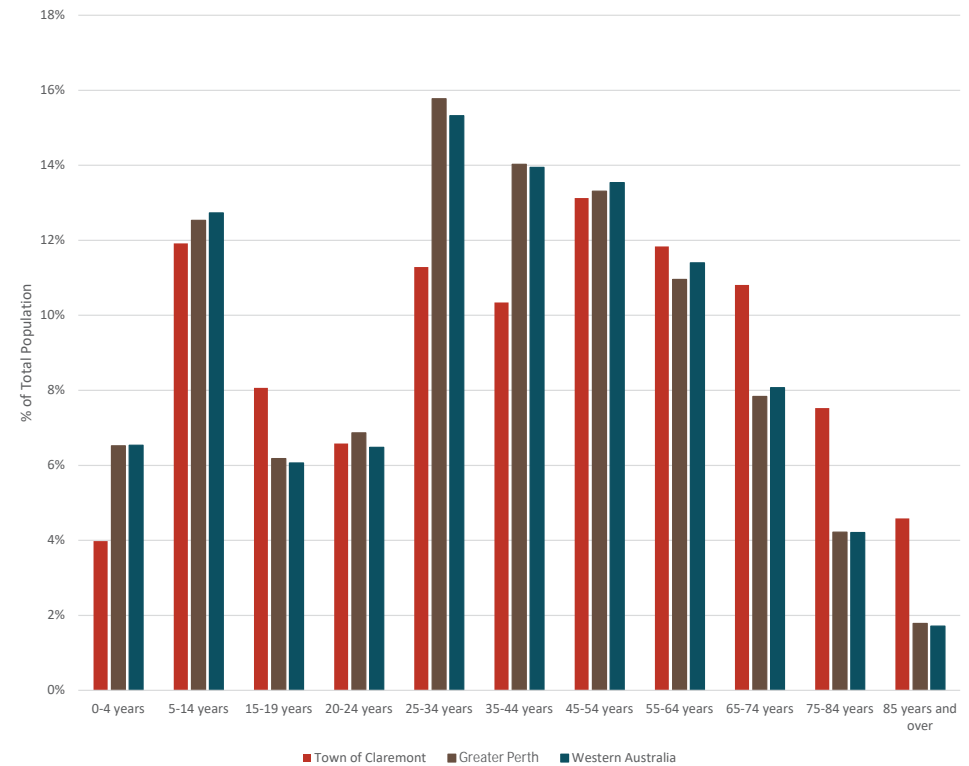


Figure 11: Population by Age/Location (Source: ABS Census 2016)

### 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.

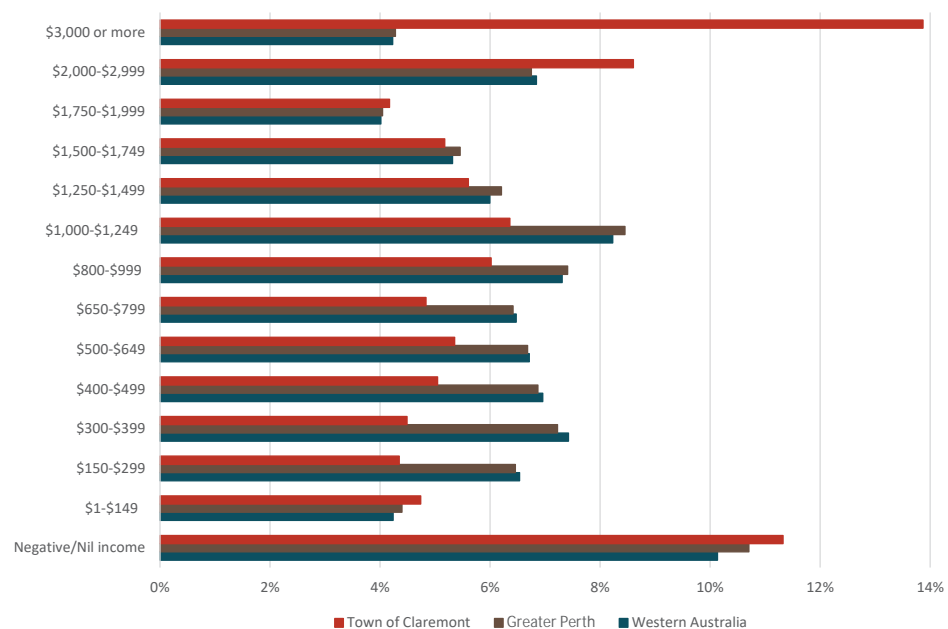
The Town of Claremont has approximately 283,000m<sup>2</sup> of commercial floorspace distributed across the Claremont Town Centre, Stirling Highway East, Swanbourne Local Centre, Loch Street Local Centre, Claremont Showgrounds, a small light industrial area and Bethesda Hospital and several private 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 35,770m<sup>2</sup>. 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 43,842m<sup>2</sup>. A progressive scenario would see an increase in commercial floorspace of 56,142m<sup>2</sup> 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 Lanfeer 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 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 2050 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 as 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.

#### Legend

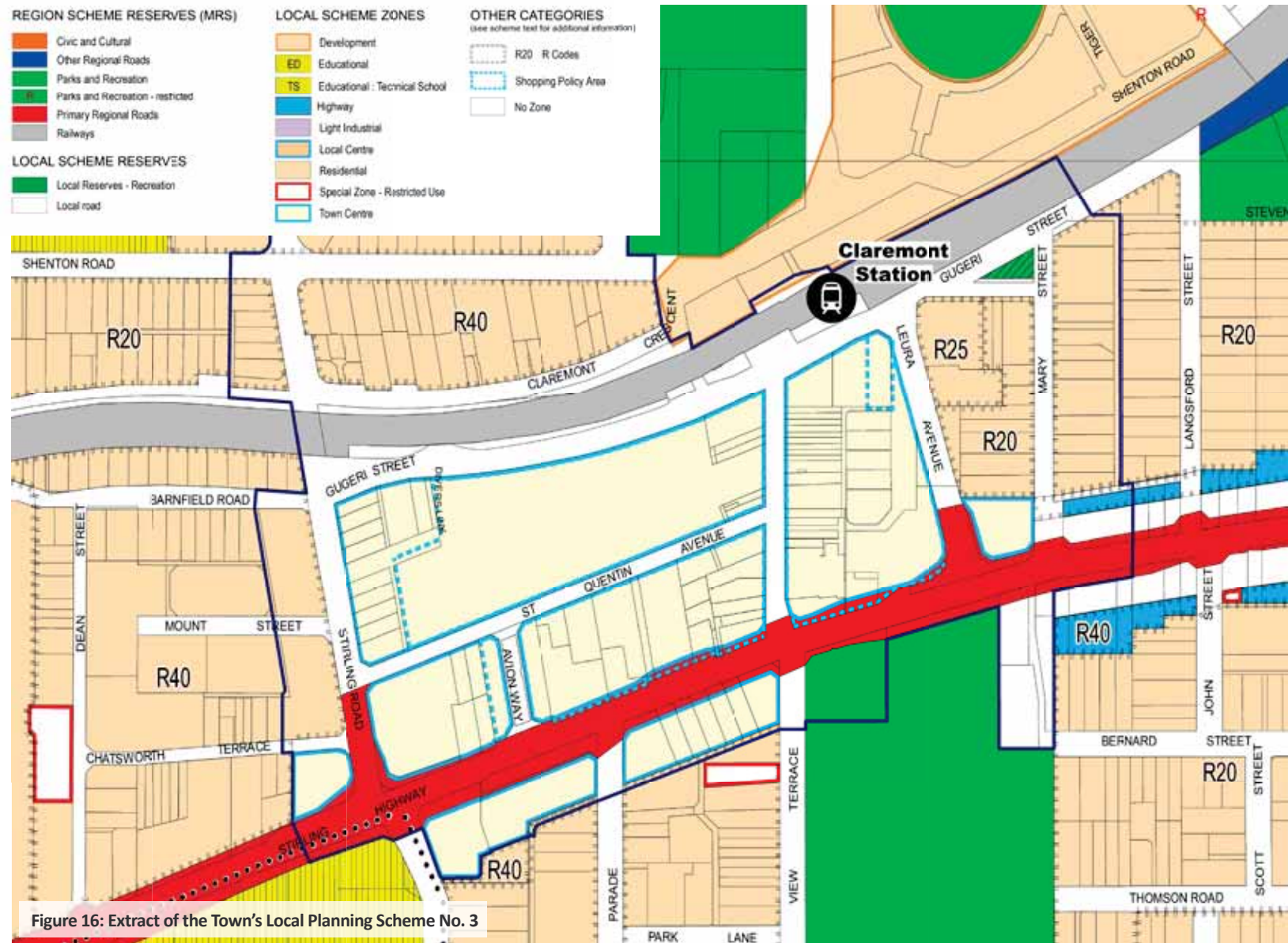


Figure 16: Extract of the Town's Local Planning Scheme No. 3

### 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. The NEP Structure Plan does not form part of the Claremont Town Centre PSP and has been included for context purposes only.

### 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 11** summarises relevant provisions of the plan which are relevant to the PSP.

Table 11: 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.	<ul style="list-style-type: none"> <li>Promote and support initiatives that improved traffic flow.</li> <li>Provide clean, usable, attractive and accessible streetscapes and public spaces.</li> <li>Balance the Town’s historical character with complimentary, well design development.</li> <li>Develop the public realm as gathering spaces for participation, prosperity and enjoyment.</li> </ul>
People	We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.	<ul style="list-style-type: none"> <li>Effectively manage and enhance the Town’s community facilities in response to a growing community.</li> <li>Support local safety and crime prevention.</li> </ul>
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.	<ul style="list-style-type: none"> <li>Take a leadership in the community in environmental sustainability.</li> </ul>
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.	<ul style="list-style-type: none"> <li>Plan for the development of attractive and thriving activity nodes to support small local business.</li> <li>Support new and existing local small businesses and entrepreneurial activity.</li> <li>Raise the profile of the Claremont Town Centre as a visitor destination.</li> </ul>

## **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, Guger 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 12**.



Image: Claremont PSP Visioning Workshop

Table 12: Summary of Engagement Feedback

Engagement	Engagement Feedback
Community Survey	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Retention of heritage buildings and character was noted as important for the future of Claremont.</li> <li>• Strong support was indicated to diversify the economy with diversified land uses including small offices, hospitality and entertainment.</li> <li>• Traffic congestion was a major concern, particularly within the Town Centre and in proximity to some of the schools.</li> </ul>
Vision Workshops	<ul style="list-style-type: none"> <li>• General support for focusing the majority of future development opportunities in the Town Centre, with limited development of low scale at the local centres</li> <li>• The vision for the local centres was to sustain the convenience and diversity of services and retain the character of these small centres.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
Design Workshops	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>

Engagement	Engagement Feedback
Design Workshops (cont)	<ul style="list-style-type: none"> <li>• Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugerri Street block ends</li> <li>• 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.</li> <li>• 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.</li> <li>• Careful consideration of traffic management and improved pedestrian and cyclist amenity needed to be considered as redevelopment occurs.</li> <li>• 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</li> </ul>
Landowner Meetings	<ul style="list-style-type: none"> <li>• Landowners were interested in opportunities for Claremont that would come through in the Strategy and Scheme and were keen to align.</li> <li>• 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.</li> <li>• 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.</li> <li>• Interest exists for development of residential; hotel and serviced accommodation; small scale offices; character/specialist retail; and food and beverage offerings.</li> <li>• Equity in development opportunities between all landowners was raised in the context on preferred locations for uplifting development yields.</li> <li>• Built form options discussed – consolidated bulky development on concentrated locations verses an option of broader podium with slender towers to maintain view corridors.</li> </ul>



## 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 13**.

**Table 13: Thematic Outcomes from Community and Stakeholder Engagement**

Theme	Outcome
Built Form and Land Use	<ul style="list-style-type: none"> <li>Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugerri street block ends.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Land use diversity is important for a vibrant Town Centre. Office land uses should be included within the Town Centre.</li> <li>Heritage buildings and facades are important and must be respected in future development of the Town Centre.</li> <li>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.</li> <li>Development controls within the Town Centre need to respect existing character and streetscapes.</li> <li>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.</li> </ul>
Built Form and Land Use	<ul style="list-style-type: none"> <li>Laneway network and character needs to be protected and enhanced rather than sites amalgamated into large floorplate buildings and removal of laneway permeability.</li> <li>The Town needs to define "Village feel" in this context and establish built form heights relative to views and equitable considerations.</li> </ul>
Public Realm, Environment, Landscape and Community Facilities	<ul style="list-style-type: none"> <li>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.</li> <li>Enlarge the Town Square and surround with active ground floor land uses that improve its desirability for usage.</li> <li>Enhance the public realm character with increased landscaping which will provide shade and amenity for pedestrians.</li> <li>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.</li> <li>Investigate the benefits of increasing diversity of community facilities into the Town Centre.</li> </ul>
Movement Network	<ul style="list-style-type: none"> <li>Maintain a slow vehicle speed within the Town Centre to provide safety for pedestrians and cyclists.</li> <li>Consider opportunities for improved north-south connections to/from the Town across the railway and Stirling Highway. The areas are currently difficult to navigate.</li> <li>Parking is sufficient within the Town Centre and should not ideally be reduced</li> <li>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.</li> <li>Connection to the Train Station needs to be improved for the Town Centre including improved lighting to create a safer environment.</li> <li>Transit nodes of bus interchange and train station need to be highly accessible for all users.</li> <li>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.</li> </ul>

## 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.



Protect and celebrate environmental and public parkland assets within and surrounding the precinct



Provide convenient and safe pedestrian passage across Stirling Highway and the railway line



Provide safe and pleasant pedestrian connections to key destinations



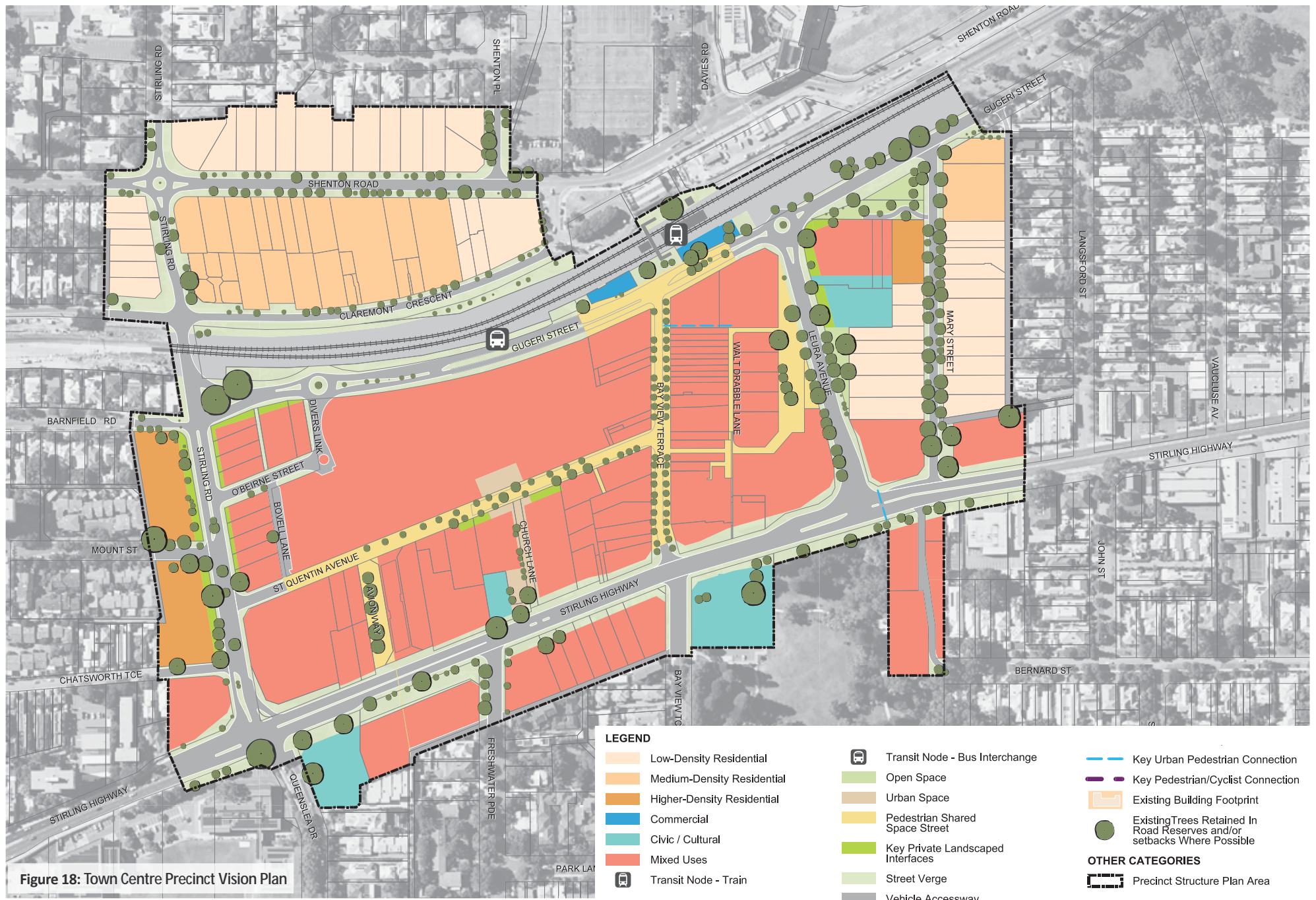
Maintain and enhance ‘village feel’ within the precinct while stimulating the day and night economy



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



Facilitate development appropriate to its heritage, context and location and sensitive to established development



## 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.



### **BELONG**

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



### **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



### **PROSPER**

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



### **PLAY**

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



Table 14: 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	<ul style="list-style-type: none"> <li>• Support a Town Centre character reflecting Claremont’s social, cultural and built heritage.</li> <li>• Retention of existing landmark ‘sentinel’ trees, and the planting of new landmark trees in key locations.</li> <li>• Foster the civic presence of key facilities, and their active interface with public spaces and streets.</li> <li>• Provide building setbacks and street spaces that support a quality public realm experience.</li> </ul>
A Friendly Place	<ul style="list-style-type: none"> <li>• Provide safe streets, pathways, public/private spaces.</li> <li>• Maintain building facade design characteristics that enhance the amenity and appeal of the adjacent streetscape through appropriate building proportions, surveillance and visual interest.</li> <li>• Connect the public places and spaces together with a legible, high quality pedestrian/cycle path network.</li> <li>• Make the public spaces and pedestrian connections comfortable – providing shade and shelter, cool areas and warm areas.</li> <li>• Respect the amenity of neighbours around the edge of the precinct by optimising compatibility and minimising impacts.</li> </ul>
A Welcoming Place	<ul style="list-style-type: none"> <li>• Make the Town Centre easy to get to for pedestrians, cyclists and transit users, and easy to access parking areas.</li> <li>• Improve the ease of movement around the Town Centre, with existing laneway permeability and quality/activated cyclist and pedestrian linkages.</li> <li>• Reduce barriers to pedestrian movement such as difficult streets to cross and increase the enjoyment of public spaces.</li> <li>• Provide a quality Town Centre environment, with detailed attention to the design of buildings and the public realm.</li> </ul>
A Place that Fosters Togetherness	<ul style="list-style-type: none"> <li>• Providing and linking a range of civic and community facilities that will support an interactive community life.</li> <li>• Creating and managing publicly accessible spaces and nodes of activity for socialising and activation.</li> <li>• Support a democratic Town Centre, with features and facilities that cater for everyone.</li> <li>• Enhance the choices of public spaces, settings and uses available within the Precinct.</li> </ul>





**Table 15: Table 7: Urban Design Theme - Live**

<b>LIVE</b>	
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	
<b>Values</b>	<b>Objectives</b>
<b>A Place of Housing Choices</b>	<ul style="list-style-type: none"> <li>• Enable a diverse choice of residential dwellings within the PSP area.</li> <li>• Provide places for apartments of varying sizes in mixed-use Town Centre streets.</li> <li>• Enable opportunities for housing associated with aged care, age-related and/or managed accommodation.</li> <li>• Support short-stay accommodation opportunities.</li> <li>• Consider opportunities for contemporary / innovative housing models to optimise diversity and affordability.</li> </ul>
<b>A Place of Quality Amenity</b>	<ul style="list-style-type: none"> <li>• Optimise the retention of mature existing ‘sentinal’ trees, particularly in parks and street verges.</li> <li>• Ensure small-lot housing and apartment developments are designed and configured to contribute towards attractive streetscapes.</li> <li>• Optimise opportunities to enhance the amenity and quality of public spaces to attract and sustain the residential population.</li> <li>• 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.</li> </ul>
<b>An Enlivened Place</b>	<ul style="list-style-type: none"> <li>• Increase the residential population supporting Town Centre businesses and activating the public realm during the day and night.</li> <li>• 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.</li> <li>• 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.</li> </ul>





**Table 16: Table 8: Urban Design Theme - Prosper**

<b>PROSPER</b> 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	<ul style="list-style-type: none"> <li>• Optimise opportunities for new sustainable commercial development which enhances the existing commercial landscape.</li> <li>• Provide appropriate land use zones, land use permissibility and development requirements that support and facilitate the growth of non-residential uses and associated employment.</li> <li>• Facilitate the growth of employment within the PSP area.</li> <li>• Facilitate an activated day and night economy.</li> <li>• Facilitate a sustainable retail core to emphasise its status as a Secondary Activity Centre.</li> </ul>
A Place of Cultural and Social Well-being	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Ensure the design of the public realm expresses and celebrates the community’s identity, shared histories, values, beliefs and traditions.</li> <li>• Locate and connect public spaces and facilities to support and raise the awareness of cultural initiatives and community diversity.</li> </ul>
A Place of Synergies	<ul style="list-style-type: none"> <li>• Support the growth of entertainment and hospitality uses within close proximity to key retail and civic/cultural facilities.</li> <li>• Support the regeneration and activation of the southern end of Bay View Terrace.</li> <li>• Enable new appropriately located non-residential land uses that support employment growth without adversely affecting the sustainability of existing businesses.</li> <li>• Strategically locate public vehicle parking to optimise the associated pedestrian traffic exposure to retail and hospitality businesses.</li> <li>• Consider opportunities to facilitate entertainment uses (e.g. cinema), along with food and beverage opportunities such as hotels, small bars and restaurants.</li> </ul>
A Place to Invest	<ul style="list-style-type: none"> <li>• Facilitate a precinct framework that gives clarity, certainty and confidence for the PSP area landowners and developers.</li> <li>• Champion a Town Centre vision and implementation strategy with collaboration between the public and private sector.</li> <li>• Provide development requirements that will lead to a high-quality urban environment whilst maintaining efficient approval processes and construction outcomes.</li> <li>• Enable desired Town Centre outcomes to be staged as private redevelopment and public works occur over time.</li> </ul>





**Table 17: 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	<ul style="list-style-type: none"> <li>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.</li> <li>Promote land uses which foster the 'evening economy' with a diversity of entertainment, leisure and hospitality opportunities.</li> <li>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.</li> <li>Increase the quantity and variety of urban spaces for informal socialising and curated events, including enhanced utilisation of the existing Town Square.</li> </ul>
A Highly Pedestrianised Environment	<ul style="list-style-type: none"> <li>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.</li> <li>Provide well-defined and safe walkways through streets and laneways that connect to parks and other destinations within the Town Centre and nearby.</li> </ul>
A Place for Passive Recreation and Leisure	<ul style="list-style-type: none"> <li>Utilise Claremont Park and its environs as an opportunity to create new leisure activities complementary to the PSP area.</li> <li>Retain the cultural importance of Claremont Community Hub, possibly enhancing its use with complementary new features.</li> <li>Enable development that will accommodate multi-use community facilities and a diversity of leisure activities.</li> <li>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.</li> </ul>





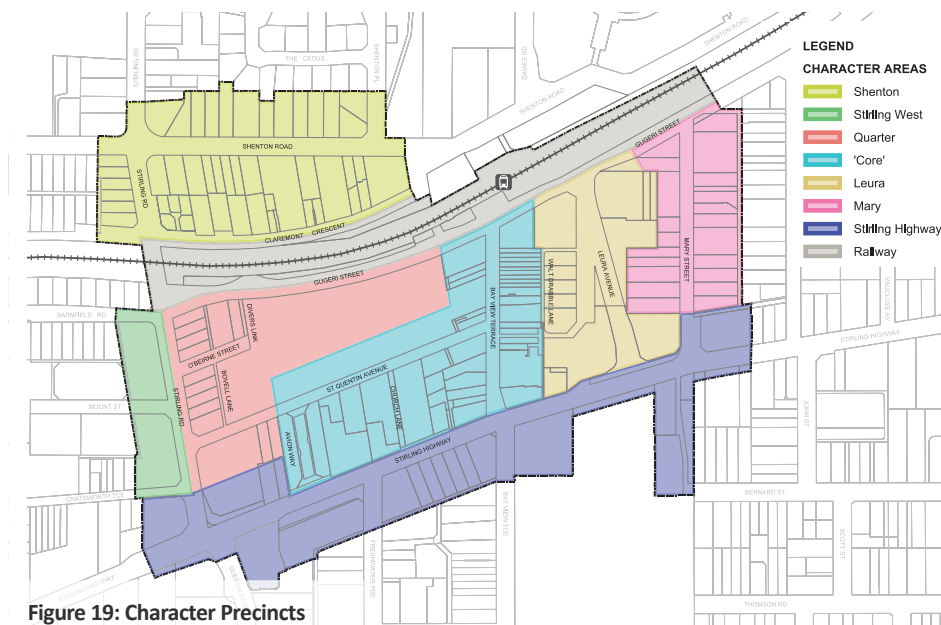
### 4.3 Typology Character Precincts

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

These distinct precincts 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 precincts 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 precinct responses are summarised in **Table 18** below.

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



**Table 18: 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 Precinct 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 Precinct will retain its existing heritage characteristics and blend new development in a manner that protects and celebrates its heritage elements. This Character Precinct 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 Precinct 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 Precinct 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 scale building typologies with landscaped building setbacks enhancing the wide street.

### 4.3.2 Area 2: Stirling West

The Stirling West Character Precinct 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 precinct achieves a transition from mixed land use at its eastern edge to residential land use at its western edge 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 Precinct 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 Precinct 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: Precinct 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 Precinct is characterised by a diverse range of land uses, achieving a semi-active public realm supporting good pedestrian permeability and vehicle access. The Character Precinct 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 Precinct 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.



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



Image: Desirable development form adjacent Stirling Road



Image: Existing high amenity streetscape character of St Quentin Avenue

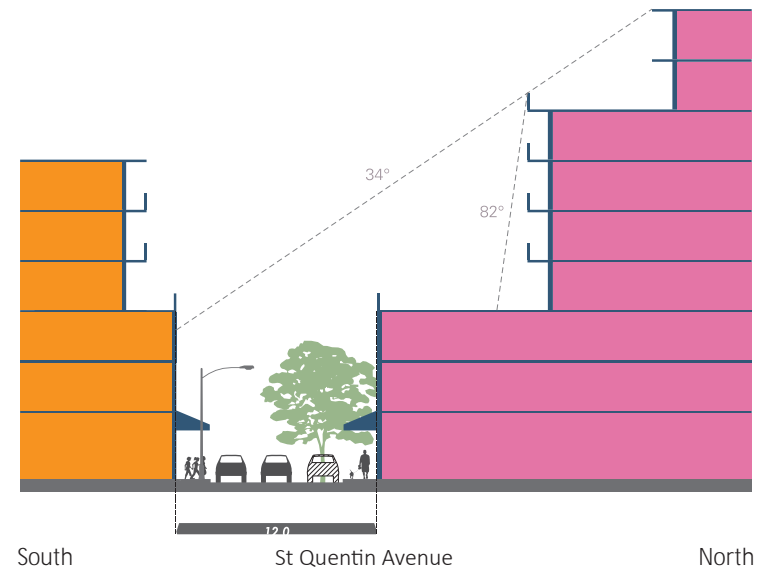


Figure 25: St Quentin Avenue - west (12.0m) is characterised as a two way street with separated pedestrian movement framed with human scale building typologies, awnings over footpaths and no street setbacks

#### 4.3.4 Area 4: Core

The Core Character Precinct 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 precinct 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 precinct 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.

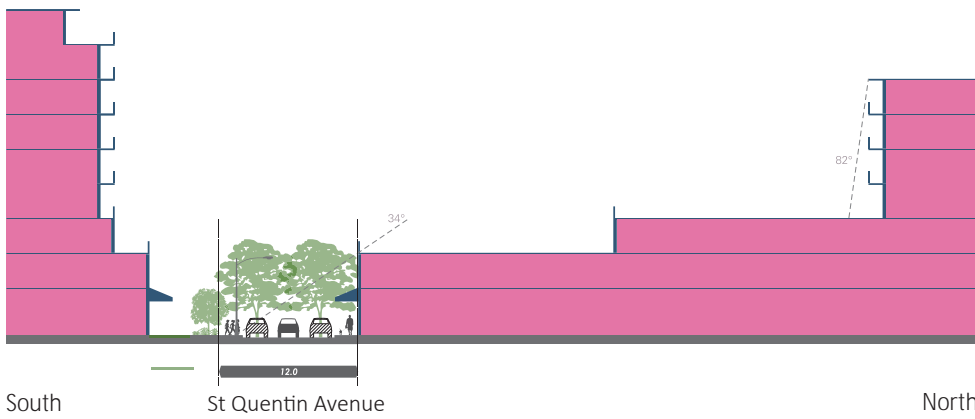
##### Key Attributes:

- The Core Character Precinct 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 Precinct.
- 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 Precinct.

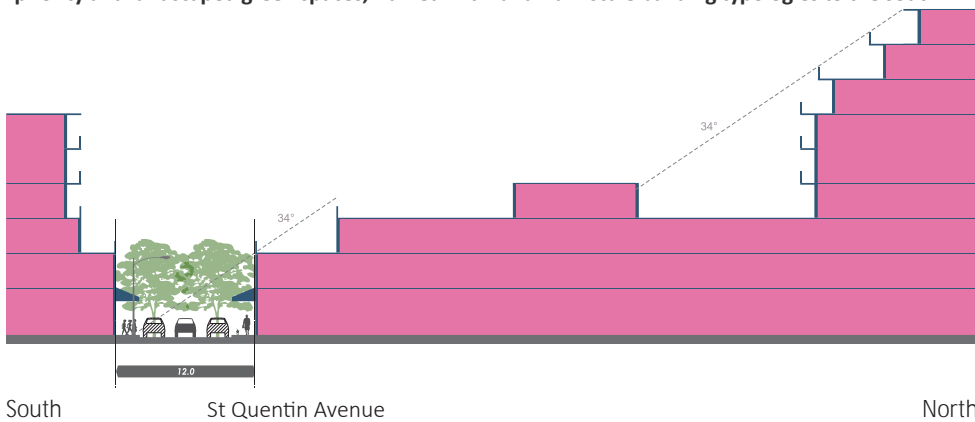
- Building heights for development above the podium level fronting Bay View Terrace shall achieve upper floor development that does not protrude beyond a 32’ angular plane sight line control established from 1.6m above the constructed footpath edge (**refer figures 28 and 30 below and Plan 5 located 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.



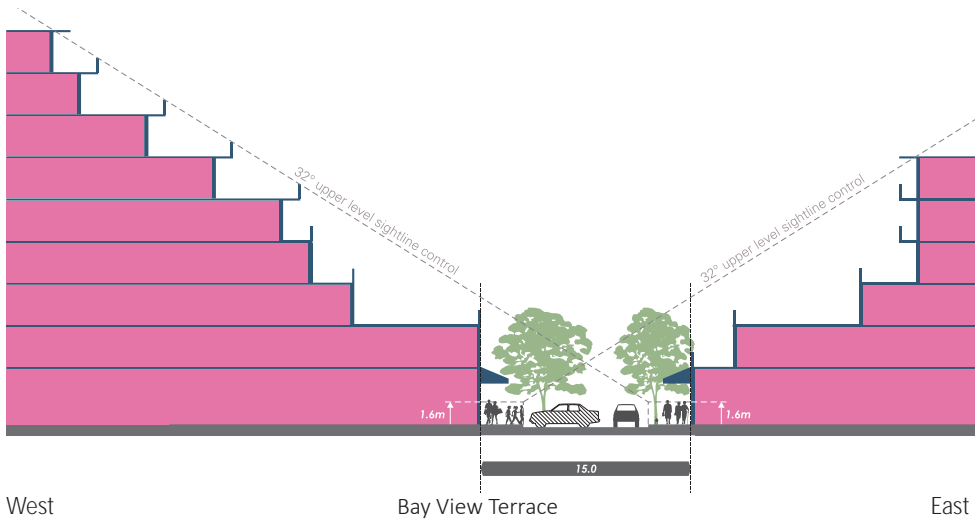
Image: Established character elements of the Core Character Precinct



**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..**



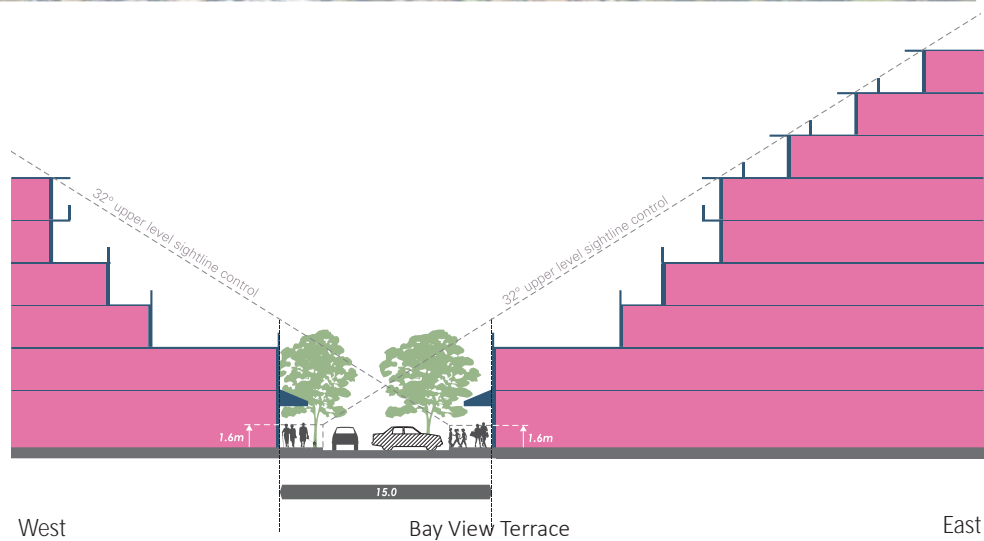
**Figure 27: Section B - St Quentin Avenue (12.0m) characterised as a slow speed pedestrian space framed by human scale buildings and no street setbacks.**



**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: Precinct 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 Precinct 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 Precinct 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 Precinct 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 Precinct interfaces with the Claremont Oval development on the north side of the railway corridor and provides building height transition along Guger 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.



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



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

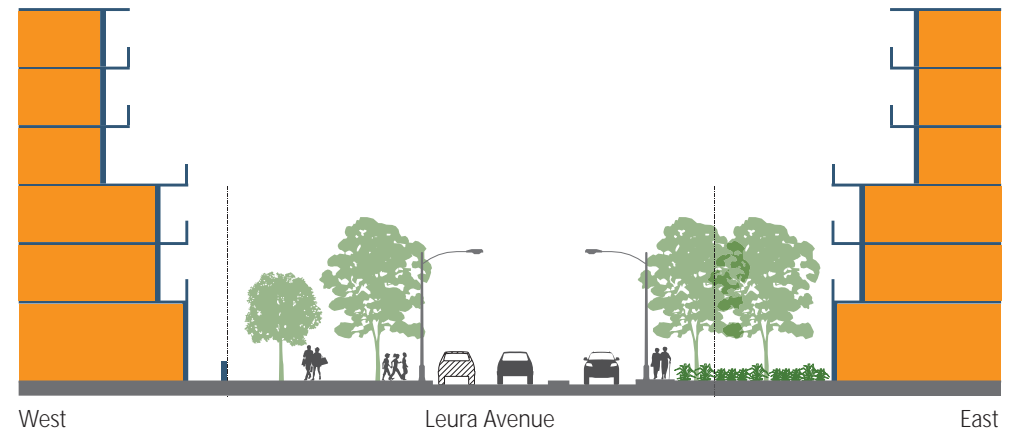


Figure 32: Leura Avenue - north (variable width) characterised as a key road connection with treed lined edges and separated pedestrian/shared pathways. Building typologies constitute medium distance street setbacks and human scale building edges.

#### 4.3.6 Area 6: Mary

The Mary Character Precinct 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 Guger Street and Stirling Highway to capitalise on the key transport links but are to be sensitively integrated to protect the broader Mary Character Precinct.

##### Key Attributes:

- The Mary Character Precinct prioritises the protection and respect of its unique heritage character elements. Ensure that the character elements of built form and existing sentinel 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 Guger 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: Precinct character is influenced by the established heritage homes, mature street trees and front home landscaping, moderate street width and on-street parking.

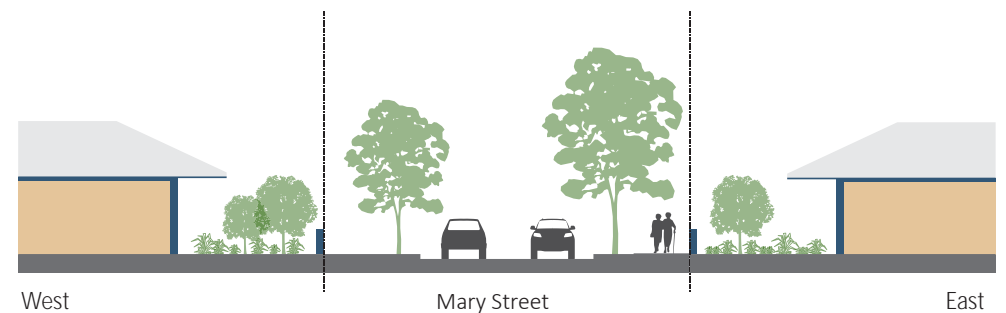


Figure 34: Mary Street (15.0m) characterised by residential land use and low scale building typologies with large landscaped building setbacks enhancing the street amenity.



### 4.3.7 Area 7: Stirling Highway

The Stirling Highway Character Precinct 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 Precinct 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:

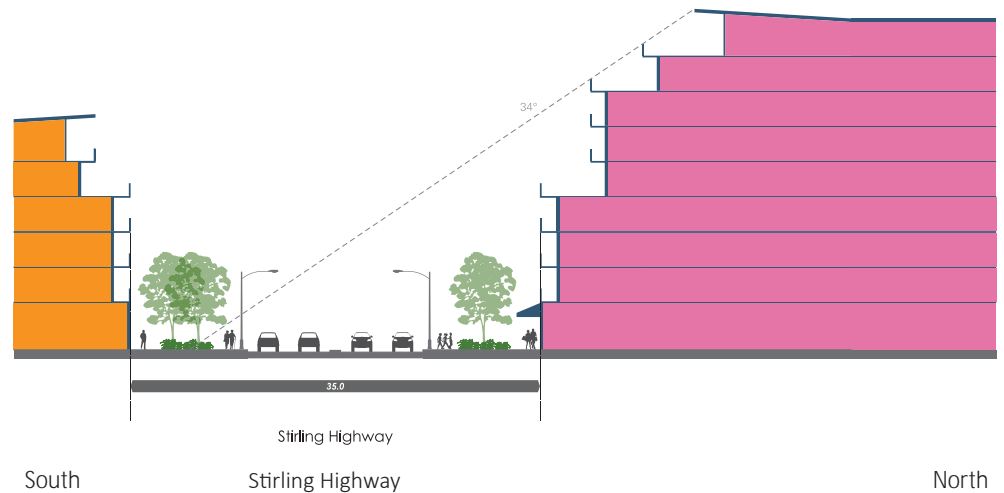
- The Stirling Highway Character Precinct plays an important role as a major transport link through the PSP. Various opportunities for improvements to pedestrian and cycle network through crossings by consideration of bridge, at-grade or median refuges. Locations of these crossings will be carefully 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 transitional 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:** Precinct 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.



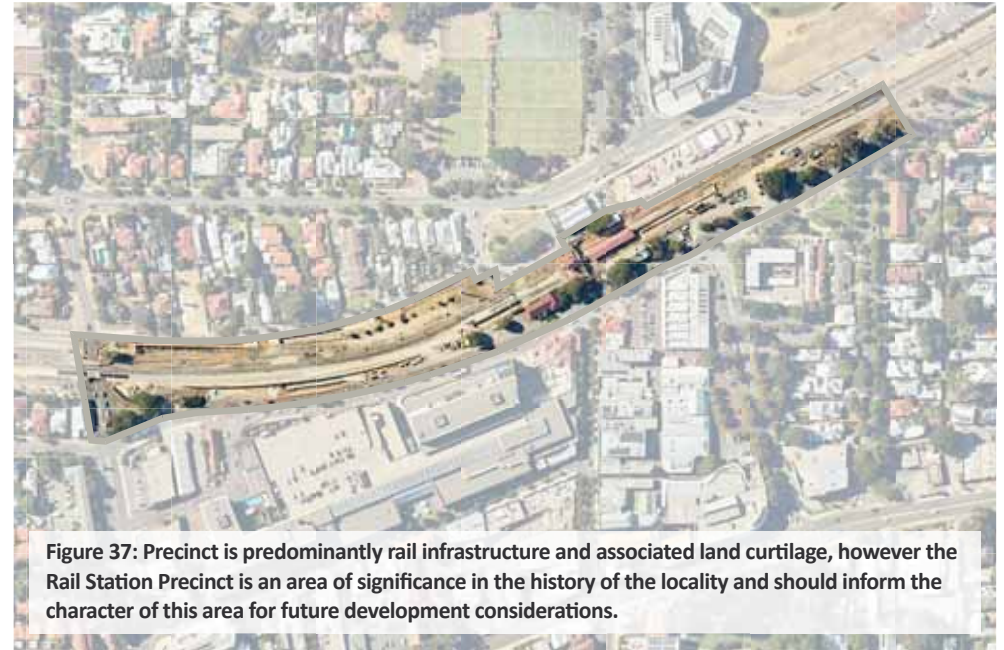
**Figure 36:** Stirling Highway (variable width) is characterised as a key primary regional road connection with moderate opportunity for treed edges to enhance amenity of separated pedestrian movement framed with 4 storey podium building edges and no street setbacks. Development form on the north shall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

#### 4.3.8 Area 8: Railway

The Railway Character Precinct provides the integration between the Town Centre, its railway heritage buildings and the Claremont on the Park development at Claremont Oval. The precinct 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 Precinct 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 sentinel trees is critical within the area, given the Character Precinct’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: Precinct 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.

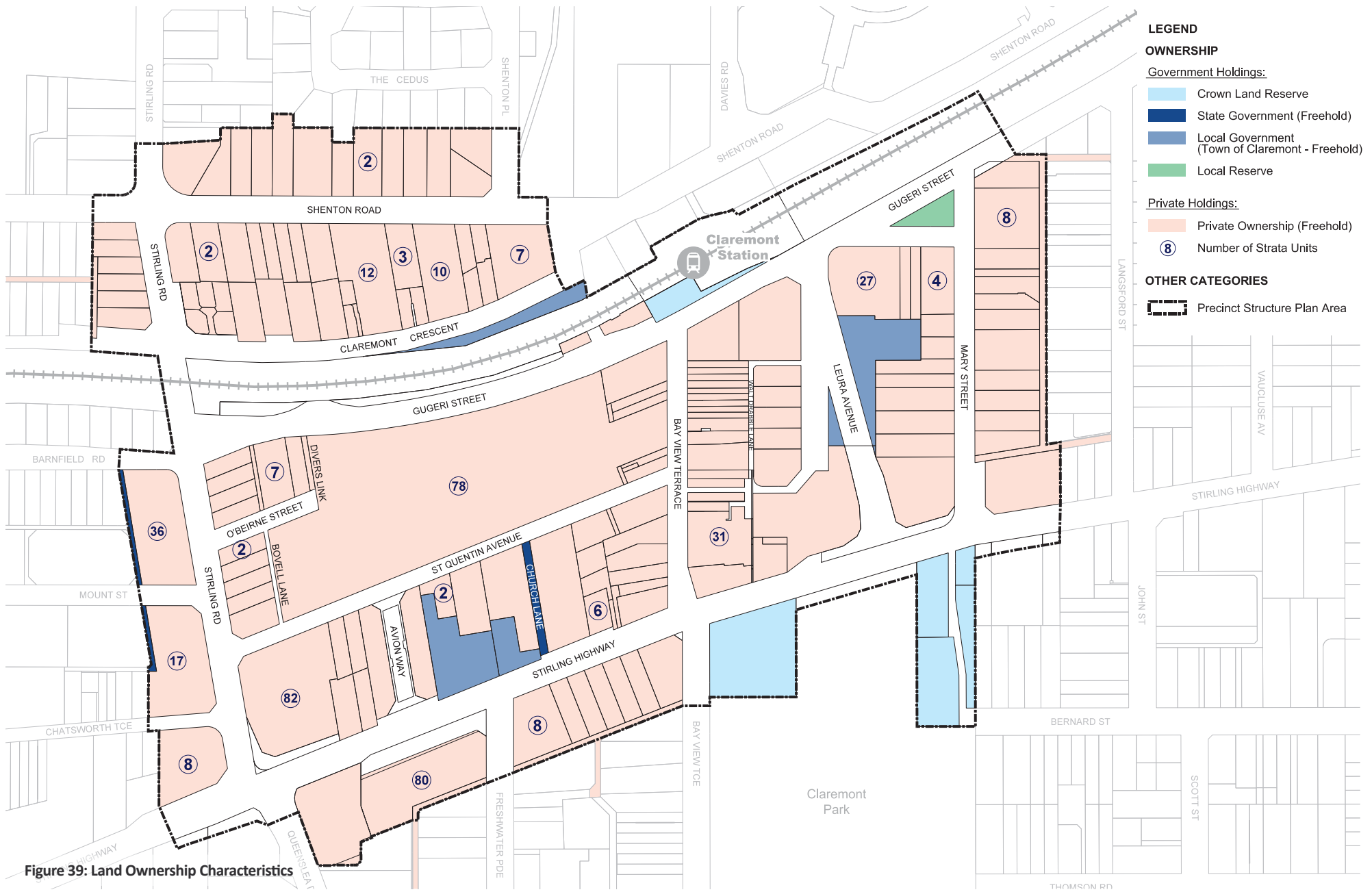
## 5.2 Land Ownership Characteristics

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.



Figure 38: Existing Land Fragmentation



**LEGEND**

**OWNERSHIP**

**Government Holdings:**

- Crown Land Reserve
- State Government (Freehold)
- Local Government (Town of Claremont - Freehold)
- Local Reserve

**Private Holdings:**

- Private Ownership (Freehold)
- Number of Strata Units

**OTHER CATEGORIES**

- Precinct Structure Plan Area

**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**.

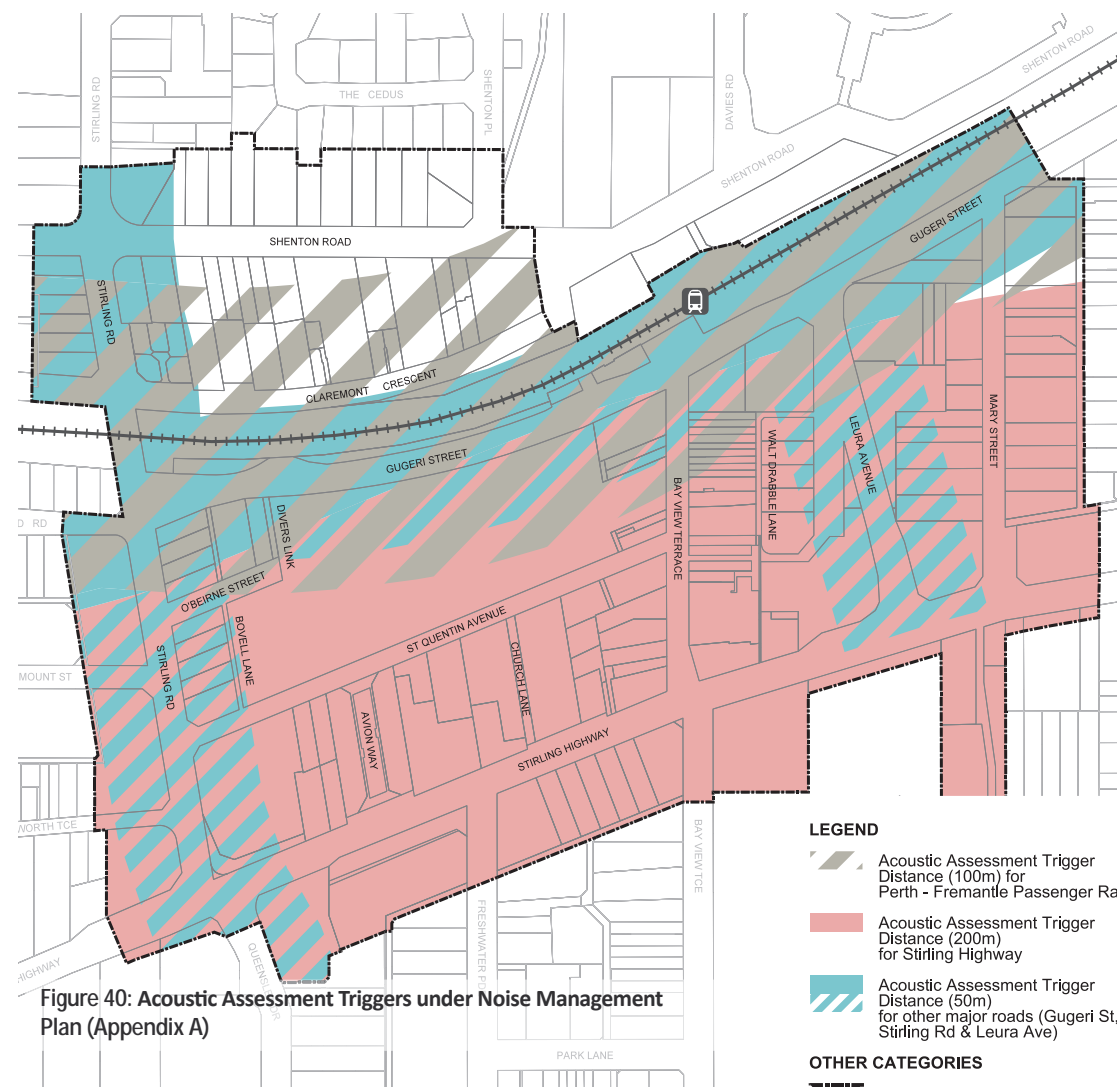
The NMP identifies three main sources of noise for consideration under SPP5.4, being:

- 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, Guger 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, Guger 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**.



## 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 19**.

**Table 19: 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.	<b>Section 5.1</b>	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.	<b>Section 5.2</b>	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**).

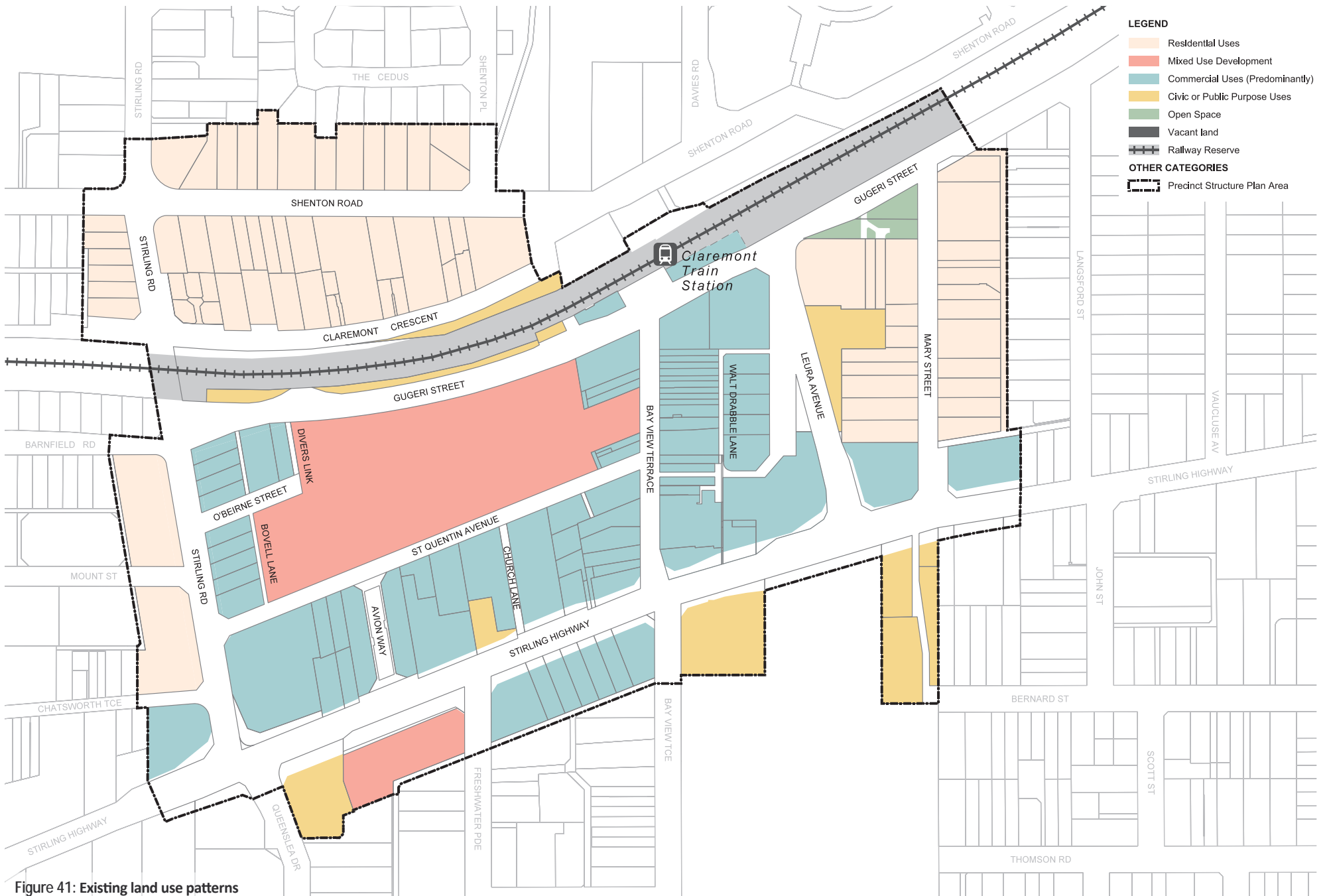
### 6.1.2 Mixed Use (Commercial / Retail)

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<sup>2</sup> 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<sup>2</sup> 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<sup>2</sup> for shop/retail floor space.





- LEGEND**
- Residential Uses
  - Mixed Use Development
  - Commercial Uses (Predominantly)
  - Civic or Public Purpose Uses
  - Open Space
  - Vacant Land
  - Railway Reserve
- OTHER CATEGORIES**
- Precinct Structure Plan Area

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); and
- Office (professional services; general health services; insurance agents, brokers and services; accounting, auditing and book-keeping services).

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<sup>2</sup>, 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<sup>2</sup> 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 Gugerri 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

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.

As detailed in S2.2.2 the population is characterised 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 20** below.

**Table 20: 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 <sup>2</sup>	37,842m <sup>2</sup>	42,179m <sup>2</sup>	47,052m <sup>2</sup>	52,534m <sup>2</sup>
Gap in Floorspace Provision (from 2021) (Low Population Growth Scenario)	N/A	1,704m <sup>2</sup>	6,041m <sup>2</sup>	10,914m <sup>2</sup>	16,396m <sup>2</sup>
Total Supportable Floorspace (High Population Growth Scenario)	36,138m <sup>2</sup>	38,079m <sup>2</sup>	42,703m <sup>2</sup>	47,959m <sup>2</sup>	54,892m <sup>2</sup>
Gap in Floorspace Provision (from 2021) (High Population Growth Scenario)	N/A	1,941m <sup>2</sup>	6,565m <sup>2</sup>	11,821m <sup>2</sup>	18,754m <sup>2</sup>

### 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 21** 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 21: 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	7,390m <sup>2</sup>	7,695m <sup>2</sup>	8,577m <sup>2</sup>	9,567m <sup>2</sup>	10,682m <sup>2</sup>
		Future Gap (from 2021)	N/A	305m <sup>2</sup>	1,187m <sup>2</sup>	2,177m <sup>2</sup>	3,292m <sup>2</sup>
	High Growth Scenario	Total Required Floorspace	7,390m <sup>2</sup>	7,743m <sup>2</sup>	8,683m <sup>2</sup>	9,752m <sup>2</sup>	11,161m <sup>2</sup>
		Future Gap (from 2021)	N/A	353m <sup>2</sup>	1,293m <sup>2</sup>	2,362m <sup>2</sup>	3,771m <sup>2</sup>
Office / Business (OFF)	Low Growth Scenario	Total Required Floorspace	16,394m <sup>2</sup>	17,070m <sup>2</sup>	19,026m <sup>2</sup>	21,224m <sup>2</sup>	23,697m <sup>2</sup>
		Future Gap (from 2021)	N/A	676m <sup>2</sup>	2,632m <sup>2</sup>	4,830m <sup>2</sup>	7,303m <sup>2</sup>
	High Growth Scenario	Total Required Floorspace	16,394m <sup>2</sup>	17,177m <sup>2</sup>	19,262m <sup>2</sup>	21,633m <sup>2</sup>	24,761m <sup>2</sup>
		Future Gap (from 2021)	N/A	783m <sup>2</sup>	2,868m <sup>2</sup>	5,239m <sup>2</sup>	8,367m <sup>2</sup>
Health / Welfare / Community Services (HEL)	Low Growth Scenario	Total Required Floorspace	4,578m <sup>2</sup>	4,767m <sup>2</sup>	5,313m <sup>2</sup>	5,927m <sup>2</sup>	6,617m <sup>2</sup>
		Future Gap (from 2021)	N/A	189m <sup>2</sup>	735m <sup>2</sup>	1,349m <sup>2</sup>	2,039m <sup>2</sup>
	High Growth Scenario	Total Required Floorspace	4,578m <sup>2</sup>	4,797m <sup>2</sup>	5,379m <sup>2</sup>	6,041m <sup>2</sup>	6,914m <sup>2</sup>
		Future Gap (from 2021)	N/A	219m <sup>2</sup>	801m <sup>2</sup>	1,463m <sup>2</sup>	2,336m <sup>2</sup>
Service Industry (SER)	Low Growth Scenario	Total Required Floorspace	3,223m <sup>2</sup>	3,356m <sup>2</sup>	3,740m <sup>2</sup>	4,173m <sup>2</sup>	4,659m <sup>2</sup>
		Future Gap (from 2021)	N/A	133m <sup>2</sup>	517m <sup>2</sup>	950m <sup>2</sup>	1,436m <sup>2</sup>
	High Growth Scenario	Total Required Floorspace	3,223m <sup>2</sup>	3,377m <sup>2</sup>	3,787m <sup>2</sup>	4,253m <sup>2</sup>	4,868m <sup>2</sup>
		Future Gap (from 2021)	N/A	154m <sup>2</sup>	564m <sup>2</sup>	1,030m <sup>2</sup>	1,645m <sup>2</sup>
Other Retail (RET)	Low Growth Scenario	Total Required Floorspace	3,911m <sup>2</sup>	4,072m <sup>2</sup>	4,539m <sup>2</sup>	5,063m <sup>2</sup>	5,653m <sup>2</sup>
		Future Gap (from 2021)	N/A	161m <sup>2</sup>	628m <sup>2</sup>	1,152m <sup>2</sup>	1,742m <sup>2</sup>
	High Growth Scenario	Total Required Floorspace	3,911m <sup>2</sup>	4,098m <sup>2</sup>	4,595m <sup>2</sup>	5,161m <sup>2</sup>	5,907m <sup>2</sup>
		Future Gap (from 2021)	N/A	187m <sup>2</sup>	684m <sup>2</sup>	1,250m <sup>2</sup>	1,996m <sup>2</sup>
<b>Projected Commercial (non-retail) Floorspace Growth Gap</b>						Low Growth Scenario	<b>15,812m<sup>2</sup></b>
						High Growth Scenario	<b>18,115m<sup>2</sup></b>
<b>Total Commercial (incl. retail) Floorspace Growth Gap</b>						Low Growth Scenario	<b>32,208m<sup>2</sup></b>
						High Growth Scenario	<b>36,896m<sup>2</sup></b>

*\*Sum of projected floorspace growth gap figures attained via Table 20 and Table 21\**

### 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 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 Guger), 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.

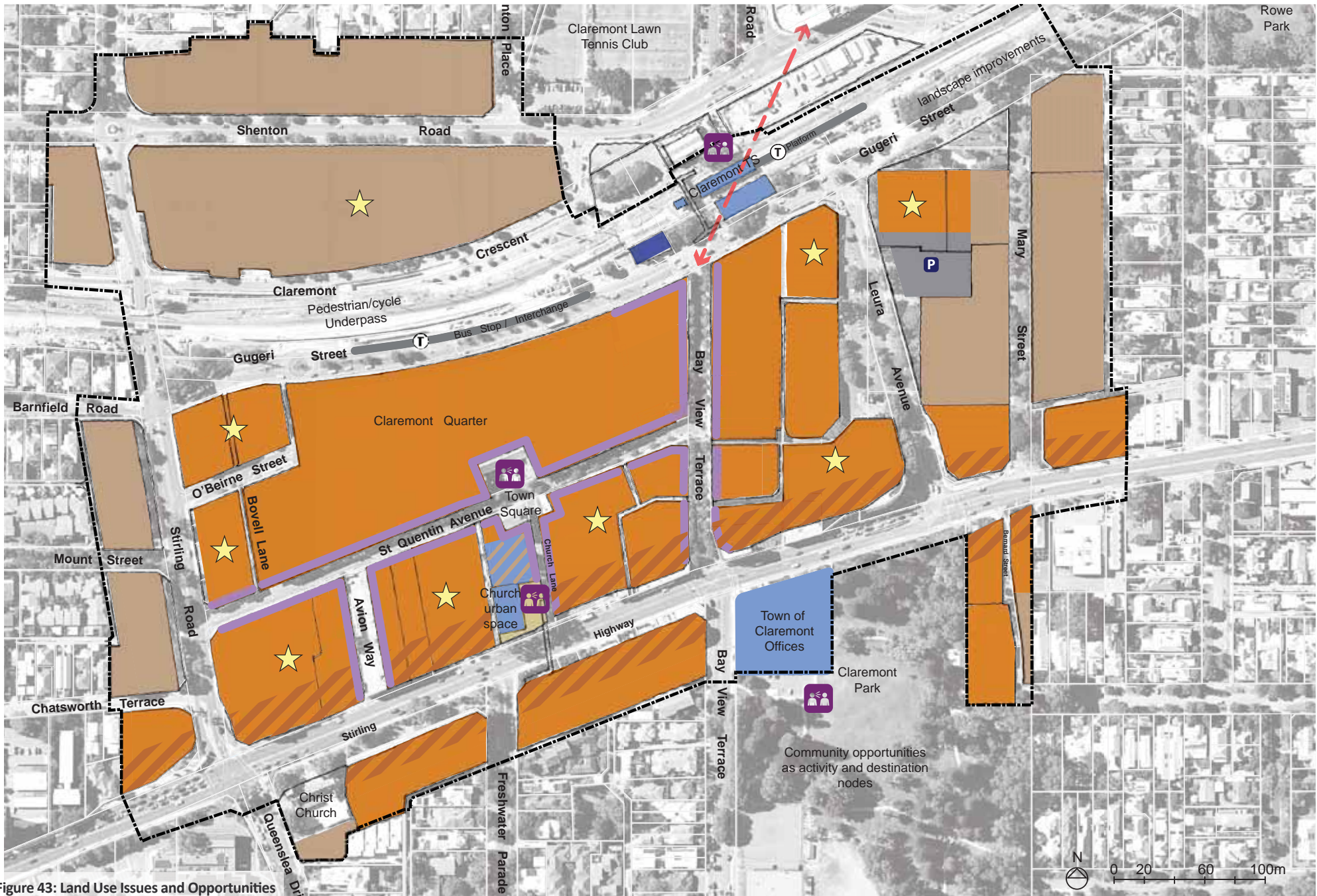


Figure 43: Land Use Issues and Opportunities

## 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 Gugerri 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-AC1 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 – R100 where there is opportunity for more intensive residential development as an interface with adjacent mixed use development potential.



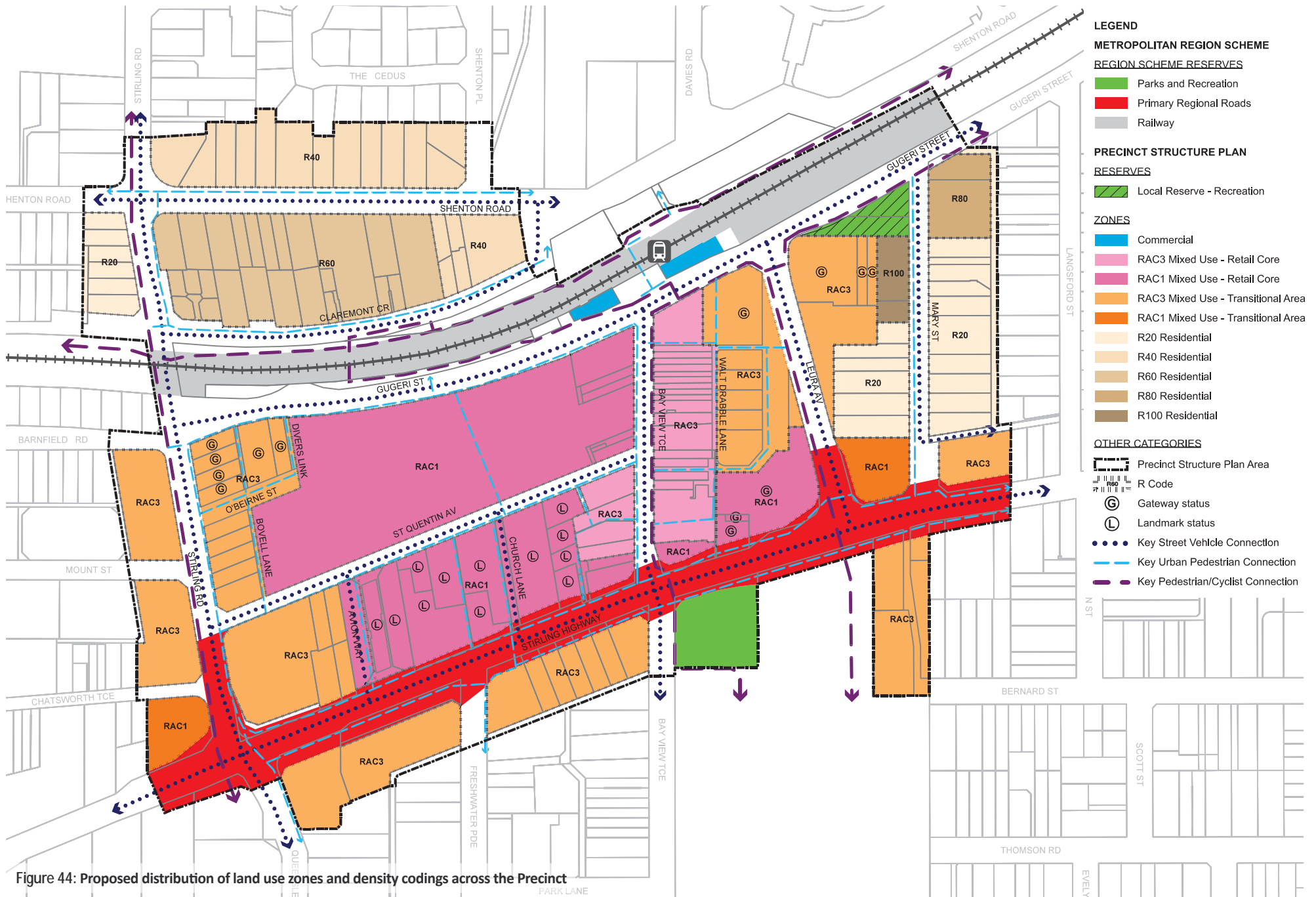


Figure 44: Proposed distribution of land use zones and density codings across the Precinct

### 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 1,050 (Conservative Growth) and 1,450 (Moderate Growth) new dwellings within the PSP Area, exclusive of the approximately 128 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 estimated residential dwelling yield within the walkable catchment is outlined in **Table 22**, and demonstrates that the centre has capacity to achieve between 43 and 49 dwellings per hectare, exceeding the State Planning Policy 4.2 targets.

The capacity identified in Table 22 of 1,050 – 1,450 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 4 and 6 storeys (with a potential maximum of 9 storeys for Landmark and the southern 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.

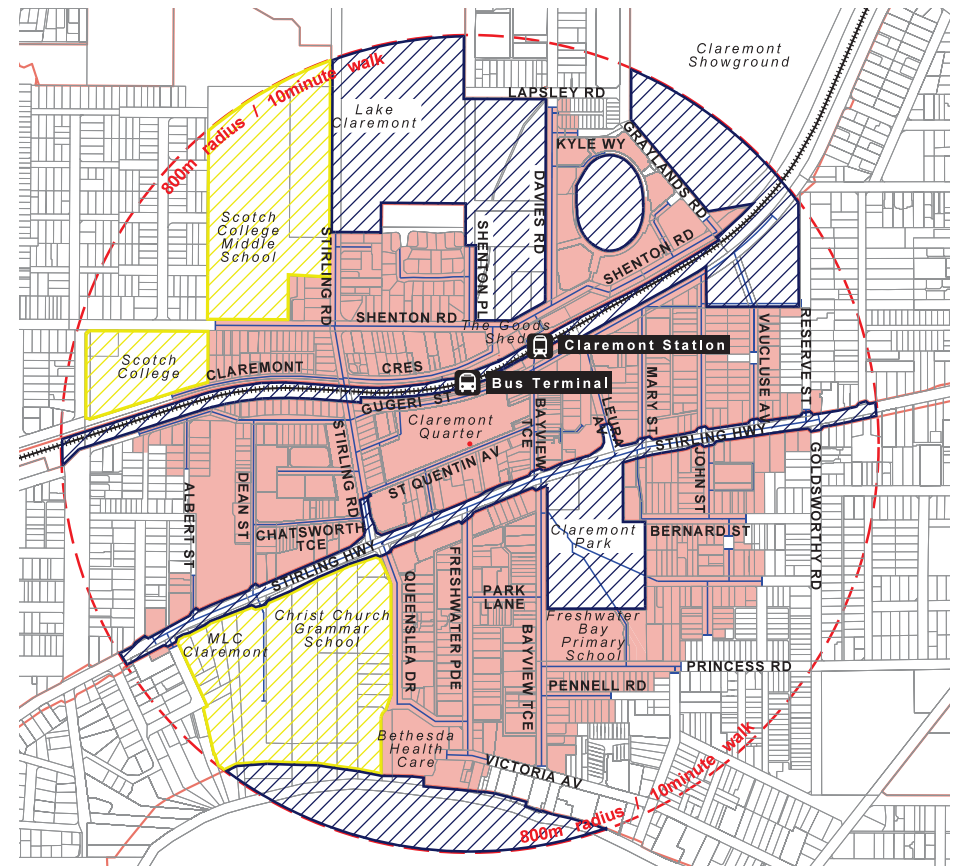
An analysis of the existing dwellings and estimated residential dwelling yield within a walkable catchment of the Claremont Town Centre is identified in **Table 23**. The analysis considers the 'Urban' zoned land under the Metropolitan Region Scheme, excluding local reserves and school sites, to identify the PSP Area walkable catchment will deliver an estimate of between 43 – 49 dwellings per hectare by 2051 and will satisfy the WAPC requirements.

Table 22: Analysis of existing dwellings and estimated residential dwelling yield within the walkable catchment

EXISTING & ESTIMATED RESIDENTIAL DWELLING YIELD WITHIN PSP BOUNDARY		
Scenario	Conservative	Moderate
Net Redevelopment Potential Area (Hectares)	11.5497	11.5497
Existing Dwellings (2011)	128	128
Other Dwellings between 2011 and 2021	-	-
Estimated New Dwellings 2021 - 2051	1,050	1,450
Total Dwellings at 2051	1,178	1,578

Table 23: Analysis of existing dwellings and estimated residential yield within 800-metre (10-minute) walkable catchment of Claremont Town Centre

EXISTING & ESTIMATED RESIDENTIAL DWELLING YIELD WITHIN PSP BOUNDARY		
Scenario	Conservative	Progressive
Urban Zoned Land (with Local Reserves excluded) within walkable catchment (Hectares)	81.610	81.610
Existing Dwellings (2011)	1,206	1,206
Other Dwellings between 2011 and 2021	894	894
Estimated New Dwellings 2021 - 2051	1,421	1,924
Total Dwellings at 2051	3,521	4,024
Dwellings/Hectare Estimate	43	49.311



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.

### 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 the Town of Claremont has a total demand for an additional 42,297m<sup>2</sup>- 47,351m<sup>2</sup> of non-residential floorspace, which includes additional floorspace for traditional retail uses, entertainment, office and other services, as outlined in Table 24.

**Table 24: Projection of additional Non-Residential Floorspace required by 2041**

Precinct Structure Plan Commercial and Retail Floorspace Analysis		
Land Use Type	Low Growth Scenario	High Growth Scenario
Traditional Retail	16,396m <sup>2</sup>	18,754m <sup>2</sup>
Café / Restaurant	2,699m <sup>2</sup>	3,092m <sup>2</sup>
Other Retail	1,742m <sup>2</sup>	1,996m <sup>2</sup>
Entertainment / Recreation / Culture	1,742m <sup>2</sup>	1,996m <sup>2</sup>
Office / Business	10,682m <sup>2</sup>	11,161m <sup>2</sup>
Service Industry	7,303m <sup>2</sup>	8,367m <sup>2</sup>
Health / Welfare / Community Services	2,039m <sup>2</sup>	2,336m <sup>2</sup>
Service Industry	1,436m <sup>2</sup>	1,645m <sup>2</sup>
<b>Total Additional Non-Residential Floorspace</b>	<b>42,297m<sup>2</sup></b>	<b>47,351m<sup>2</sup></b>





## 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 25**.

**Table 25: 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.	<b>Section 6.1</b>	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.	<b>Section 6.2</b>	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.	<b>N/A</b>	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.	<b>Section 6.3.2</b>	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 26: (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.	<b>Section 5.3</b>	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.	<b>Section 6.3.1</b>	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.	<b>Section 6.3.2</b>	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.	<b>Section 6.3.1</b>	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.	<b>Section 6.3.1</b>	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.	<b>Section 6.3.1</b>	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 7: Local and State Heritage Plan**.

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 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

#### 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.

## 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.
-  Determine appropriate locations for Gateway and Landmark sites to benefit legibility and aesthetics through minimum standards of architectural distinction for potential increased building height.
-  Determine appropriate locations for Gateway and Landmark sites to benefit legibility and aesthetics through minimum standards of architectural distinction for potential increased building height.
-  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 jeopardise laneway connectivity.
- Potential building height locations::
  -  Up to 2 storey height
  -  Up to 4 storey height
  -  Up to 6 storey height
  -  Potential for greater than 6 storey height
- Investigate appropriate building envelope controls to provide appropriate locations of building height and massing- suggested heights for testing are identified

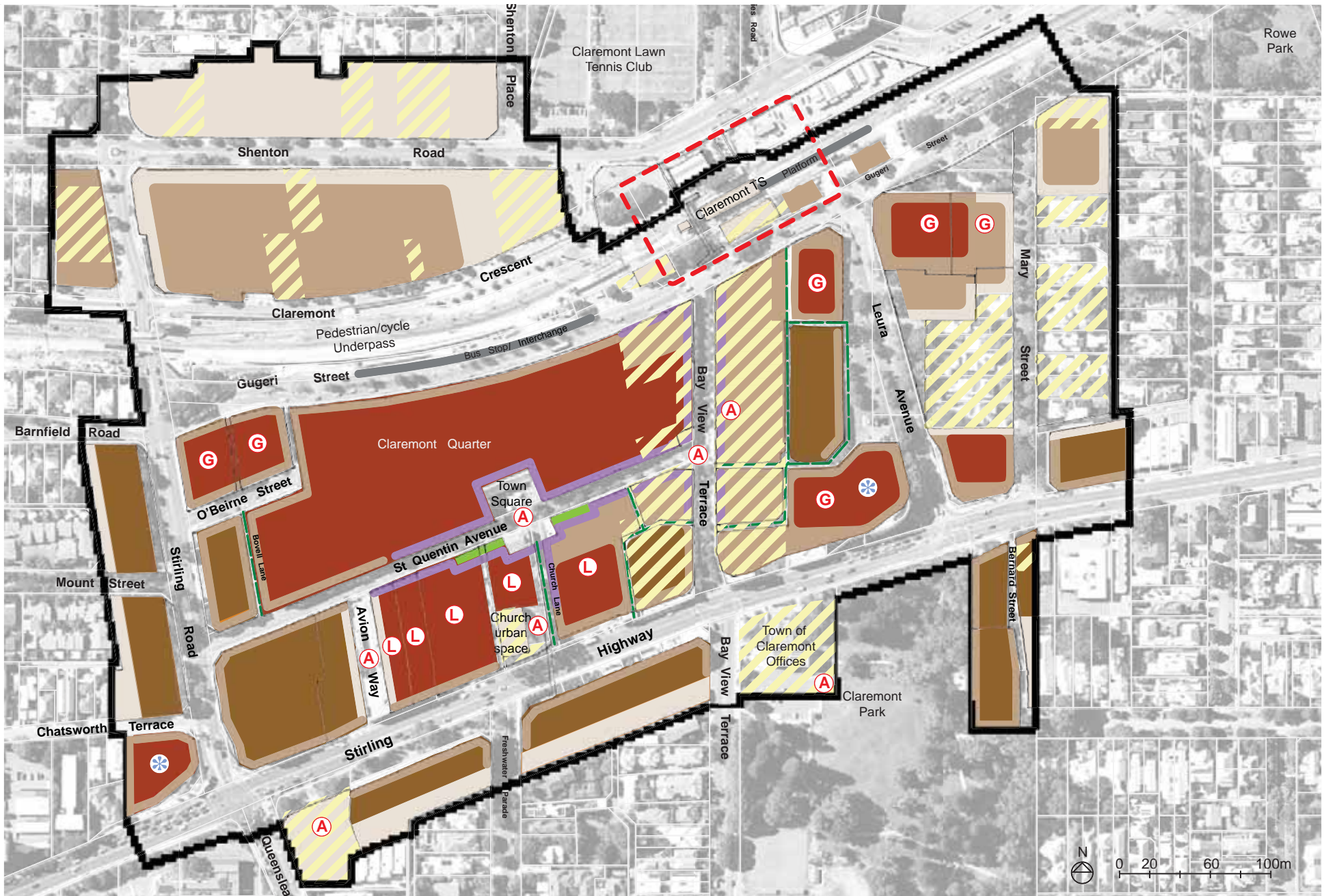


Figure 46: Proposed distribution of built form issues and opportunities across the Precinct

## 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 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 appropriate 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 or nine 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.

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: Landmark building height achievable in specific areas**



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

### 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: Maximum Building Heights Plan** and **Plan 4: Podium Street Setback Plan** 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: Buildings above Podium Street Setbacks Plan**. 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 quality 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: Respect for vital character elements



Image: Diversity of dwelling forms

Image: Integrating heritage elements into redevelopment of site



Image: Integrating heritage elements

### 7.3.6 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 26**

**Table 26: 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.	<b>Part 1, Section 5.3.1.1</b>	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.	<b>Part 1, Section 5.3.1.3 and 5.3.1.4</b>	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	<b>Part 1, Section 7.3.2</b>	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.	<b>Part 1, Section 5.3.1.2</b>	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.
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.	<b>Section 7.3.2</b>	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	<b>Section 7.3.2</b>	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.	<b>Part 1, Section 5.4.3</b>	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.	<b>Part 1, Section 5.4.1</b>	Active Street Interface Types are required to provide awnings/canopies to adjacent public realm.

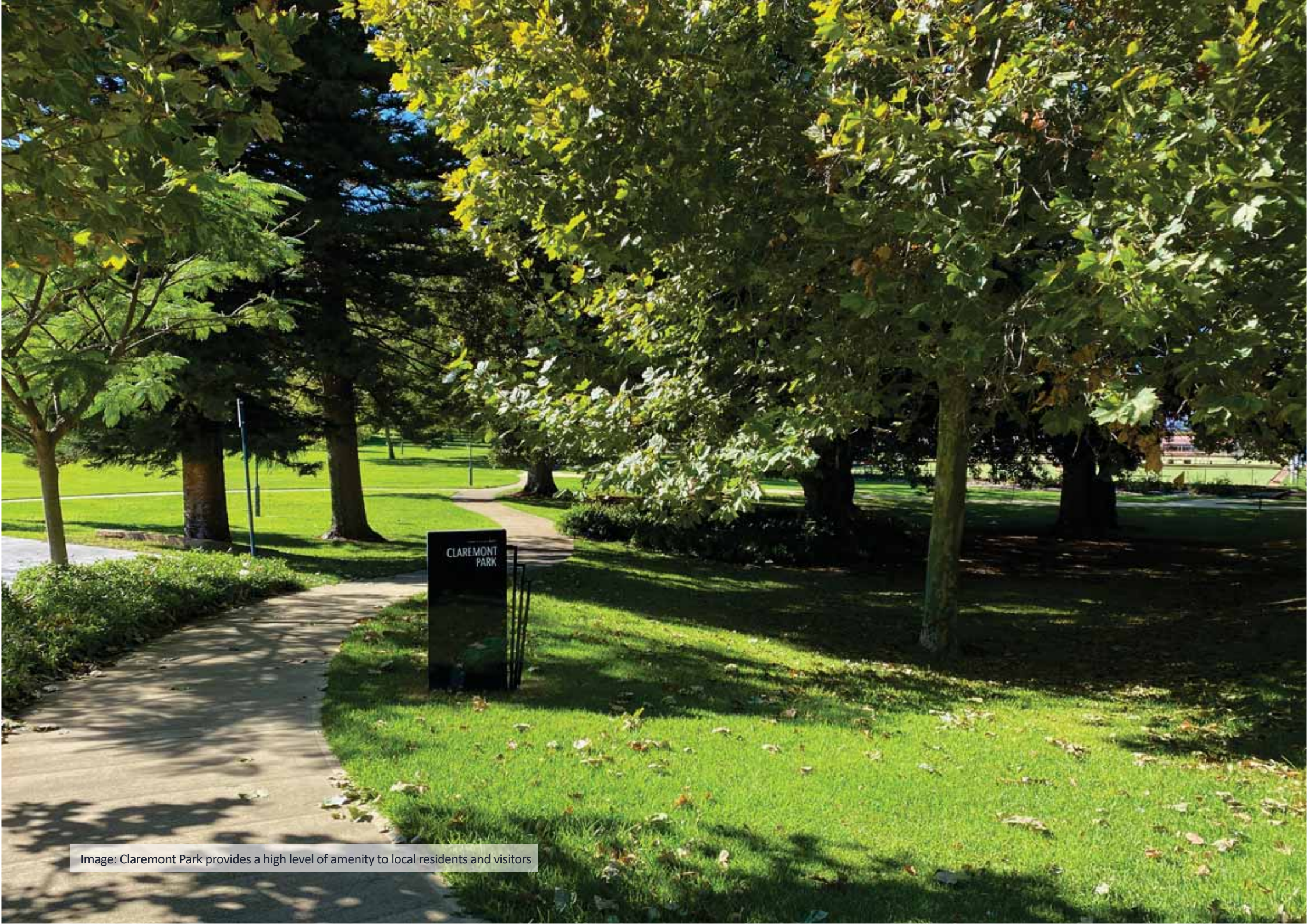


Image: Claremont Park provides a high level of amenity to local residents and visitors

# 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.

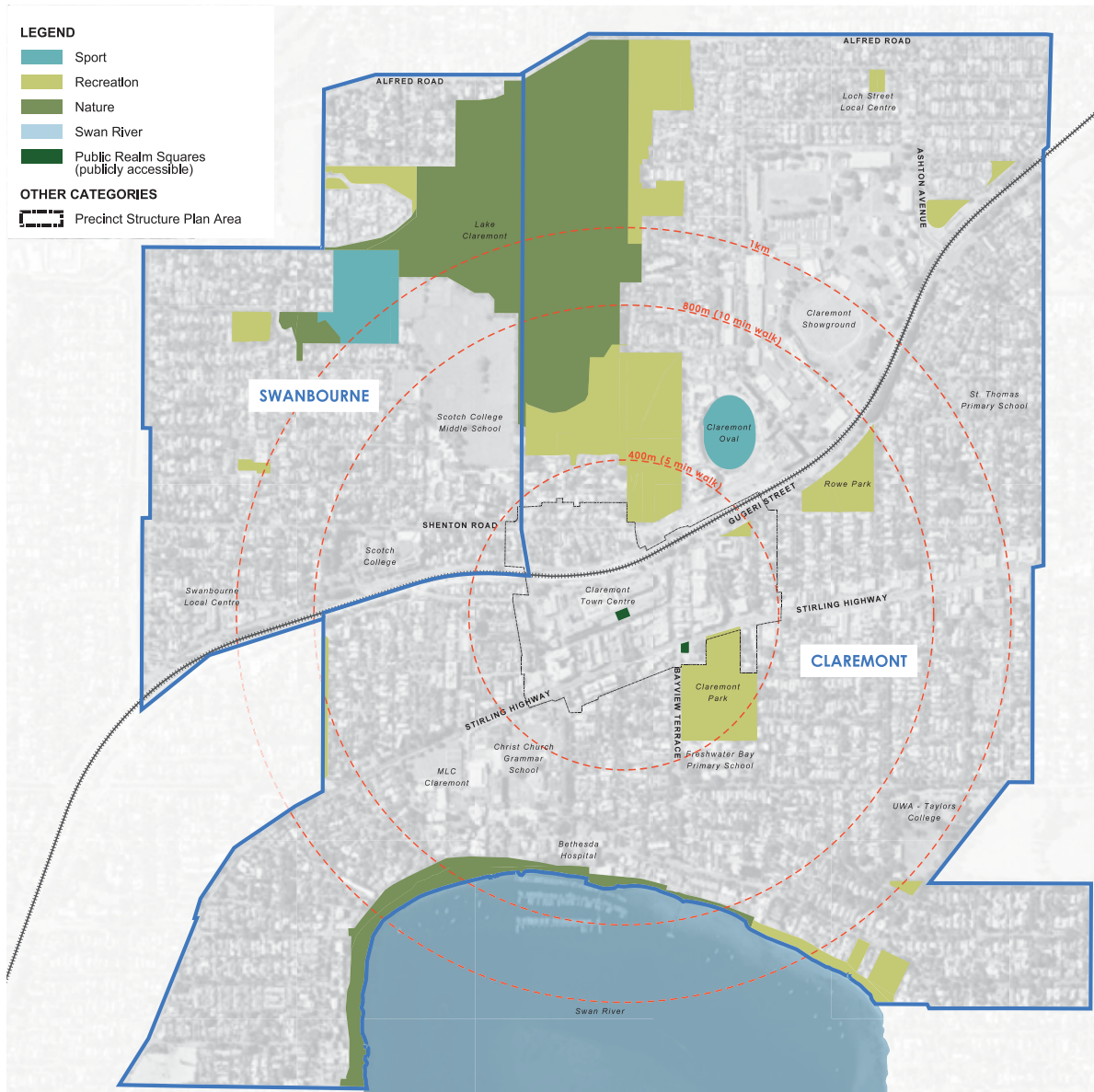
The Park is used extensively by the adjoining local Freshwater Primary School and plays host to a number of community focused events annually. The highly prominent vegetation is important in providing shade and shelter for uses, particularly given the existing, primarily passive recreational uses throughout.

### 8.1.2.5 Claremont Oval

Claremont Oval is a unique open space being the sports oval surrounded by high density residential development to the north of the PSP. 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.



## 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.

Figure 47: Open Space and Public Realm

- 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, Guger 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 links through the town centre and along the western portion of Stirling Road, consider selective retention of existing trees, and replanting with a variety of alternate species to enhance arboreal capital and longevity of tree canopy.

Provide for the relocation of Avion Way to the west to consolidate the landholding either side into a single parcel.

## 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.

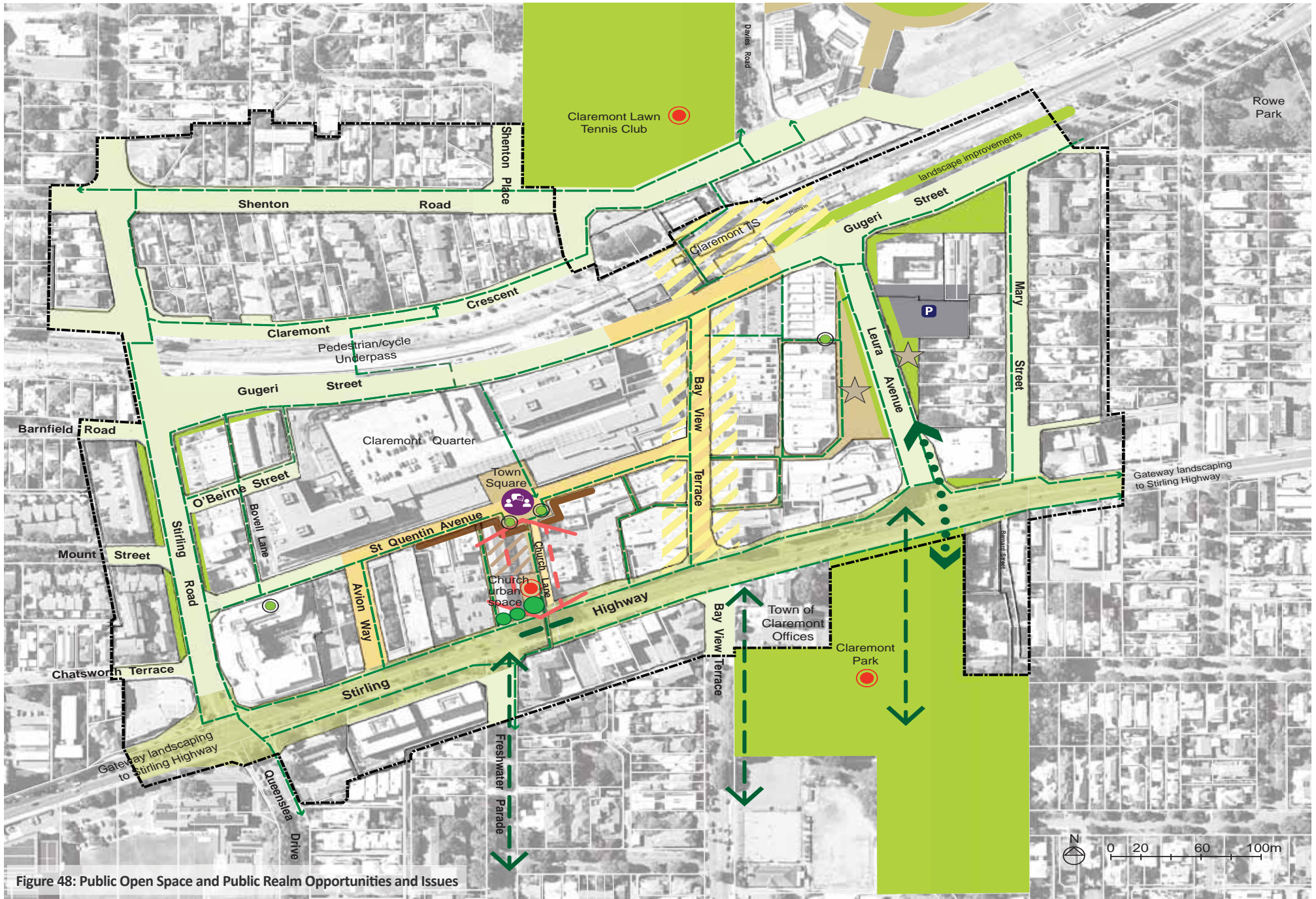


Figure 48: Public Open Space and Public Realm Opportunities and Issues

## 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 27** 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 27: Public Space Types within Precinct**

Public Space Types	Description
Urban Space (hardscaped)	<p>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.</p> <ul style="list-style-type: none"> <li>• They may be public, semi-public or private but shall be fully publicly accessible.</li> <li>• They are characterised by a high standard of finish, predominantly hardstand but incorporate soft landscaping and particularly shade for parts of the space.</li> </ul>
Green Space (Softscaped)	<p>These areas shall be designed for trees, vegetation or ground covers to provide recreational or aesthetic purposes in the PSP area.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Green spaces should be deep soil compatible and preferably contribute to water sensitive urban design of the PSP area.</li> </ul>
Pedestrian Shared Space Street	<p>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.</p> <ul style="list-style-type: none"> <li>• They result in a high-quality pedestrian priority environment with consistent paving treatments across road and verge and facilitate full universal access.</li> <li>• They result in an improved social outcome for the portion of road by reclaiming the space from dominant car use.</li> </ul>
Slow Speed Town Centre Street	<p>Streets that maintain segregated vehicle and pedestrian surfaces for increased vehicle priority movement. albeit in a managed slow speed manner.</p>
Stirling Highway - Town Centre Landscaping	<p>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.</p>
Public Space on Private Land	<p>Publicly Accessible Private Owned Space (PAPOS) - Privately owned land which provides benefit to improving functionality of adjacent public realm and opportunity to integrate adjacent business offerings with the streetscape.</p> <ul style="list-style-type: none"> <li>• High quality interfaces between built form and POS through appropriate active uses.</li> <li>• Substantial landscaping to provide high level amenity.</li> </ul> <p><b>Landscape Setbacks on Private Land</b> - Privately owned land with a requirement for landscaped setbacks to assist in providing amenity to the adjacent public realm.</p> <p><b>Plaza / Town Square</b> - Privately owned land where a publicly accessible plaza / town square is desirable as a component of redevelopment.</p> <p><b>Urban Space Link</b> - Privately owned land where a publicly accessible pedestrian connection is desirable as a component of redevelopment.</p>

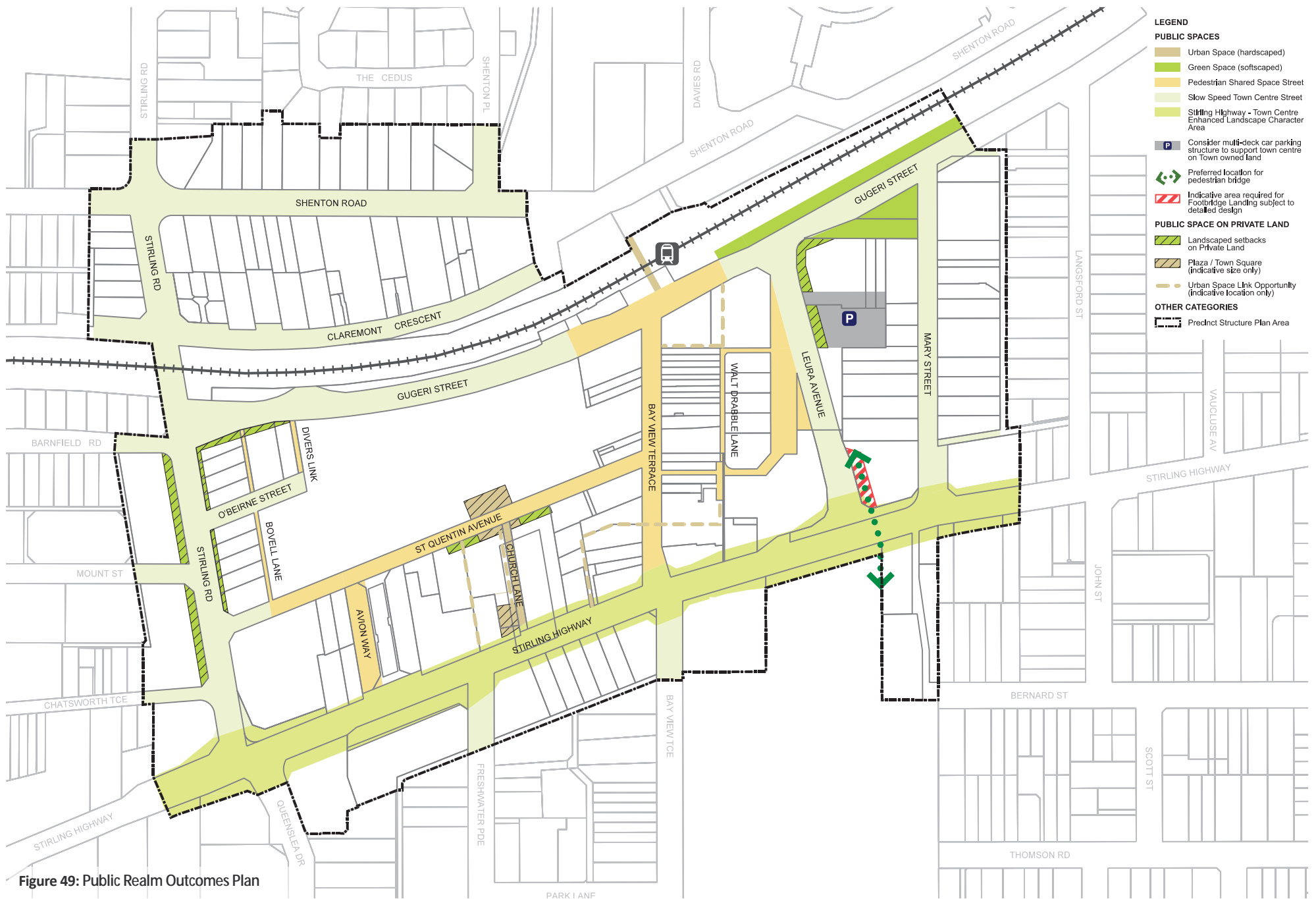


Figure 49: Public Realm Outcomes Plan

### 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.

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

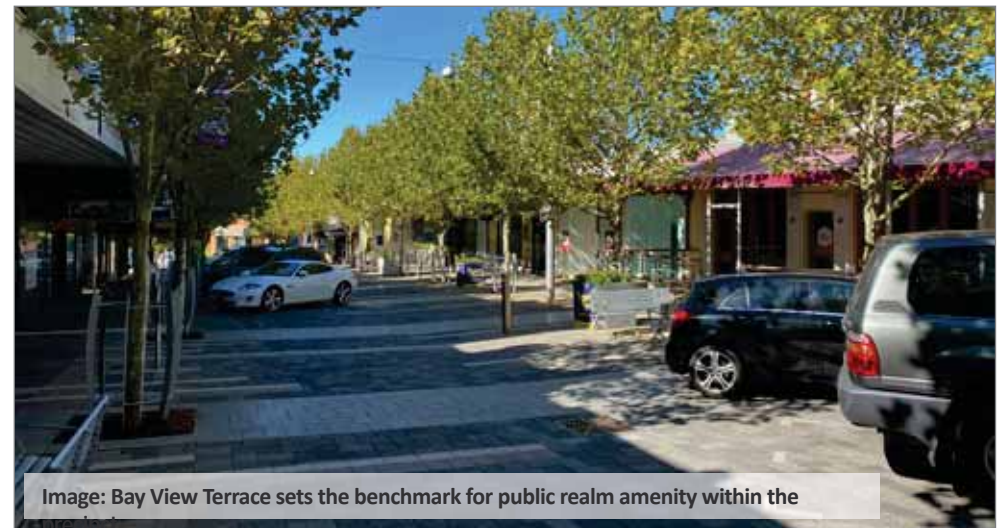


Image: Bay View Terrace sets the benchmark for public realm amenity within the

### 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.



### 8.3.1.4 Guger Street

Guger 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.



### 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.



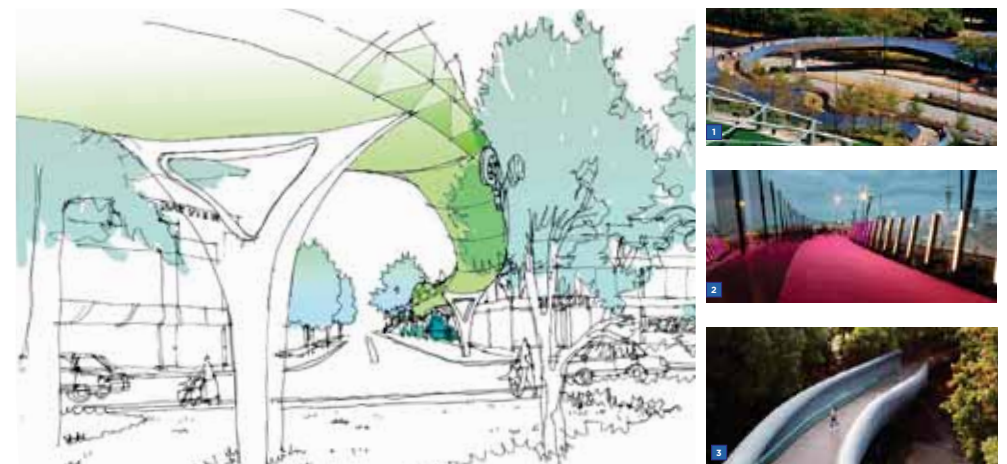
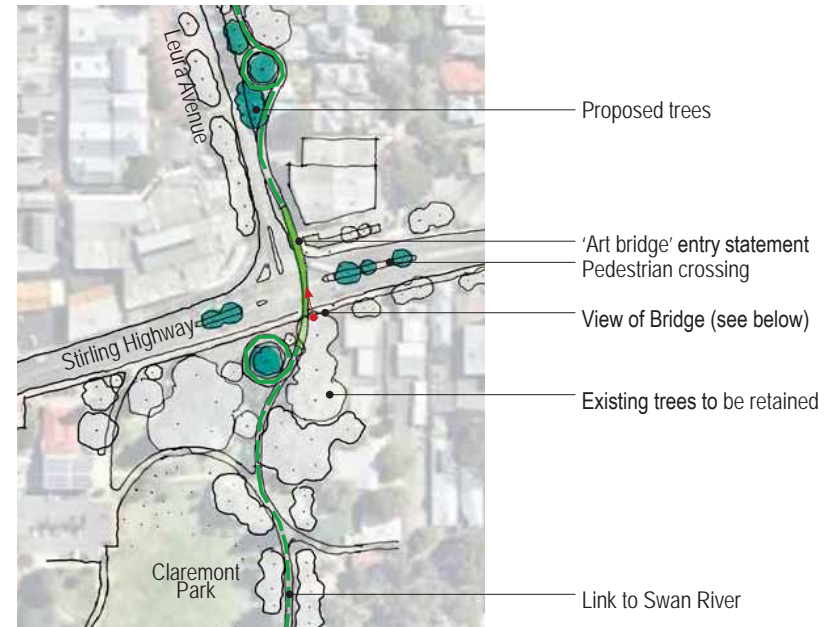
### 8.3.1.6 Leura Avenue

Leura Avenue is identified as a key north south 'slow street' linkage between the railway station / Guger 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 continue to serve a critical function in the redevelopment of the PSP area, including Walt Drabble Lane, Church Lane, Avion Way (relocated to the west), 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 Guger 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**.

#### Legend

-  Preferred location of Publicly Accessible Private Open Space (PAPOS)
-  Landscaped setback areas at ground level



-  Setback to accommodate pedestrian thoroughfare
-  Redeveloped forecourt to the Claremont Community Hub / Library



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.



Figure 53: Claremont Park future masterplan area



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

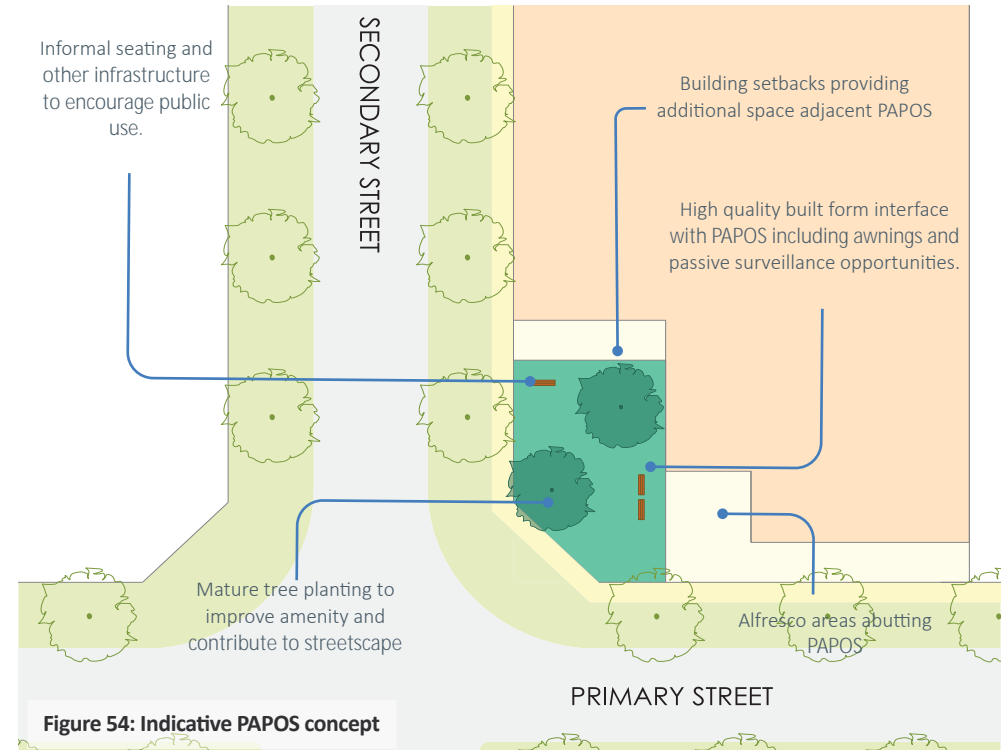
### 8.3.3 Publicly Accessible Private Open Space

**Figure 54** identifies design considerations for Publicly Accessible Private Open Space (PAPOS) throughout the precinct and is encouraged in the general vicinity of the locations shown in Figure 54 and particularly related to ‘Landmark’ or ‘Gateway’ sites.

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.

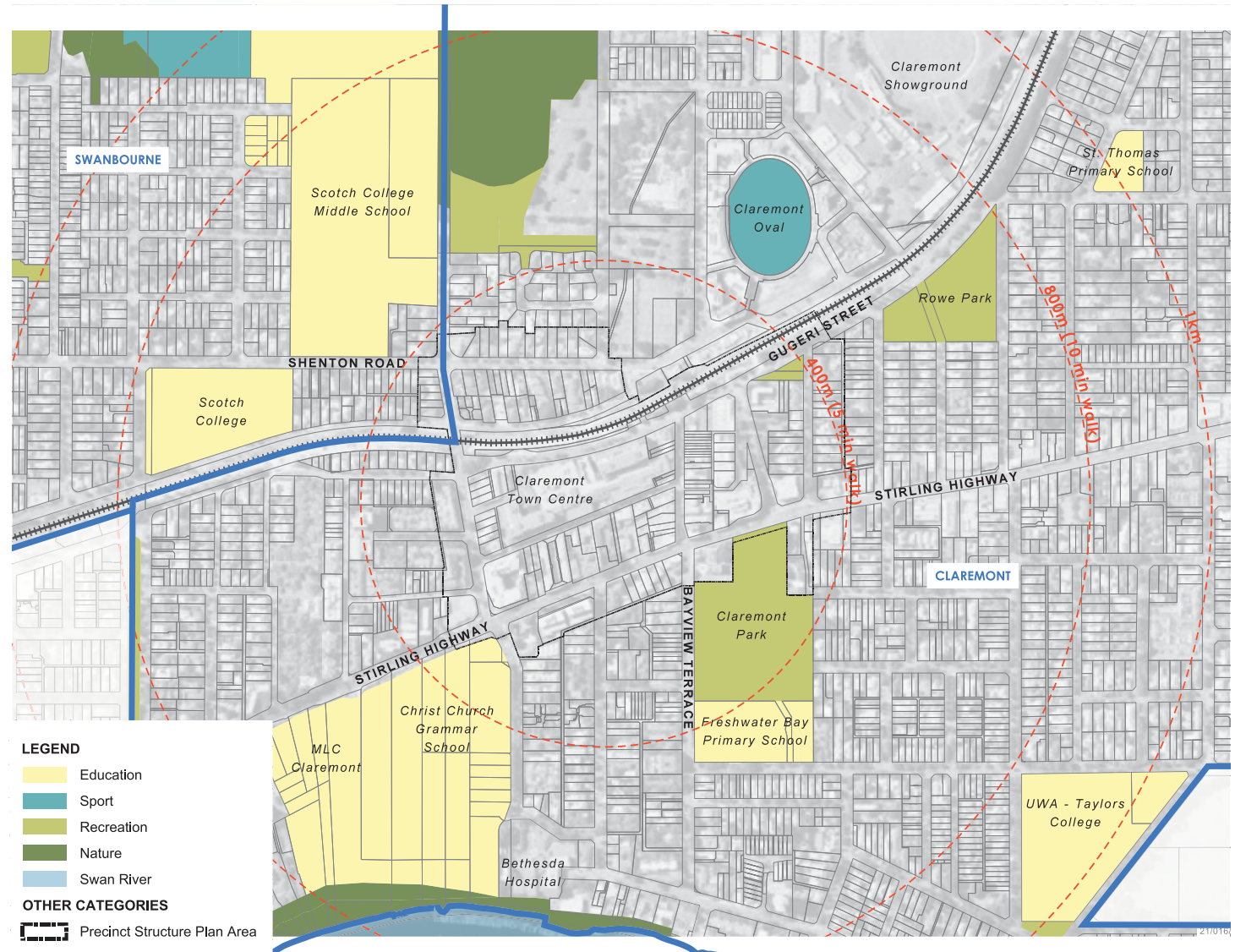


Figure 55: Opportunity for shared use of public open space with surrounding school facilities

## 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 28**.

**Table 28: 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.	<b>Section 8.3</b>	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.	<b>Section 8.3</b>	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.	<b>Section 8.3</b>	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.	<b>Section 8.3</b>	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.	<b>Section 8.3</b>	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	<b>Section 8.3</b>	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 29: (cont) Precinct Design Objective Assessment - Public Realm**

Objective	Considerations	Section Reference	Summary / Additional Comment
<p>To ensure that key environmental attributes are protected and enhanced within the public realm.</p>	<p>Integrate environmental features of the precinct within the public realm.</p>	<p><b>Section 8.3</b></p>	<p>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.</p>
	<p>Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.</p>	<p><b>Section 8.3</b></p>	<p>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.</p>
	<p>Incorporate waterwise species into the green network and public realm where appropriate.</p>	<p><b>Section 8.3</b></p>	<p>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.</p>
	<p>Incorporate water sensitive urban design into the public realm.</p>	<p><b>Section 8.3</b></p>	<p>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.</p>
	<p>Provide opportunities for urban greening, such as community gardens and rooftop gardens.</p>	<p><b>Section 8.3</b></p>	<p>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.</p>
<p>To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.</p>	<p>Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.</p>	<p><b>Section 8.32</b></p>	<p>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.</p>

**Table 29: (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.	<b>Section 8.3</b>	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).	<b>Section 8.3</b>	As a component of the public realm strategy, the Town will prioritise 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.	<b>Section 8.32</b>	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 addresses these requirements.
	Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.	<b>Section 8.32</b>	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.	<b>Section 8.32</b>	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.	<b>Section 8.32</b>	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.
-  Support the relocation of Avion Way to the west to improve alignment with the entrance to Claremont Quarter and consolidate Lot 90 Avion Way.

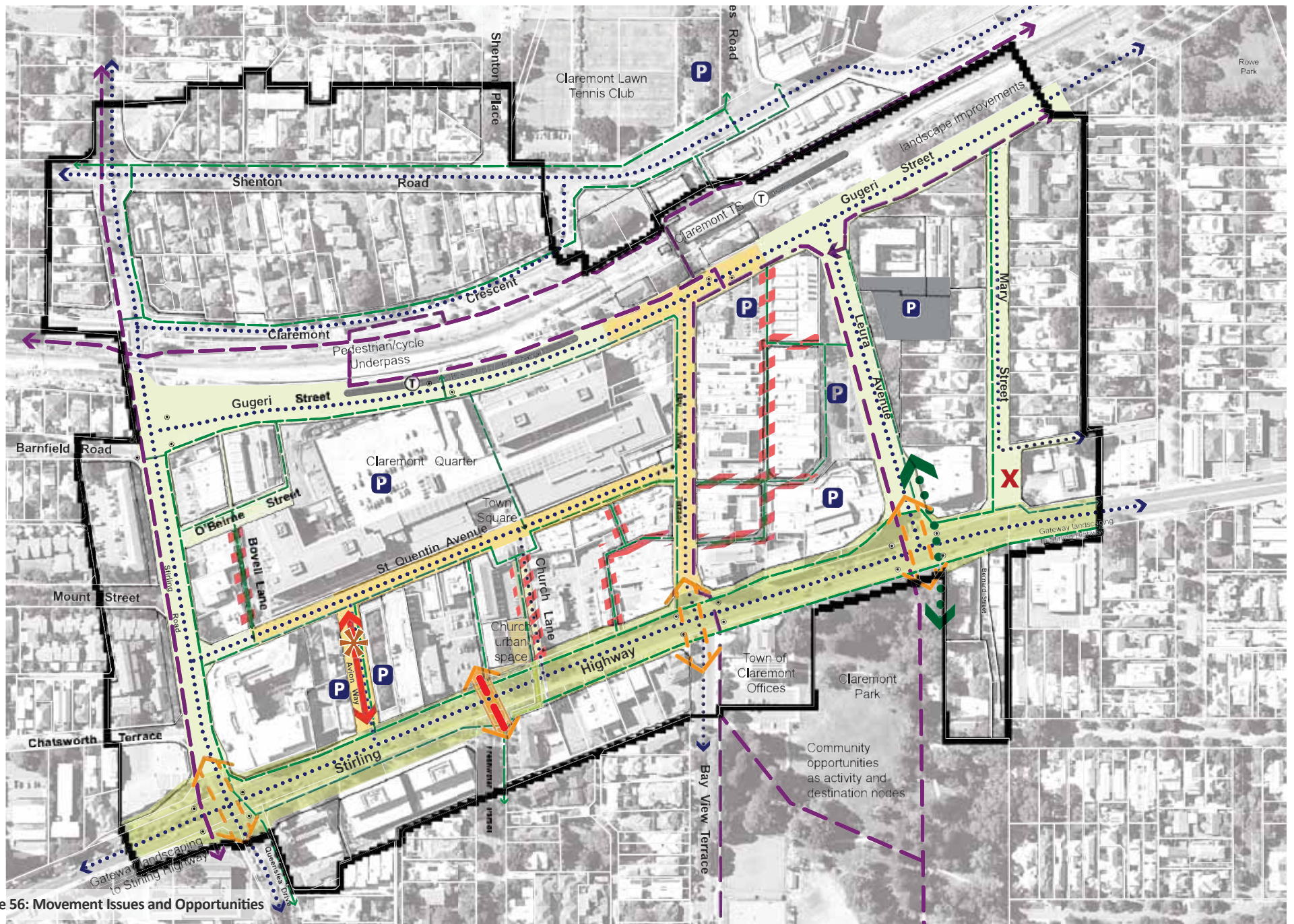


Figure 56: Movement Issues and Opportunities

### 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, Guger 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 Guger Street.
- The development of the bus interchange on Guger 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.
- Include a flat ratio for non-residential car parking requirement of a minimum of 1 space per 48m<sup>2</sup> of floor area and a maximum of 1 space per 25m<sup>2</sup> of floor area for the Town Centre. This reflects a sustainable transport scenario based on achieving the mode shift identified in Appendix C. The minimum flat ratio is a 30% reduction on the current average parking demand rate in the Town Centre.
- 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.

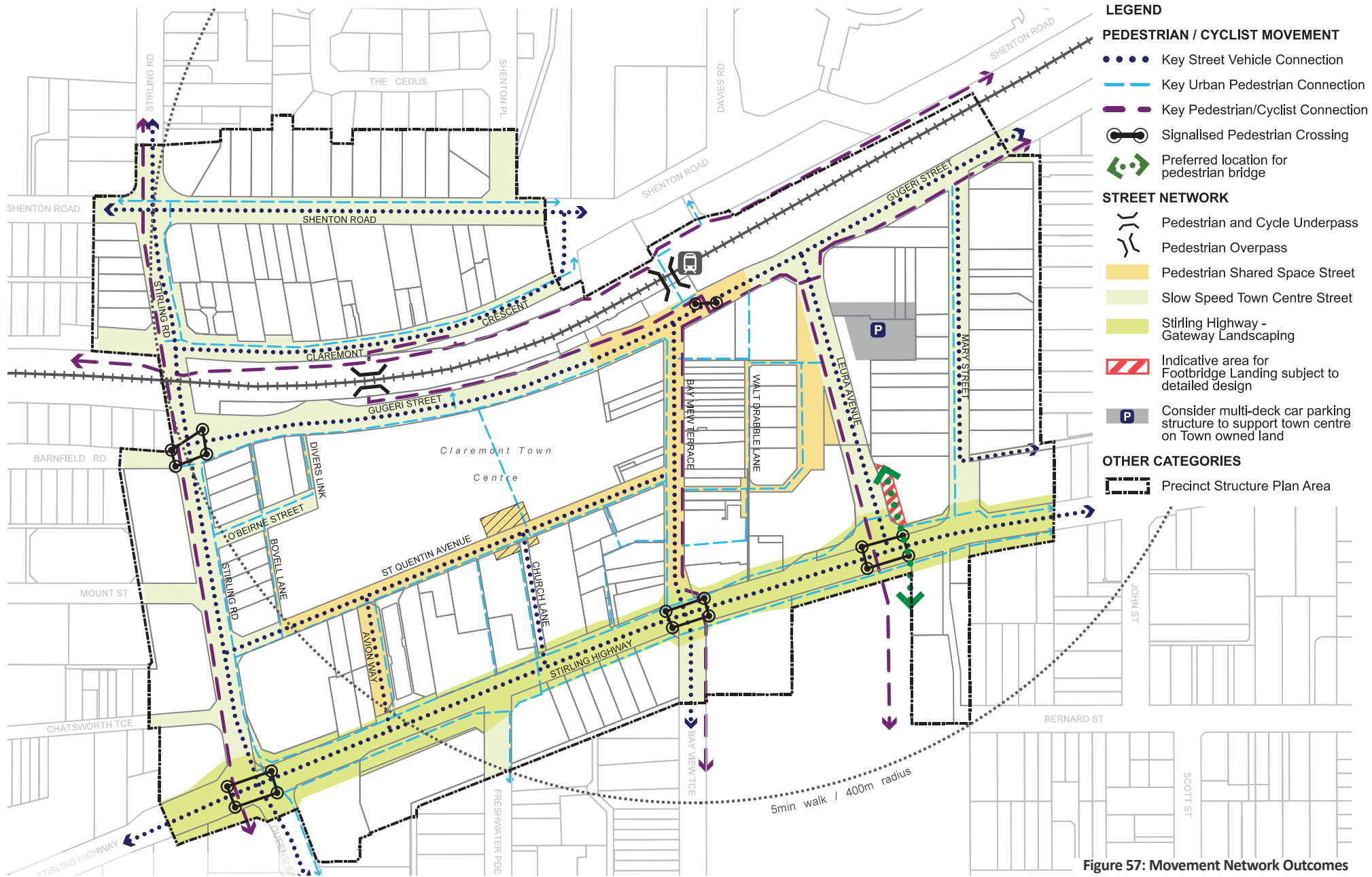


Figure 57: Movement Network Outcomes

## 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 29**.

**Table 29: 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 support and respond to these spaces.
	Design transport infrastructure that provides a safe network for all users.		

**Table 30 (cont): Precinct Design Objective Assessment - Movement Network**

Objective	Considerations	Section Reference	Summary / Additional Comment
<p>To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.</p>	<p>Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency.</p>	<p><b>Section 9.3</b></p>	<p>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.</p> <p>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)</p>
	<p>Establish mode share targets for the precinct.</p>	<p><b>Section 9.3</b></p>	<p>Mode share targets are further discussed in the Traffic, Transport and Parking Strategy in <b>Appendix C</b>.</p>
<p>To enable a range of transport choices that meet the needs of residents, workers and visitors.</p>	<p>Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.</p>	<p><b>Section 9.3.1</b></p>	<p>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.</p>
	<p>Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations.</p>	<p><b>Section 9.3.2</b></p>	<p>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.</p>

**Table 30 (cont): Precinct Design Objective Assessment - Movement Network**

Objective	Considerations	Section Reference	Summary / Additional Comment
<p>To enable a range of transport choices that meet the needs of residents, workers and visitors.</p>	<p>Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, connection and user choice.</p>	<p><b>Section 9.2 and Section 9.3.3</b></p>	<p>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.</p>
	<p>Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.</p>		
	<p>Consider access requirements for service vehicles and logistical freight movements within the precinct.</p>	<p><b>Section 9.2</b></p>	<p>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.</p>
	<p>Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function.</p>	<p><b>Section 9.3.4</b></p>	<p>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.</p>

**Table 30 (cont): Precinct Design Objective Assessment - Movement Network**

Objective	Considerations	Section Reference	Summary / Additional Comment
<p>To ensure the quantity, location, management and design of parking supports the vision of the precinct.</p>	<p>Provide the minimum amount of car parking appropriate for the precinct.</p>	<p><b>Section 9.3.5</b></p>	<p>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.</p>
	<p>Manage and locate car parking to prioritise access according to the needs of different user groups.</p>	<p><b>Section 9.3.5</b></p>	<p>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.</p>
	<p>Design parking to be integrated with the urban form.</p>	<p><b>Section 9.3.5</b></p>	<p>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.</p>
	<p>Design parking for adaptability over time to accommodate potential future change of use</p>	<p><b>Section 9.3.5</b></p>	<p>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.</p>
	<p>Consider parking requirements and end of trip facilities for other transport modes.</p>	<p><b>Section 9.3.2</b></p>	<p>The PSP defers consideration to the requirements of R Codes Volume 2.</p>

# 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 underlying 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.

### Legend

#### Services

-  Water Pipe
-  Drainage Pipe
-  Sewer Connection
-  Sewer Pipe
-  Underground Electrical Distribution Line
-  Overhead Electrical Distribution Line
-  Light Pole / Pillar

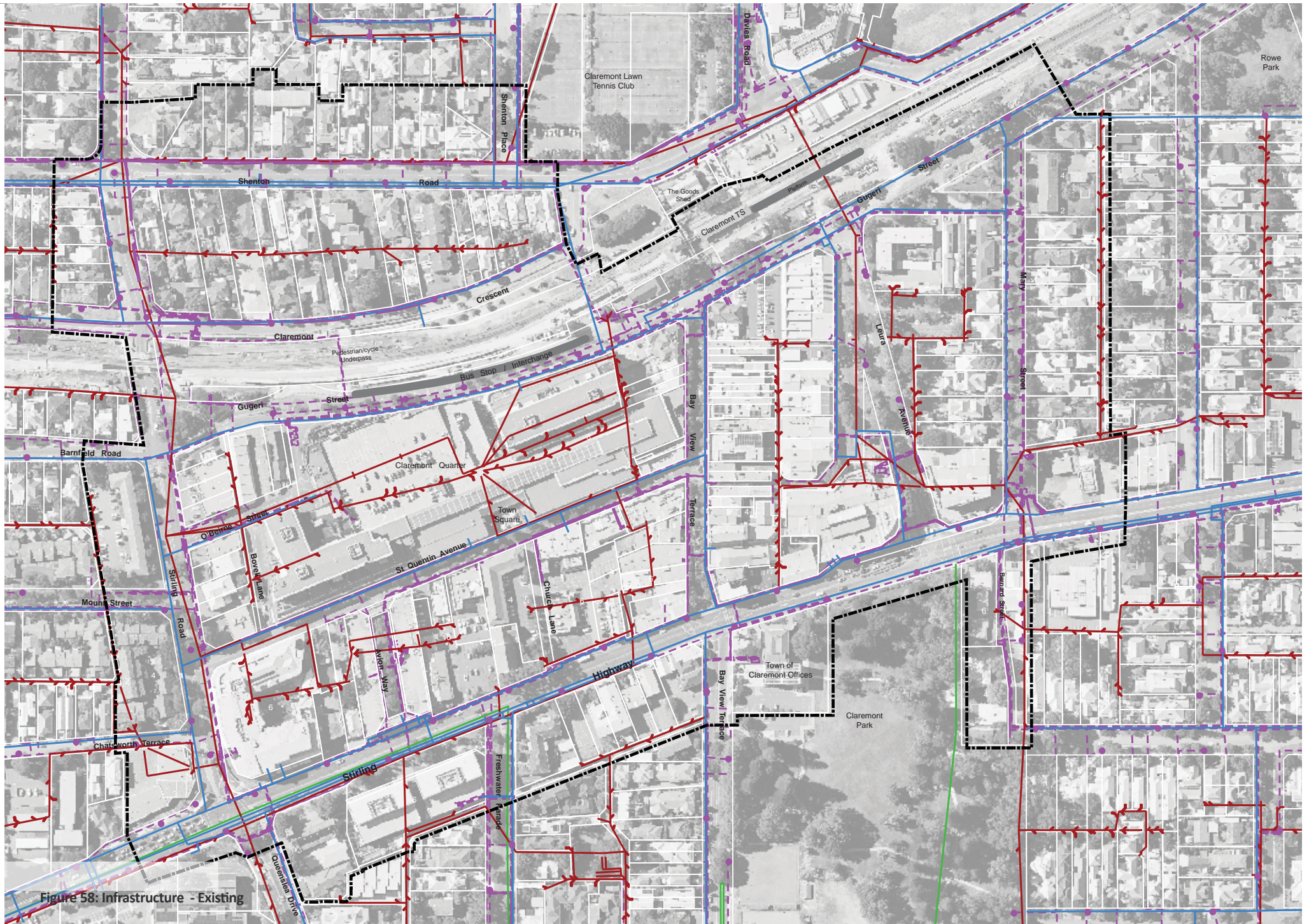


Figure 58: Infrastructure - Existing

# 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 Guger 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 30**.

**Table 30: 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	<b>Section 11.1.2</b>	The topography of the area slopes generally from north to south towards the Swan River, as outlined in <b>Section 11.1.2</b> .
	Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.	<b>Section 11.1.3, 11.1.4, 11.2.8 and Section 8.0</b>	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.	<b>Section 10.5</b>	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.	<b>Section 11.1.3 and 11.1.4</b>	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.
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.	<b>Section 11.1.6</b>	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.	<b>Section 7.2</b>	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.		

**Table 31 (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.	Identify opportunities to retain existing trees and enhance the tree canopy through new planting.	<b>Section 11.1.3, 11.1.4, 11.2.8 and Section 8.0</b>	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.	<b>Section 11.2</b>	Opportunities for energy efficient built form and onsite generation / capture / storage will be pursued wherever possible throughout the precinct.
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.	<b>Section 10.8</b>	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.	<b>Section 10.5</b>	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

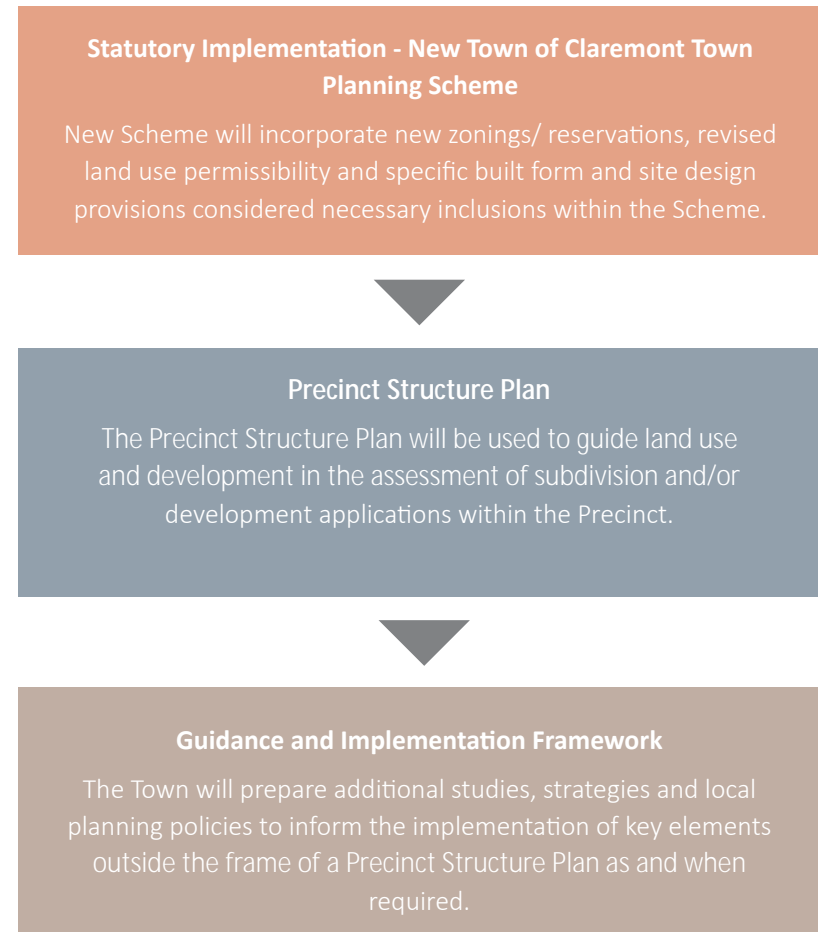
The Precinct Structure Plan is capable of being approved by the WAPC as it is an identified Secondary Centre under SPP4.2- Activity Centres, and is therefore suitable for structure planning in accordance with clause 15(b) of the LPS Regulations (deemed provisions).

The land use planning framework identified in Part 1, however, requires substantial amendments to the Town's local planning scheme inclusive of:

- a) The land use planning framework identified in Part 1, however, requires substantial amendments to the Town's local planning scheme inclusive of:
- b) Creation of several new zones and revised land use permissibility to align with Plan 1;
- c) 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
- d) Identification of 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**

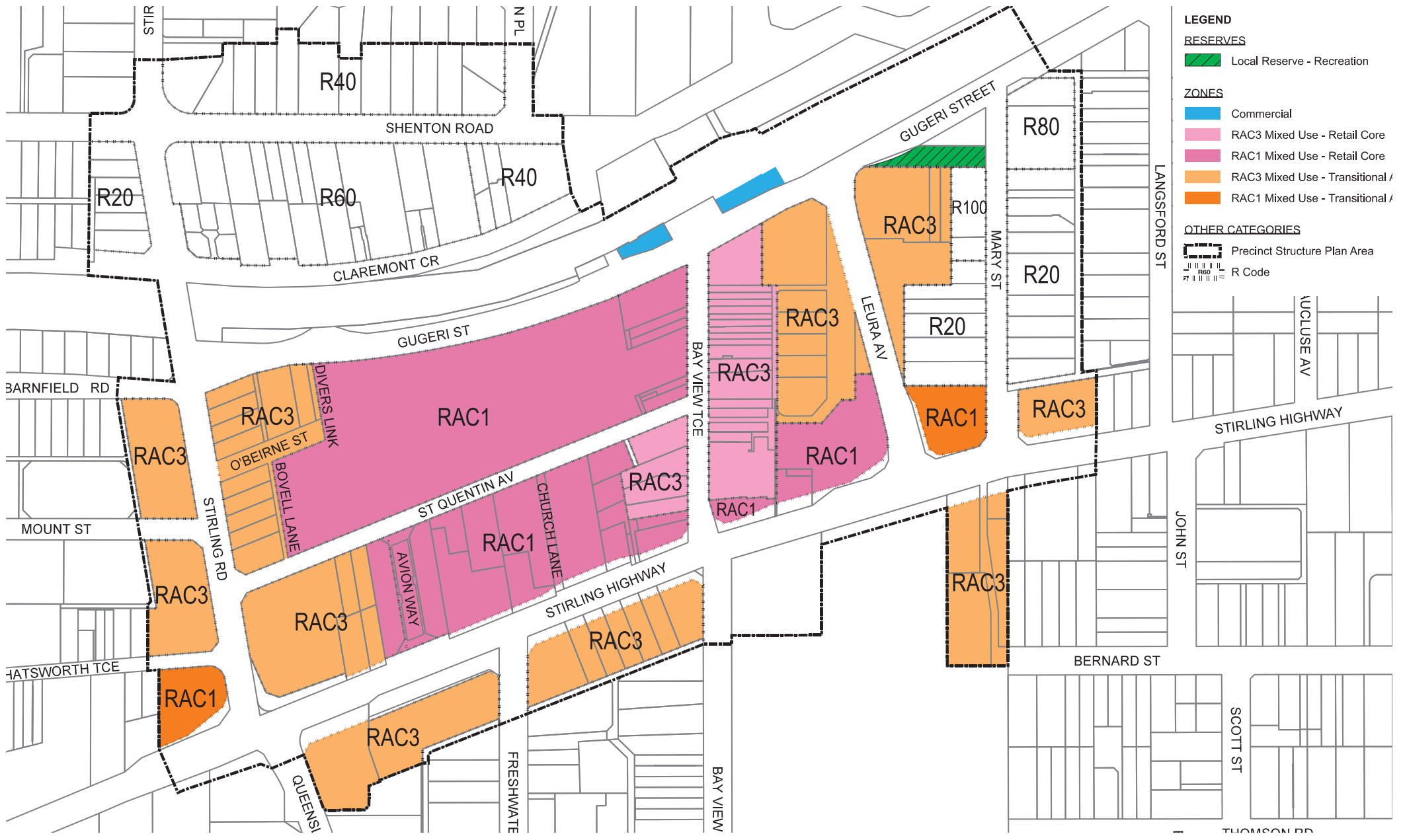


Figure 60: Indicative Scheme Amendment Map

## 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:

1. To guide land use and development in the assessment and determination of subdivision and/or development applications;
2. 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.
3. To guide the review of LPS3 through the preparation of a new Local Planning Scheme; and
4. To guide development ahead of the Scheme review under legislative powers (e.g. consideration of variations to current LPS3 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.

## 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 be a 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