

An aerial photograph of the Town of Claremont, showing a dense residential area in the foreground, a large harbor with several boats in the middle ground, and a cityscape in the background. The image is overlaid with white text.

TOWN OF CLAREMONT LOCAL PLANNING STRATEGY

DRAFT FOR ADVERTISING - OCTOBER 2023

DOCUMENT STATUS

Preparation

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

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



Project Reference: 21/016

Version Control Table

Reference	Version	Date
Version 1	Draft for Council Consideration	June 2022
Version 2	Draft for Advertising	October 2023

ENDORSEMENT

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

Signed for and on behalf of the Western Australian Planning Commission

A handwritten signature in blue ink, appearing to be a stylized name, positioned above a horizontal line.

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

Date 24 October 2023

ADOPTED

The Town of Claremont hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the _____ day of 20 .

MAYOR/SHIRE PRESIDENT

CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on _____ DATE

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

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Image: Claremont Train Station and Town Centre

EXECUTIVE SUMMARY

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

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

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

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

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

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



Image: Claremont North East Precinct (2019)

Part 1

LOCAL PLANNING STRATEGY

1.0 INTRODUCTION

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

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

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

The Town of Claremont Local Planning Strategy comprises:

Part One – Local Planning Strategy

This part provides:

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

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

Part Two – Background Analysis Report

This part provides:

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

Background Reports

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

Operation

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

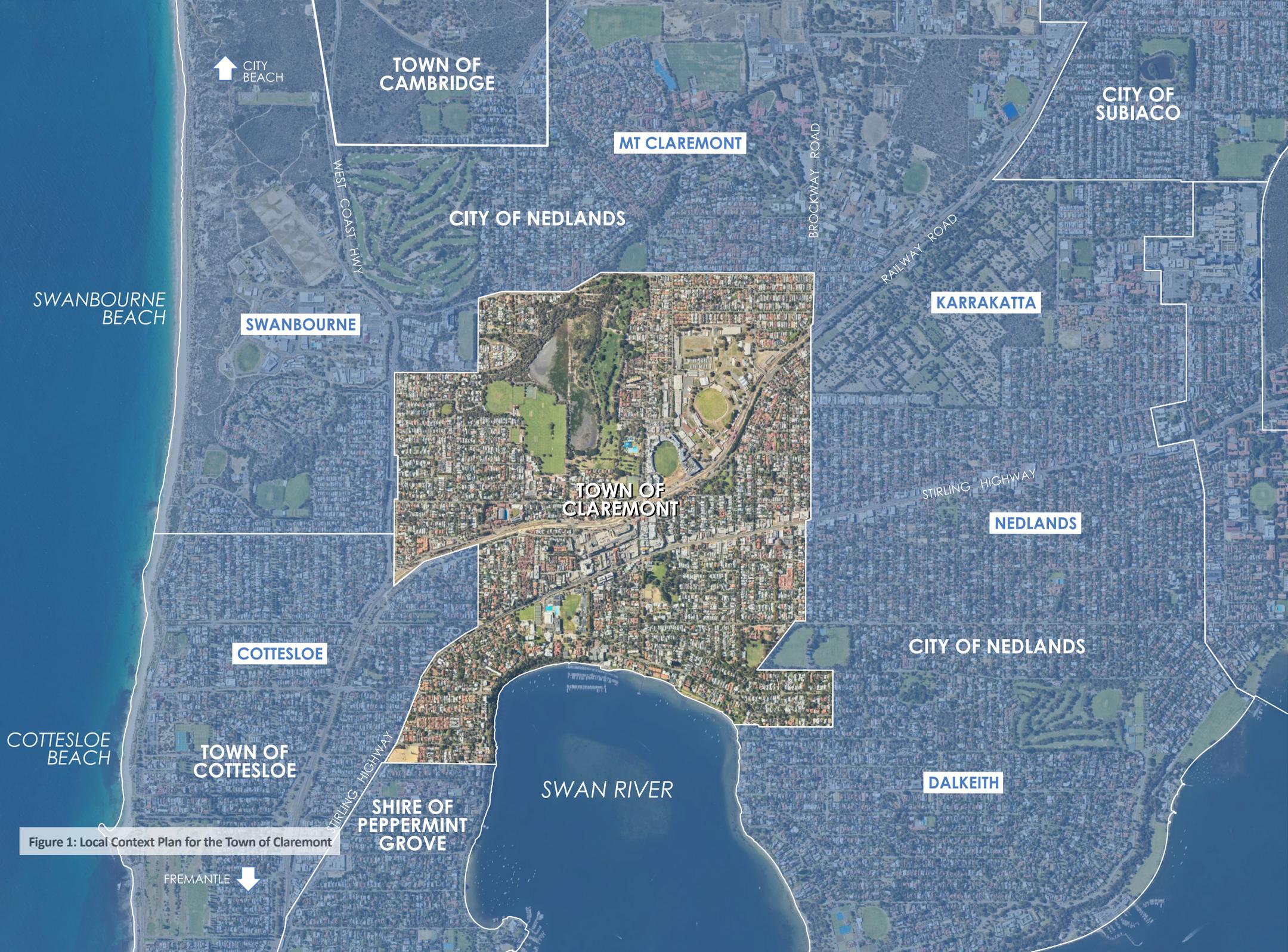


Figure 1: Local Context Plan for the Town of Claremont

2.0 VISION

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

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

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

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

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

1.

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

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

2.

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

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

3.

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

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

4.

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

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

2.1 Principles

The Strategy is guided by the following planning principles:

COMMUNITY, URBAN GROWTH AND SETTLEMENT

Population Growth

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

Character and Heritage

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

Community Infrastructure

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

Open Space

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

ECONOMY AND EMPLOYMENT

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

ENVIRONMENT

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

INFRASTRUCTURE

Essential Service Infrastructure

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

Traffic and Transport

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

2.2 Objectives

Community, Urban Growth and Settlement



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



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



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



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



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



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



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



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



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



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



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

Economy and Employment



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



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



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

Environment



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



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

Infrastructure



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



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



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



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

2.3 Local Planning Strategy Overview

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

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

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

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

2.4 Strategic Direction

2.4.1 New Local Planning Scheme

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

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

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

2.4.2 Planning Areas

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

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

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

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

2.4.3 Character and Heritage Areas

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

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

LEGEND

Boundaries

— Town of Claremont

Community and Urban Growth

Centres, Precincts and Corridors

⊙ Activity Centre (800m Walkable Catchment)

⊙ Transit Precinct (400m Walkable Catchment)

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

Planning Areas

Loch Street Station Precinct

Swanbourne Station Precinct

Claremont Station Precinct

Claremont Town Centre

Stirling Highway East - Highway

Planning Investigation Areas

Claremont Showgrounds Precinct
- Subject to Improvement Plan No. 57

Stirling Highway East - Transition

Stirling Highway West

Outside of Planning Area

Economy and Employment

Education

Health

Local Centre

Environment

Regional Open Space

Local Open Space

Waterways

Infrastructure

Primary Regional Roads

Secondary Regional Roads

Railway Line

Railway Station

High Frequency Public Transport

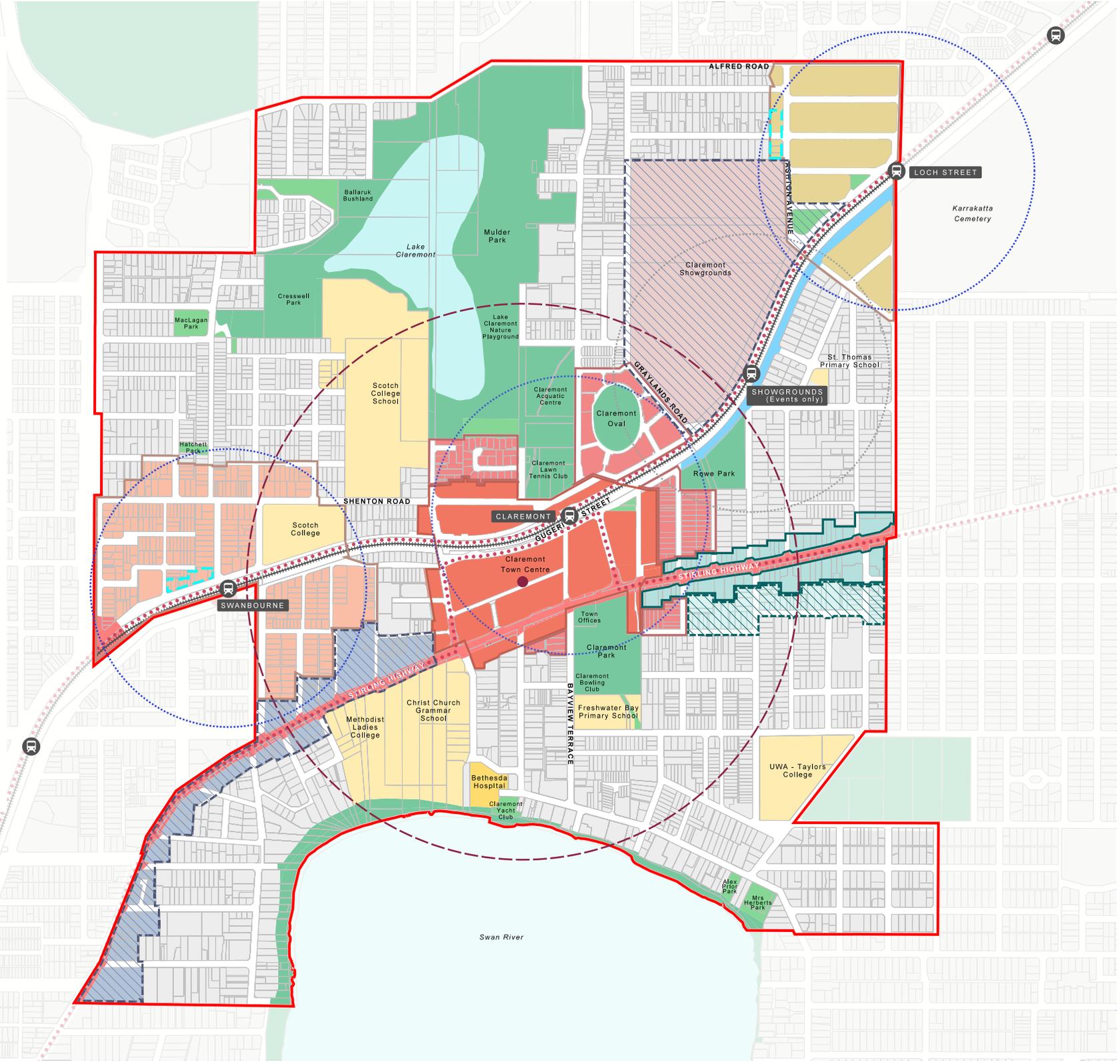


Figure 2: Local Planning Strategy

3.0 ISSUES AND OPPORTUNITIES

3.1 Overview

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

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

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

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

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

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

Timeframes proposed are to be interpreted as follows:

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

3.2 Community, Urban Growth and Settlement

3.2.1 Planning Principles

Population Growth

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

Economy and Employment

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

Character and Heritage

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

Community Infrastructure

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

Open Space

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

3.2.2 Objectives

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



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



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



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



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



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



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



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



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



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



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



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

3.2.3 Strategic Considerations

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

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

3.2.3.1 Housing Growth

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

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

3.2.3.2 Housing Diversity and Affordability

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

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

3.2.3.3 Cultural Heritage (Historic and Aboriginal Heritage)

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

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

3.2.3.4 Access to and Diversity of Public Open Space

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

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

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

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

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

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

3.2.3.5 Quality of Community Infrastructure

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

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

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

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



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

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p>Housing Growth</p> <p>Facilitate an increase in available housing stock through considered development which is focused around centres, precincts and corridors, to align with infill development requirements under Perth and Peel @ 3.5 million and the Central Sub-regional Planning Framework.</p>	<p>Increase the number of dwellings within the Town to accommodate the anticipated population growth within centres, precincts and corridors, while protecting the dominant tree-lined and heritage streetscapes.</p>	<ol style="list-style-type: none"> 1. Review existing density codings and development standards, including plot ratio, building height and development bonuses within the planning areas to ensure there is sufficient capacity to accommodate residential growth. 2. Review existing split density coded areas to transition these area to a single density code under the new Local Planning Scheme. 3. Prepare Precinct Structure Plans or Local Development Plans for Planning Areas to guide future updates to the local planning framework and upgrades to the public realm and infrastructure, where required. 	<p>Support infill and consolidation targets.</p>	<p>Short term</p>
<p>Housing Diversity and Affordability</p> <p>Facilitate an environment for improved liveability and amenity through the provision of a range of housing types and lifestyle choices to support a diverse demographic.</p>	<p>To increase the diversity of housing options and supply of affordable housing to provide for a greater diversity of residents and households.</p>	<ol style="list-style-type: none"> 1. Investigate provisions for development bonuses to support housing diversity, including: <ul style="list-style-type: none"> • Aged persons accommodation and adaptable housing; • Student and other specialist co-living housing; and • Affordable housing including live/work spaces. 2. Investigate opportunities to facilitate more aged and dependent persons dwellings and universally designed and adaptable dwellings through the local planning framework. 	<p>Accommodate a range of demographics/household types and providing greater opportunities to live, work and recreate within precincts, centres and corridors.</p>	<p>Short term</p>
<p>Cultural Heritage (Historic and Aboriginal Heritage)</p> <p>Protect and celebrate the special character of Claremont whilst facilitating regeneration and increased intensification.</p>	<p>To protect and integrate the special character of the Town whilst undergoing urban renewal.</p>	<ol style="list-style-type: none"> 1. In collaboration with the local community, undertake a review of streets and precincts within the Town to identify the specific values and attributes within those streets/precincts that exemplify the character of those areas and the aspects worthy of protection and celebration. 2. Ensure the new scheme and associated Local Planning Policies seek to ensure important elements of Aboriginal and European Heritage and character areas are reinforced, protected and enhanced by new development. 3. Refine existing planning provisions for character areas to ensure that important built form and landscape character in these areas are reinforced and enhanced by new development. 4. Periodically review the existing Local Heritage List for adoption in the local planning framework. 	<p>The existing residential character expresses Claremont's identity, character and sense of place. Celebrate this as an asset to the local community and as places of interest to visitors.</p>	<p>Short term</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p>Access to and Diversity of Public Open Space</p> <p>Some open spaces are not optimally used and certain areas do not have convenient access to open space.</p>	<p>Ensure the community has access to an adequate and diverse range of POS to meet its needs.</p>	<ol style="list-style-type: none"> 1. Prepare and implement an Open Space Strategy to guide the provision, use and development of the Town's POS. 2. Investigate through a Strategic Property Review the potential for any Town owned or managed land: <ul style="list-style-type: none"> • Currently used as open space to be reserved under the local planning scheme for POS if it is not already; and • To be used for POS where there is an identified need. 3. Investigate the use of development bonuses to assist in the delivery of new public open spaces or embellishment of existing spaces where there is an identified need or gap. 4. Update Local Planning Strategy to reflect the findings of the open space strategy once completed and finalised. 	<p>Improving the quality, usability and distribution of open space will enhance the amenity of the Town and support a healthy lifestyle for its residents and visitors</p>	<p>Short term</p>
<p>Quality of Community Infrastructure</p> <p>The Town's community infrastructure has not kept pace with the needs of its existing and growing resident, worker and visitor population.</p>	<p>Ensure that there is adequate community infrastructure to support the needs of the Town's residents, workers and visitors.</p>	<ol style="list-style-type: none"> 1. Prepare a community needs assessment to form part of a Local Planning Policy. 2. Develop this assessment into scheme provisions. 3. Investigate the establishment of development bonuses to assist in the delivery of community infrastructure. 	<p>Improve the quality, usability and sustainable provision of community infrastructure to enhance the amenity and diversity of facilities and infrastructure for the Town's residents, workers and visitors.</p>	<p>Short term</p>

LEGEND

Boundaries

--- Town of Claremont

Community and Urban Growth

Centres, Precincts and Corridors

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

Planning Areas

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

Planning Investigation Areas

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

Environment

- Regional Open Space
- Local Open Space
- Waterways

Infrastructure

- Railway Line
- Railway Station

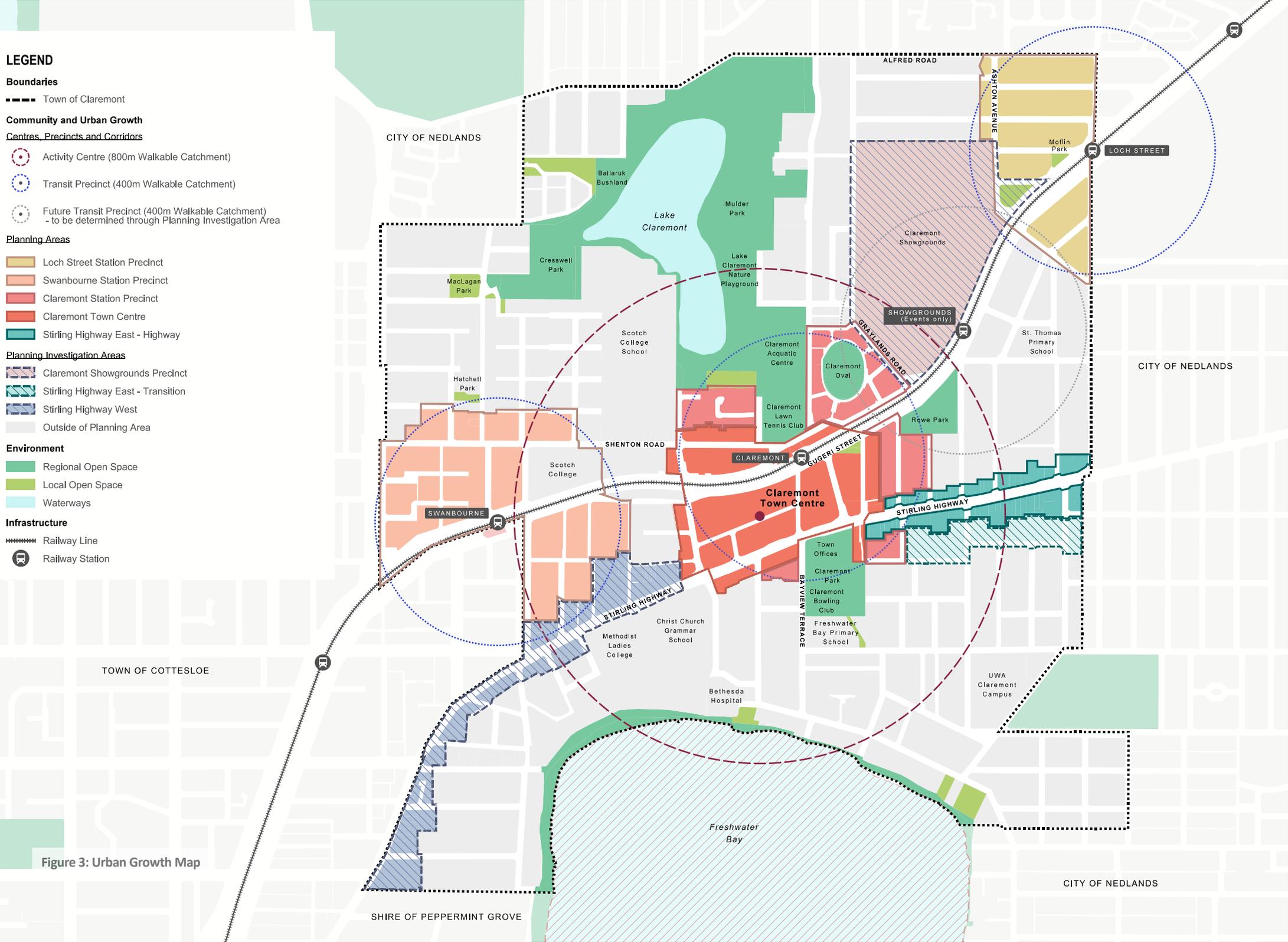


Figure 3: Urban Growth Map

CITY OF NEDLANDS

SHIRE OF PEPPERMINT GROVE

TOWN OF COTTESLOE

CITY OF NEDLANDS

CITY OF NEDLANDS

LEGEND

Boundaries

--- Town of Claremont

Community and Urban Growth

Centres, Precincts and Corridors

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

Planning Areas

Suburban Residential

Public Purpose / Community

Education

- 1 UWA Claremont Campus
- 2 Methodist Ladies College
- 3 Christ Church Grammar School
- 4 Scotch College Middle / Senior School
- 5 Scotch College Primary School
- 6 Freshwater Bay Primary School
- 7 St Thomas Primary School

Community Spaces

- 1 McKenzie Pavillion
- 2 Agricultural Showgrounds
- 3 Town of Claremont Administration Centre
- 4 Lake Claremont Golf Course / Clubhouse
- 5 Claremont Aquatic Centre
- 6 Claremont Bowling Club
- 7 Claremont Community Hub and Library
- 8 Claremont Oval
- 9 Claremont Tennis Club
- 10 Claremont Yacht Club
- 11 Claremont Museum / Education Centre

Environment

- Regional Open Space
- 800m Regional Open Space catchment
- Local Open Space
- 400m Local Open Space catchment
- Sport
- Recreation
- Nature
- Waterways

Infrastructure

- Railway Line
- Railway Station

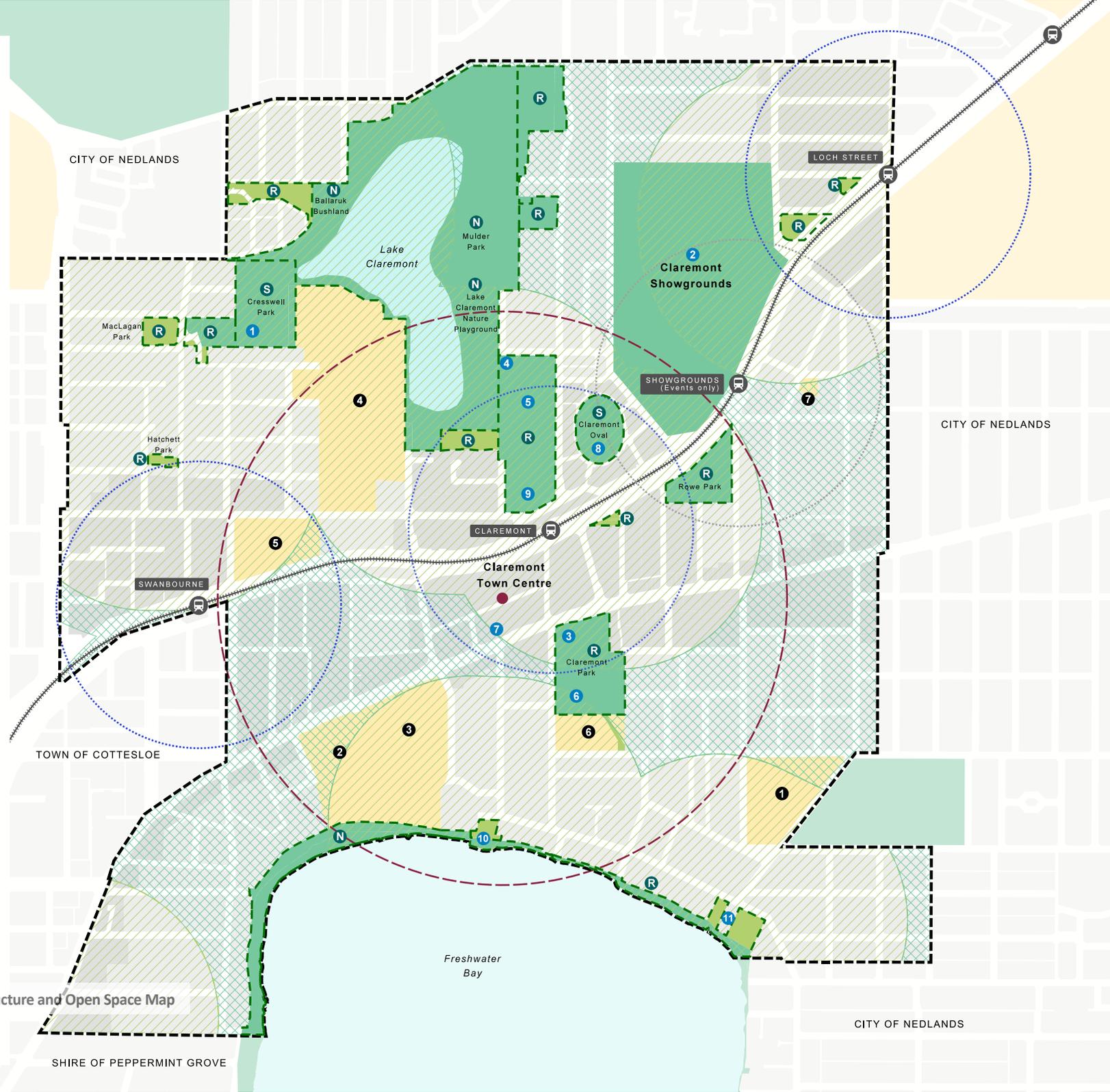


Figure 4: Community Infrastructure and Open Space Map

3.3 Economy and Employment

3.3.1 Planning Principle

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

3.3.2 Objectives

The strategic objectives for economy and employment are:



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



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



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

3.3.3 Strategic Considerations

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

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

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

3.3.3.1 Maintaining a Sustainable Hierarchy of Centres, Precincts and Corridors

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

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



3.3.3.2 Business and Employment Diversity and Growth

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

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

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

3.3.3.3 Entertainment

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

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

3.3.3.4 Claremont Showgrounds and Light Industrial Precinct

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

3.3.3.5 Reduce Regulation

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

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



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

Table 2: Economy and Employment – Planning Directions and Actions

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

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

LEGEND

Boundaries

--- Town of Claremont

Community and Urban Growth

Centres, Precincts and Corridors

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

Planning Areas

- Planning Areas
- Suburban Residential

Economy and Employment

- Secondary Centre
- Local Centre
- Education
- Light Industrial

Environment

- Open Space
- Waterways

Infrastructure

- Railway Line
- Railway Station
- Civic
- Event
- Education
- Health
- Tourist Attractions

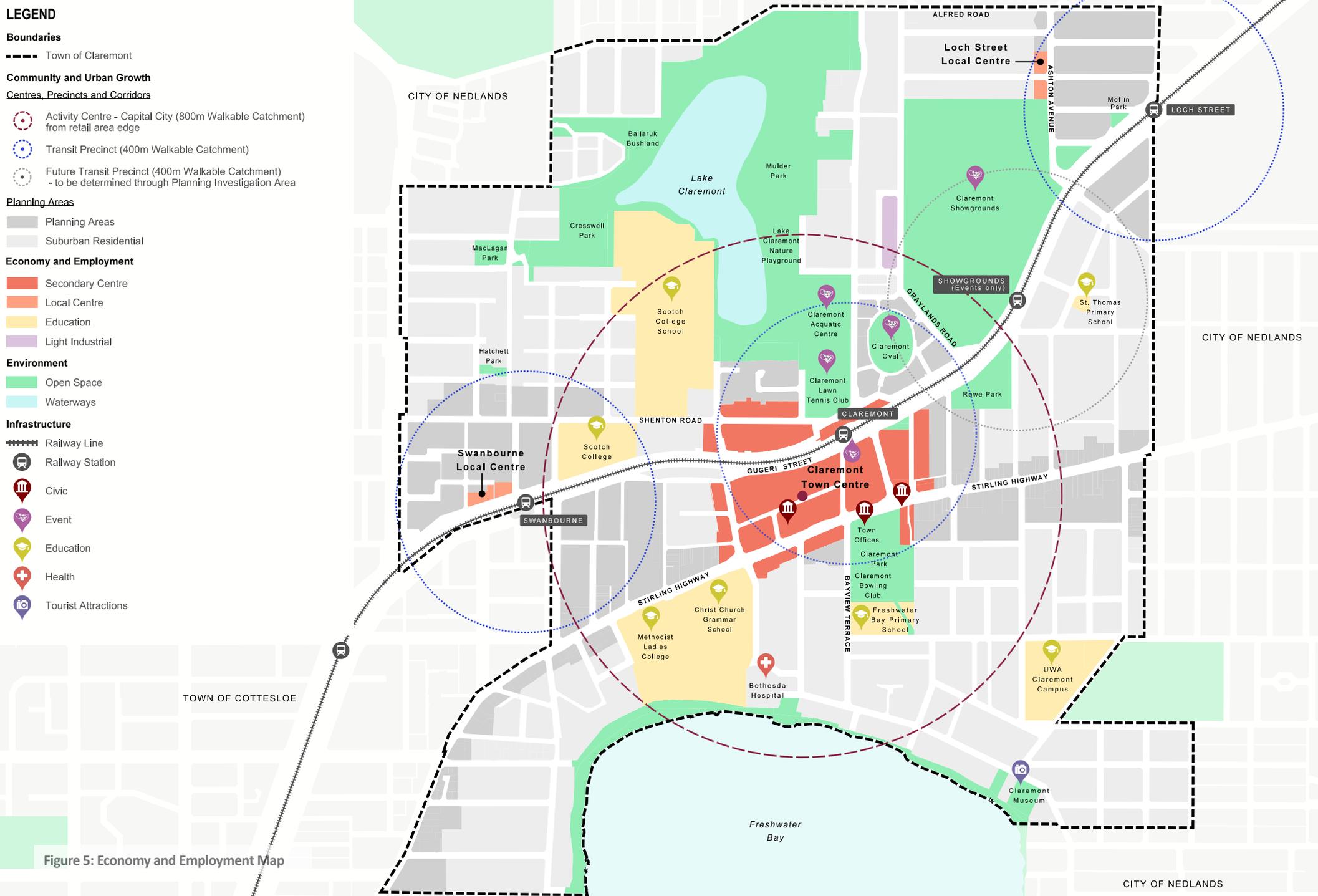


Figure 5: Economy and Employment Map

NUMBER
ONE
CLAREMONT

Town of Claremont
Council Chambers & Administration

Image: Town of Claremont Council Chambers & Administration Sign

3.4 Environment

3.4.1 Planning Principle

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

3.4.2 Objectives

The strategic objectives for the environment are:



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



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

3.4.3 Strategic Considerations

Several informing strategies provide strategic direction for environment including:

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

3.4.3.1 Natural Environment

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

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

3.4.3.2 Swan River/Lake Claremont

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

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

3.4.3.3 Lack of Ecological Linkages

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

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

3.4.3.4 Urban Greening

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

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

3.4.3.5 Bushfire Risk

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

3.4.3.6 Aboriginal Heritage

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

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



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

Table 3: Environment - Planning Directions and Actions

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

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

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

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

LEGEND

Boundaries

--- Town of Claremont

Community and Urban Growth

Centres, Precincts and Corridors

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

Transit Precinct

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

Planning Areas

Suburban Residential

Public Purpose / Community

Education

Environment

Regional Open Space

Local Open Space

Waterways

Bush Forever Sites

Bushfire Prone Areas

Ecological Links

Aboriginal Heritage Sites

Defined Flood Event (1 in 100 year event)

Infrastructure

Railway Line

Railway Station



Figure 6: Environment Map

CITY OF NEDLANDS



Image: Mary Street Reserve

3.5 Infrastructure

3.5.1 Planning Principles

Infrastructure

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

Traffic and Transport

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

3.5.2 Objectives

The strategic objectives for infrastructure are:



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



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



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



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

3.5.3 Strategic Considerations

Several informing strategies provide strategic direction for infrastructure including:

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

3.5.3.1 Infrastructure Upgrades

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

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

3.5.3.2 Sustainable Transport

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

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

3.5.3.3 Management of Parking Demand in Planning Areas

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

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

3.5.3.4 Prioritising Infrastructure for Active Transport

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

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

3.5.3.5 Connectivity

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

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

3.5.3.6 Preservation of Right of Ways (ROW’s)

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

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



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

Table 4: Infrastructure - Planning Directions and Actions

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

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

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

LEGEND

Boundaries

--- Town of Claremont

Community and Urban Growth

Centres, Precincts and Corridors

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

- Planning Areas
- Suburban Residential

Public Purpose / Community

Education

Environment

- Regional Open Space
- Local Open Space
- Waterways

Infrastructure

Movement

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

Public Transport

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

Parking

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

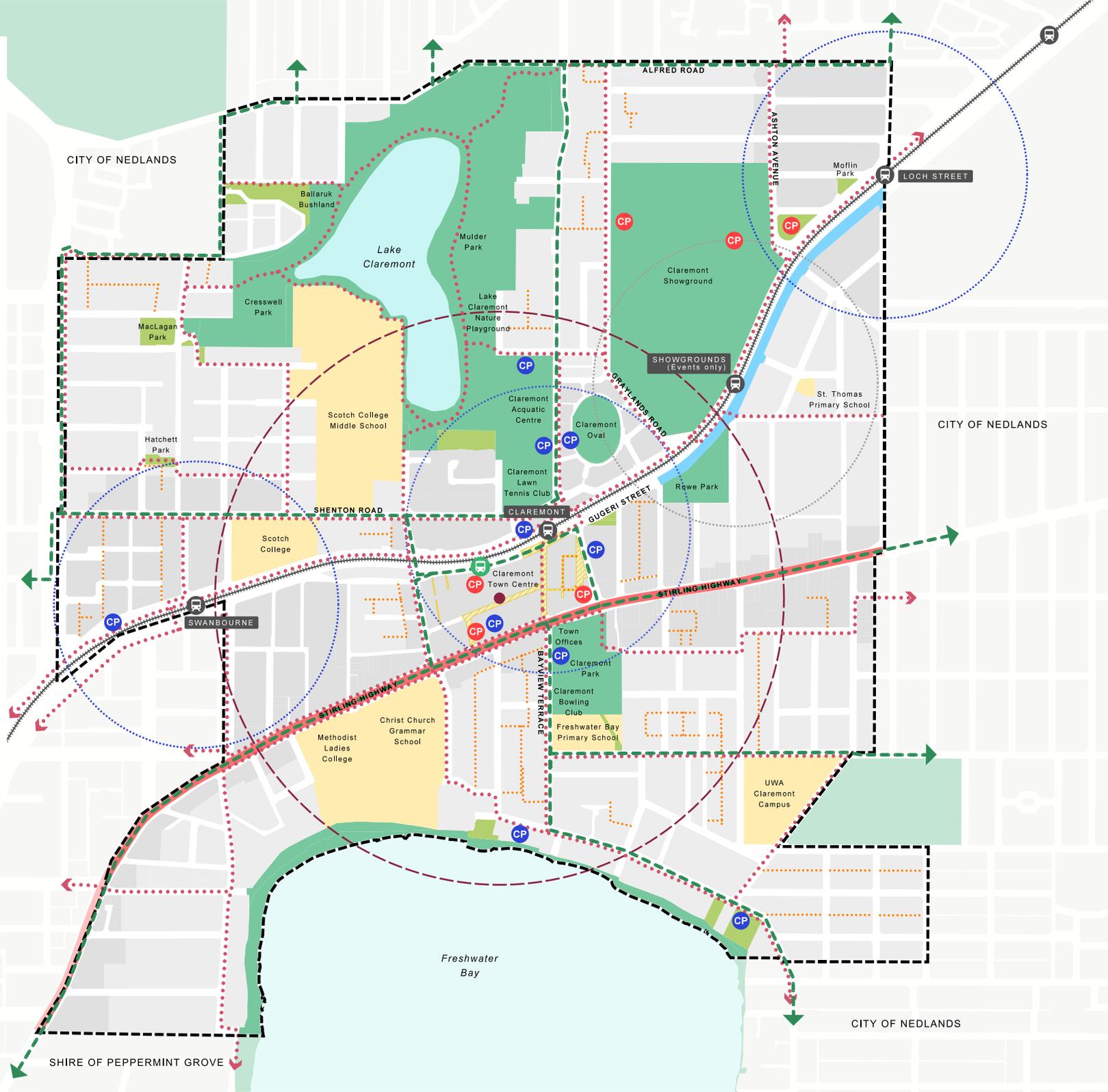


Figure 7: Infrastructure Map

4.0 PLANNING AREAS

4.1 Overview

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

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

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

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

Claremont Town Centre

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

Claremont Station Precinct

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

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

Swanbourne Station Precinct

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

Loch Street Station Precinct

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

Stirling Highway East Urban Corridor

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

Stirling Highway West Urban Corridor (Investigation Area)

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

Claremont Showgrounds Precinct (Investigation Area)

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

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

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

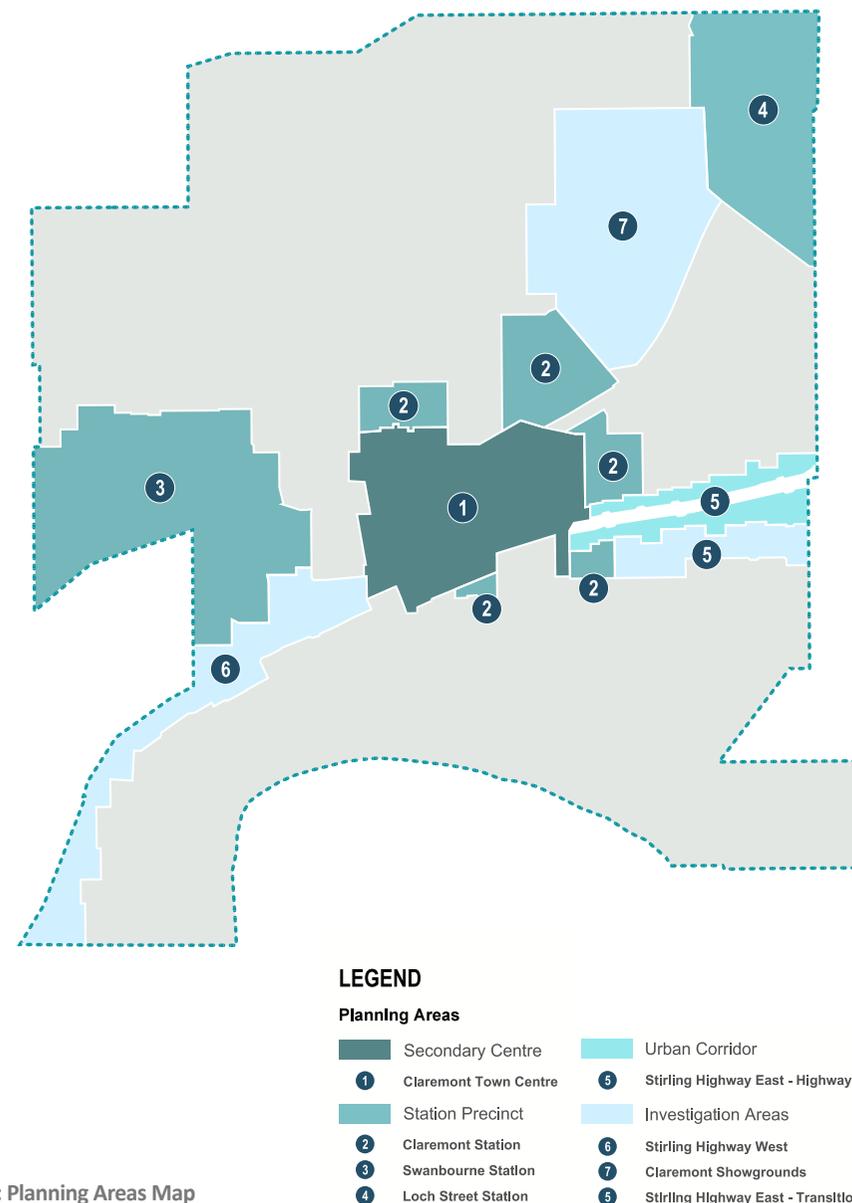


Figure 8: Planning Areas Map

4.2 Claremont Town Centre

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

4.2.1 Strategic Considerations

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

4.2.1.1 Community, Urban Growth and Settlement

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

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

With the projected population growth of the Planning Area outlined in **Figure 10** will come a greater demand for community facilities and public open space. There are a variety of facilities and public spaces available throughout the Planning Area, but there is a need to:

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

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Claremont Town Centre Planning Area

Community and Urban Growth

Centres, Precincts and Corridors

- Transit Precinct

Indicative Land Use and Urban Form

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

Character Investigation Areas

Economy and Employment

- Secondary Centre
- Education

Environment

- Regional Open Space
- Local Open Space

Infrastructure

Public Transport

- Railway Line
- Railway Station
- Bus Stops
- High Frequency Public Transport

Movement

- Primary Regional Roads
- Pedestrian Priority Areas

Other

- Heritage Sites - State
- Heritage Sites - Local

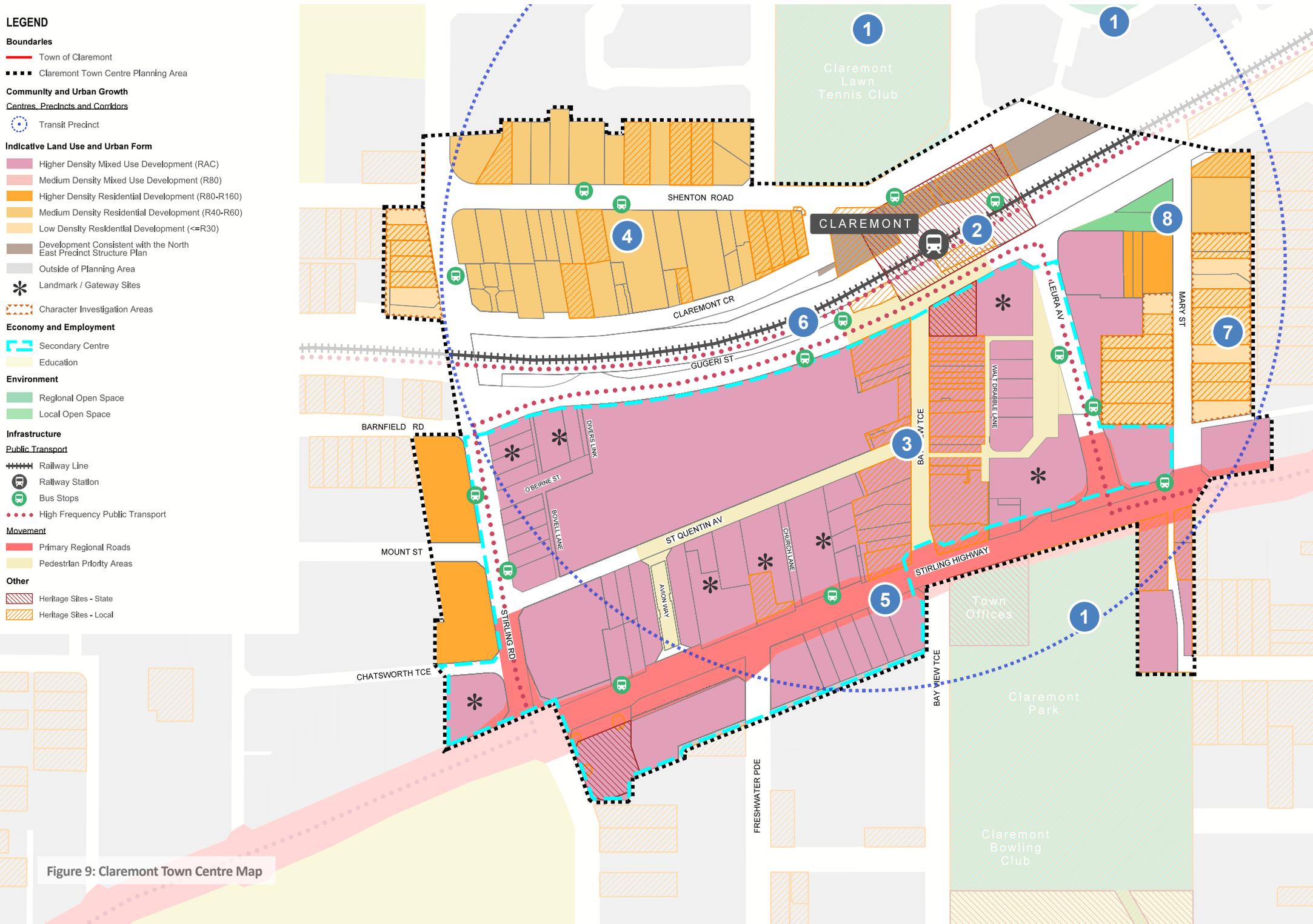


Figure 9: Claremont Town Centre Map



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

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

4.2.1.2 Economy and Employment

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

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

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

4.2.1.3 Environment

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

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

4.2.1.4 Infrastructure

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

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

4.2.2 Actions and Implementation

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

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

The actions and implementation for the Claremont Town Centre Planning Area are further outlined in **Table 6**.

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

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

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

4.3 Claremont Showground Precinct

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

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

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

4.3.1 Strategic Considerations

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

4.3.1.1 Community, Urban Growth and Settlement

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

4.3.1.2 Economy and Employment

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

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

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Claremont Showgrounds Planning Investigation Area

Community and Urban Growth

Centres, Precincts and Corridors

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

Indicative Land Use and Urban Form

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

Economy and Employment

- Local Centre

Environment

- Regional Open Space
- Local Open Space

Infrastructure

- Secondary Regional Roads
- Railway Line
- Railway Station
- Future Railway Station location to be investigated as part of Transit Precinct Investigations
- High Frequency Public Transport

Other

- Heritage Sites - State
- Heritage Sites - Local

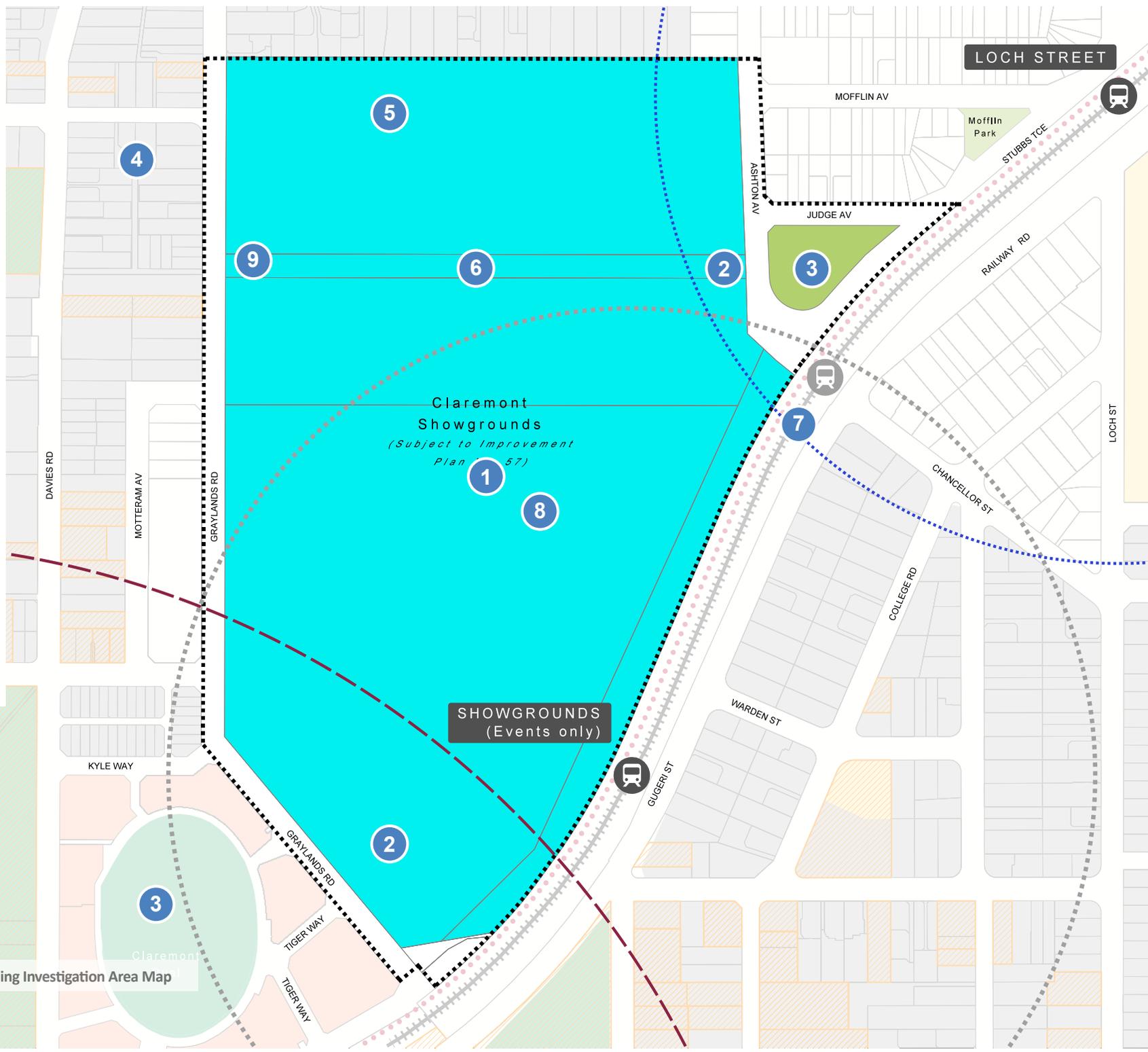


Figure 10: Claremont Showgrounds Planning Investigation Area Map

4.3.1.3 Environment

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

4.3.1.4 Infrastructure

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

4.3.2 Actions and Implementation

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

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

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

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

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

4.4 Stirling Highway East Urban Corridor

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

This Strategy recognises the opportunity for this Precinct to have Stirling Highway East - Highway as a Planning Area which could accommodate growth and change to support the Town and Stirling Highway East - Transition which has been identified for potential growth and redevelopment, but insufficient work has been done at this stage to identify a clear planning direction. Stirling Highway East - Transition needs further planning investigation into matters including, but not limited to, appropriate transition south from Stirling Highway; building height and mass; overshadowing; heritage; tree retention and vehicular access.

4.4.1 Strategic Considerations

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

4.4.1.1 Community, Urban Growth and Settlement

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

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

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

With the projected population growth of the Planning Area outlined in **Figure 14** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Stirling East Planning Area

Community and Urban Growth

Centres, Precincts and Corridors

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

Indicative Land Use and Urban Form

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

Infrastructure

Public Transport

- Railway Line
- Railway Station
- High Frequency Public Transport

Movement

- Primary Regional Roads

Other

- Heritage Sites - State
- Heritage Sites - Local

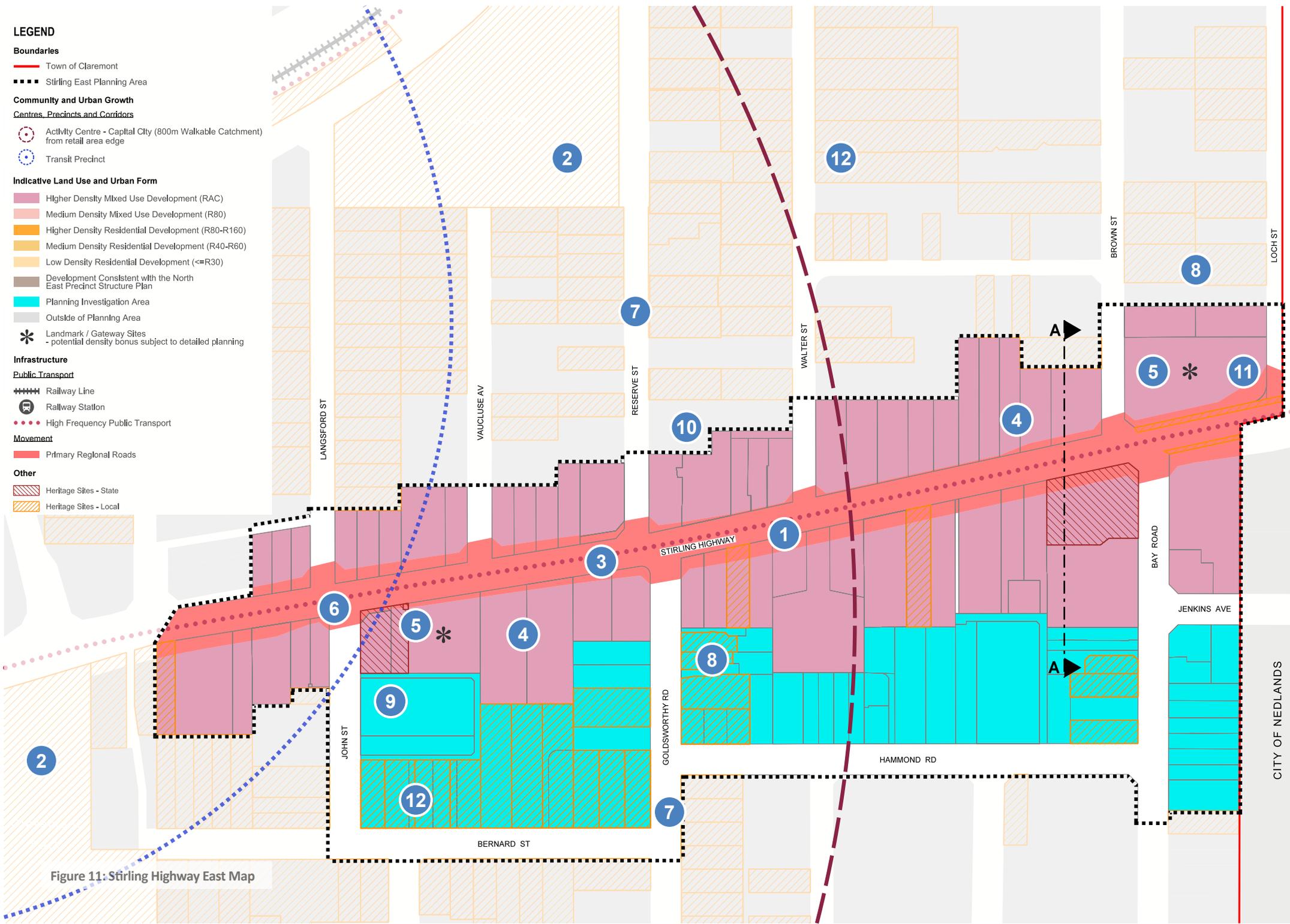


Figure 11: Stirling Highway East Map

will be on improved connectivity to:

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

4.4.1.2 Economy and Employment

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

4.4.1.3 Environment

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

- Provision of on site landscaping and tree canopy both at ground level and at upper levels of multi-storey development;



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

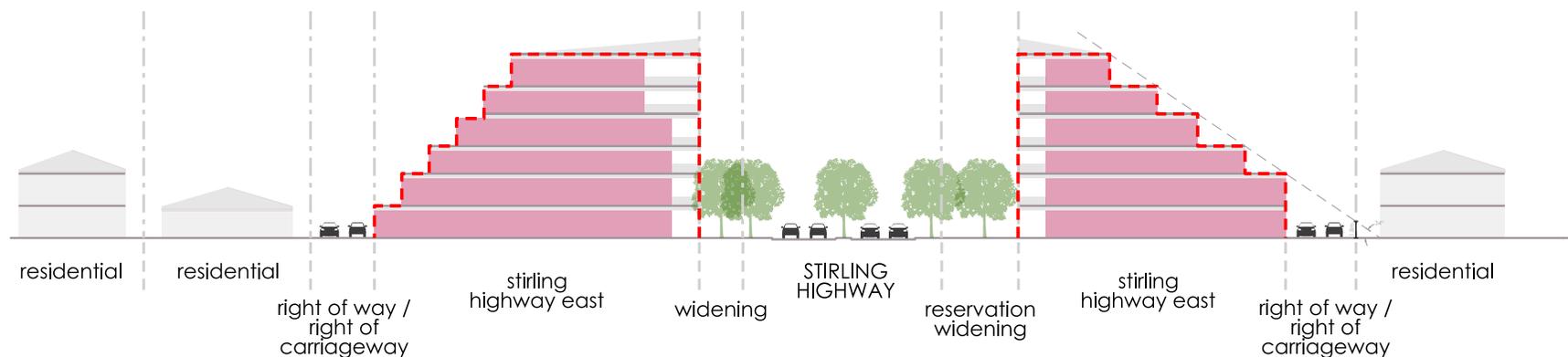


Figure 12: Cross Section A-A shown spatially on Figure 12, outlining the potential built form envelope for new development within the Stirling Highway East Urban Corridor Planning Area.

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

4.4.1.4 Infrastructure

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

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

4.4.2 Actions and Implementation

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

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

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

Table 8: Actions and Key Deliverables for the Stirling Highway East Urban Corridor (Stirling Highway East - Highway Planning Area)

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

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

Table 9: Actions and Key Deliverables for Stirling Highway East Urban Corridor (Stirling Highway East - Transition Planning Investigation Area)

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



Image: Stirling Highway East towards CBD

4.5 Stirling Highway West Urban Corridor

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

4.5.1 Strategic Considerations

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

4.5.1.1 Community, Urban Growth and Settlement

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

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

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

With the projected population growth of the Planning Area outlined in **Figure 17** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

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

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Stirling Highway West Planning Investigation Area

Community and Urban Growth

Centres, Precincts and Corridors

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

Indicative Land Use and Urban Form

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

Economy and Employment

- Education

Environment

- Regional Open Space
- Local Open Space

Infrastructure

Public Transport

- Railway Line
- Railway Station
- High Frequency Public Transport

Movement

- Primary Regional Roads

Other

- Heritage Sites - State
- Heritage Sites - Local

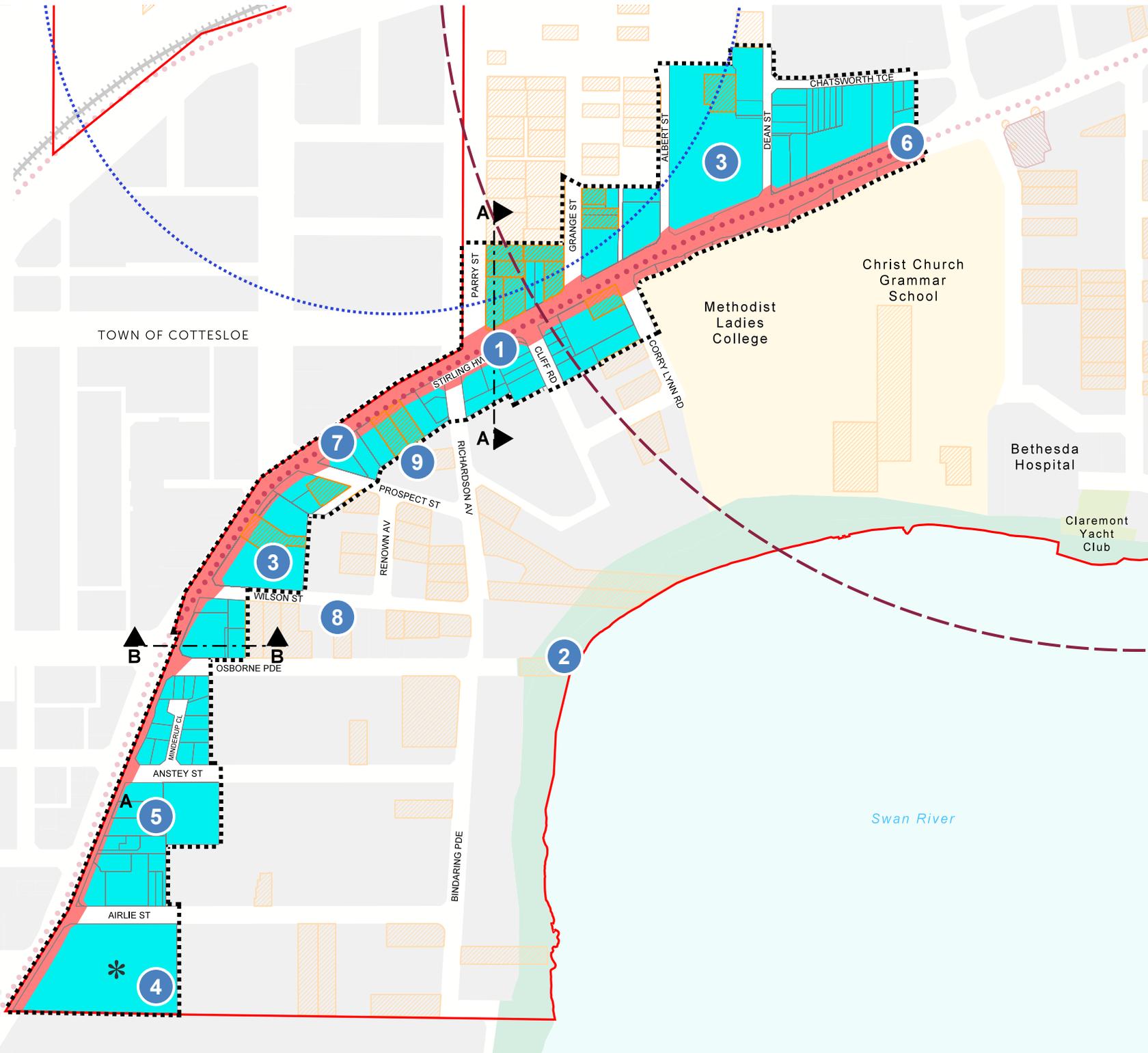


Figure 13: Stirling Highway West Map

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

4.5.1.2 Economy and Employment

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

4.5.1.3 Environment

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

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



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

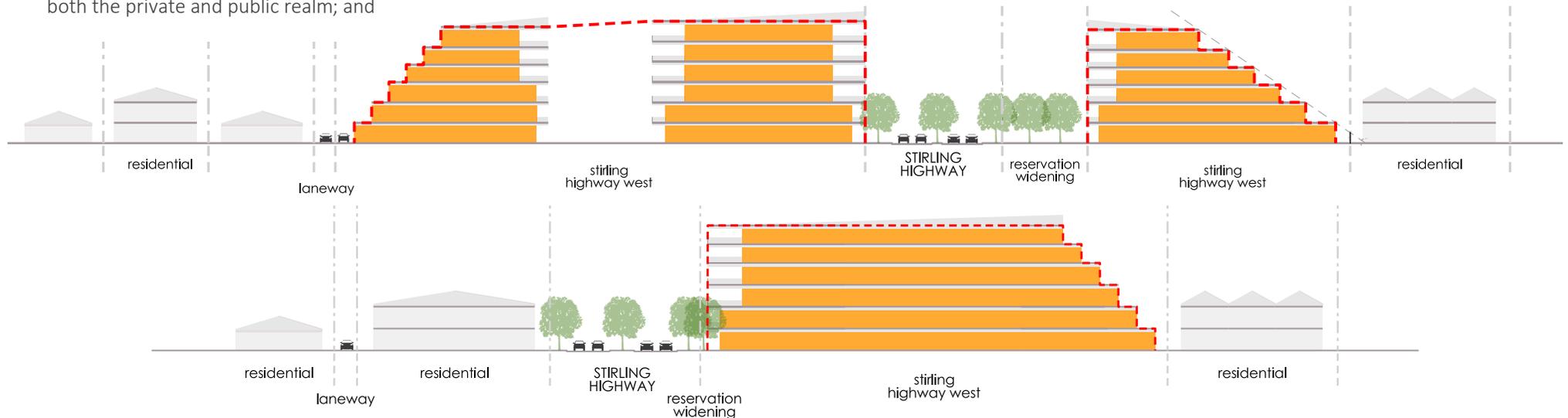


Figure 14: Cross Section A-A and B-B shown spatially on Figure 15, outlining the potential built form envelopes for new development within the Stirling Highway West Urban Corridor Planning Area.

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

4.5.1.4 Infrastructure

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

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

4.5.2 Actions and Implementation

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

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

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

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

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

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

4.6 Claremont Station Precinct

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

4.6.1 Strategic Considerations

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

4.6.1.1 Community, Urban Growth and Settlement

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

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

With the projected population growth of the Planning Area outlined in **Figure 19** will come a greater demand for community facilities and public open space. There are a variety of facilities and public spaces available throughout the Planning Area, but there is a need to:

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

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Claremont Station Planning Area

Community and Urban Growth

Centres, Precincts and Corridors

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

Claremont Town Centre Planning Area

Indicative Land Use and Urban Form

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

Economy and Employment

- Education

Environment

- Regional Open Space
- Local Open Space

Infrastructure

- Railway Line
- Railway Station
- High Frequency Public Transport

Other

- Heritage Sites - State
- Heritage Sites - Local

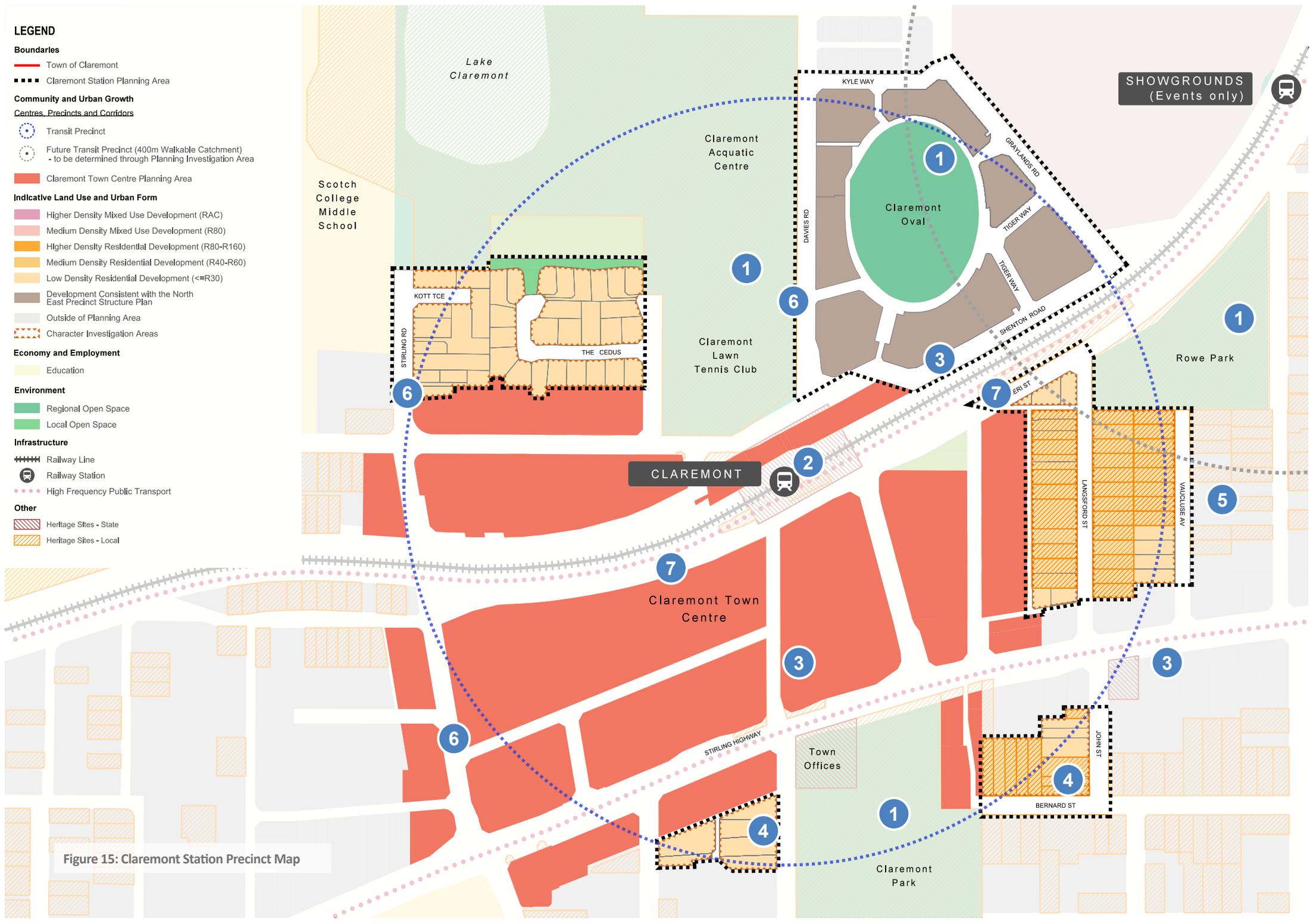


Figure 15: Claremont Station Precinct Map

4.6.1.2 Economy and Employment

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

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

4.6.1.3 Environment

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

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



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

4.6.1.4 Infrastructure

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

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

4.6.2 Actions and Implementation

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

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

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

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

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

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

4.7 Loch Street Station

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

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

4.7.1 Strategic Considerations

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

4.7.1.1 Community, Urban Growth and Settlement

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

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

With the projected population growth of the Planning Area outlined in **Figure 22** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

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

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Loch Street Station Planning Area

Community and Urban Growth

Centres, Precincts and Corridors

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

Indicative Land Use and Urban Form

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

Economy and Employment

- Local Centre

Environment

- Regional Open Space
- Local Open Space

Infrastructure

- Secondary Regional Roads
- Railway Line
- Railway Station
- High Frequency Public Transport

Other

- Heritage Sites - State
- Heritage Sites - Local



Figure 16: Loch Street Station Precinct Map

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

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

4.7.1.2 Economy and Employment

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

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

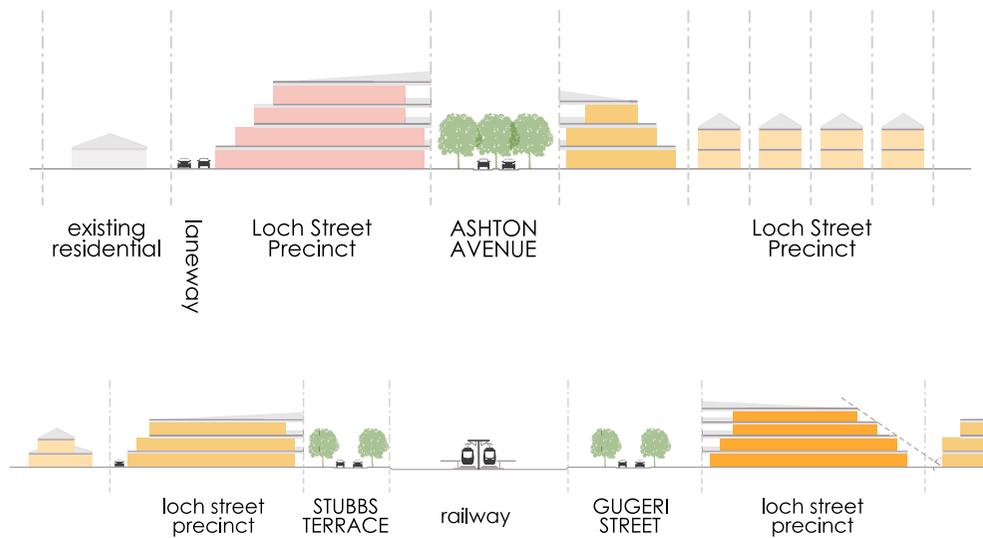


Figure 17: Cross Section A-A and B-B shown spatially on Figure 20, outlining the potential built form envelopes for new development within the Loch Street Station Precinct

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

4.7.1.3 Environment

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

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

4.7.1.4 Infrastructure

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

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

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

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

4.7.2 Actions and Implementation

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

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

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

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

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

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

4.8 Swanbourne Station

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

4.8.1 Strategic Considerations

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

4.8.1.1 Community, Urban Growth and Settlement

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

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

With the projected population growth of the Planning Area outlined in **Figure 25** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

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

Opportunities

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

Issues

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

LEGEND

Boundaries

- Town of Claremont
- Swanbourne Station Planning Area

Community and Urban Growth

Centres, Precincts and Corridors

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

Indicative Land Use and Urban Form

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

Economy and Employment

- Local Centre
- Education

Environment

- Regional Open Space
- Local Open Space

Infrastructure

- Primary Regional Roads
- Railway Line
- Railway Station
- High Frequency Public Transport

Other

- Heritage Sites - State
- Heritage Sites - Local



Figure 18: Swanbourne Station Precinct Map

Methodist Ladies College

4.8.1.2 Economy and Employment

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

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

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

4.8.1.3 Environment

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

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

4.8.1.4 Infrastructure

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

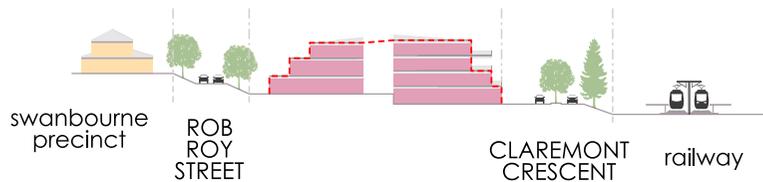


Figure 19: Cross Section A-A shown spatially on Figure 23, outlining the potential built form envelopes for new development within the Swanbourne Station Precinct



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

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

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

4.8.2 Actions and Implementation

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

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

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

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

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

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

5.0 IMPLEMENTATION AND REVIEW

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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