TOWN OF CLAREMONT

LOCAL PLANNING STRATEGY

Endorsed by the Western Australian Planning Commission
8th February 2011

DISCLAIMER

CLEARLY CLAREMONT

Town of Claremont
Local Planning Strategy
2010 – 2025

MAYOR'S MESSAGE

'Clearly Claremont', the Town of Claremont's Local Planning Strategy, has already proved to be a major success. It is the first land use and planning strategy for the Town and for the community – it will guide developers, local businesses and residents in development matters over the next 10-15 years. Residents will be able to understand the way the Town will be likely to develop. Developers and business owners will gain confidence in going forward, so that investment can be attracted to the Town. The Department for Planning will be able to use this strategy to assess current and future Local Planning Schemes and amendments.

'Clearly Claremont' is about connecting the community to appropriate and well-designed housing, jobs, services, and better places for everyone. It is the land use and planning framework for enabling Council to respond to changing circumstances ranging from an ageing population to the realities of a changing climate. Council's vision is to develop the Town as an exemplary, sustainable locality, based on five interwoven themes:
- protecting and building on the Town's natural environment and built heritage;
- encouraging people to live and work locally;
- providing for diverse long term economic growth and investment in the Town that benefits the community;
- having better places for all people who live, work and visit the Town; and
- ensuring fundamental improvements in the Town's resilience.

Council is moving forward with a philosophy of governing well so that it can actively and clearly guide the type of development that it wants in the Town so that this vision can be attained.

Jock Barker
Mayor of Town of Claremont

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EXECUTIVE SUMMARY

Why has this Strategy been developed?

This Strategy has been developed to allow Council to move forward with a philosophy of governing well, so that it can actively and clearly respond to such emerging trends as an ageing population, a changing climate and demand for local living.

This Strategy sets out to:

- Protect and enhance the natural and cultural assets of the Town and deliver to all residents and visitors a high quality urban environment.

- Anticipate and respond to the changing needs of existing and future generations through the balanced provision of zoned and serviced land that better connects the community to appropriate and well-designed housing, jobs, services and improved places for everyone.

- Assist in the creation of local wealth, support the development of new employment opportunities and encourage economic and community activity.

- Encourage the local community to embrace sustainability principles and mandate well-planned, future-focused development.

How will this Strategy help?

Firstly, the Strategy focuses on five areas of application:

1. **Living in Claremont –** Providing more housing choice, having better places to live in and supplying safe, accessible and attractive public services.

2. **Working in Claremont –** Ensuring a prosperous locality with strong and diverse economic activity.

3. **Enjoying Claremont** – Providing different opportunities to enjoy the locality through its shopping, culture, sport, tourism and open spaces.

4. **Connecting Claremont –** Connecting residents, businesses and visitors by improving the accessibility of the Town.

5. **Cross-cutting policies** – Issues such as protecting heritage and sustainability that require actions across many areas of the Town.

Secondly, the Strategy sets out to deal proactively with the following challenges:

- Encouraging more flexible land uses, to allow for effective and efficient planning;

- Putting more attention into allowing or requiring appropriate mixes of uses and less attention to separating them;

- Meeting anticipated housing needs of different sections of the community;

- Recognising that the one-size-fits-all approach to development standards of the R-Codes is not necessarily appropriate to the Town's mature areas;

- Keeping up with changes in neighbourhood character, building types and development technologies;

- Getting the right activity in the right location; and

- Avoiding excessive parking supply.

What will be done?

This Strategy will be implemented by:
- A new Local Planning Scheme No. 4 being developed to replace the existing Town Planning Scheme No. 3, which is twenty two years old.

- New or modified Local Planning Policies that provide a consistent and coordinated approach to decision making on land use and development matters.

- Using Structure Plans to guide development in definite areas around the locality, such as the North East Precinct Local Structure Plan.

- Provision of incentives that encourage or assist certain types of uses or development (for example heritage restoration work).

- Using partnerships to collaborate with relevant stakeholders that have the knowledge to assist in delivering a specific outcome.

- Advocating for specific land use and development decisions to be made by federal and state government agencies that relate to achieving a desired outcome of the Strategy.

- Ongoing research that can be used to assist in making land use and development decisions.

In summary, the Strategy remains focused on the need for good governance – effectiveness, responsiveness, fairness, efficiency, understandability and predictable flexibility – over the long term. In this way, 'Connecting Claremont' can connect the community to appropriate and well-designed housing, jobs, services and better places for everyone.

Introduction

"From time to time we all need to be refreshed and reinspired, discard what we no longer need and spruce up ourselves, our homes and our communities. Renewal is a cyclical and important ritual that ensures ongoing life, vitality and an embrace of new thinking, new forms, and new ways of inhabiting the places where we live. It does not mean discarding that which has enduring value, meaning or that which is key to the unique personality of place."
Gilbert Rochecouste

The Town's current approach to land use and planning – Town Planning Scheme No. 3 – is now twenty two years old. An update is needed now, to improve the role of land use and planning in Claremont. As land use and planning is so important to the quality of our places, it needs to work more efficiently, effectively and be understood by those it affects. 'Clearly Claremont', the Town of Claremont Local Planning Strategy, outlines the process by which land use and planning for the locality will be improved, so that renewal of the locality does not compromise the enduring and unique character of the Town.

Town of Claremont

Locational Context

The Town of Claremont is a small (4.9kilometers square kilometres) inner local government located approximately eight kilometres south west of the Perth central business district. The locality is characterised by some of the state's oldest urban settlement patterns and has a high level of amenity due to its proximity to the Swan River and the coast. A particular characteristic of the locality is the dominance of the traditional grid form of neighbourhood subdivision. The Town comprises predominantly of urban development encircling a regional town centre which is serviced by an all-stops train station on the Fremantle – Perth railway line to the north and Stirling Highway to the south.

Historic Growth

Settlement in the locality initially focused around land allocated on the river foreshore and at Lake Claremont in 1850 to pensioner guards and their families by the government. The locality continued to grow, largely based on speculation fuelled by the government's policy of selling blocks to investors, ranging from three-quarters of an acre to five acres. Over the next thirty years these blocks were subdivided into sizes that would attract potential buyers resulting in blocks ranging from a quarter acre down to four hundred square metres.

In 1881 the Fremantle – Perth railway line opened and Claremont's town centre began to emerge between the railway station and the Perth to Fremantle Road (Stirling Highway). The railway line continued to fuel land subdivision in the Town and by the turn of the century the entire locality had been subdivided, with the exception of a dozen

streets. The result was a suburb where a range of classes could afford to settle. By World War II, what most people recognise and appreciate as the character of Claremont had been established.

Main development features

New developments in the town centre and the proposed redevelopment of the North East Precinct (focusing on Claremont Oval and the Claremont Train Station) mean that the character of Claremont will continue to evolve.

In the town centre, two new mixed use developments will result in one hundred and thirty two apartments, thirty one office tenancies, and one hundred and fifty retail tenancies. At the Claremont Quarter development, a new central north-south pedestrian laneway will connect Gugeri Street and St Quentin Avenue. There will also be a new piazza opened as part of the development situated at the axis between St Quentin Avenue, the new central lane, the new pedestrian mall and Church Lane.

Redevelopment of the North East Precinct includes land comprising approximately 9.4 hectares bounded by the railway line to the south, Graylands Road to the east, Lapsley Road to the north and Davies Road and Shenton Place to the west. The principal project outcome is for urban regeneration of the Precinct; effectively, increasing the density and compatibility of land uses, with a focus on the residential component, but to also incorporate a locally significant proportion of retail, commercial and public open space (i.e. Claremont football oval and pockets of small open space). An approved Local Structure Plan sets out how the precinct will be regenerated through new residential development (approximately 500 apartments) surrounding Claremont Oval and new mixed use development to the east of the train station.

Stirling Highway is currently the subject of a study being led by the Department of Planning that also focuses on urban regeneration. The intention of this study is to guide urban regeneration of by integrating land use planning and transport planning that allows for increases in residential density and compatibility of land uses along the highway. This study has yet to be finalised.

These new development features provide important context for this Strategy.

Role of the Strategy

Regulation 12A (3) of the *Town Planning Regulations 1967* outlines the role of this Strategy as being too:
a) Set out the long-term planning directions for the local government;

b) Apply state and regional planning policies; and

c) Provide the rationale for the zones and other provisions of the Scheme.

Process

Consultation

This Strategy was developed through a highly collaborative process involving the Department of Planning, Town of Claremont Elected Members, Council staff and the community.

To ensure that the Strategy considered state government requirements, collaboration with the Department of Planning primarily included liaising with internal sections (namely the 'Schemes and Amendments' and 'Environment' teams). This included briefing officers on the proposed approach – gather emerging trends, decide on desired outcomes and allocate position statements – to developing the Strategy. Additional assistance included Department of Planning officers assessing the different elements of the Strategy using their 'sustainability appraisal framework'. At each stage, the Strategy was found to meet the requirements of achieving sustainability outcomes.

Collaboration with Elected Members began when they were initially briefed on the approach to developing the Strategy. They provided additional assistance when they were asked to provide feedback on the 'emerging trends' and 'desired outcomes'. Feedback from Elected Members was recorded, collated and considered in the drafting of the position statements. Following Local Government elections, the Elected Members were given an opportunity to review and provide comment on the draft Strategy.

To make certain that the Strategy reflected organisational goals, collaboration with Council staff included briefing senior officers on the emerging trends and requesting their feedback. Additional information on the desired outcomes was distributed internally. Council staff also reviewed the initial list of position statements and provided important feedback which was incorporated to finalise the list.

The community provided ideas, comments and feedback at an early stage in the development of the Strategy. People were given the opportunity – through a Special Edition of Town Talk, the Town's website and the 'Places for Me' website – to comment and provide feedback on the 'emerging trends' and the 'desired outcomes'. They also had the option of suggesting ideas – based on the areas of application – for turning the desired outcomes into a reality. Feedback from the community was recorded, collated and considered when the position statements were developed. The Strategy also builds on the extensive community consultation that the Town has conducted throughout the past decade on the North East Precinct project and development of the Plan for the Future.

Methodology

'Clearly Claremont' is about leading the change towards connecting the community to appropriate and well-designed housing, jobs, services and places. As change tends to be evolutionary, rather than revolutionary, this Strategy used a logical three step process to determine the Town's approach to land use and planning for the next 10-15 years.

First, it asks where the Town is heading. Understanding these emerging trends that will affect the locality in the next 10-15 years is important in determining the right approach to land use and planning. An analysis of local, national and international issues was completed and documented in Appendix 1. This resulted in a list of fifteen emerging trends, including an ageing population, a changing climate and demand for local living that would provide the basis for the Strategy.

Secondly, desired outcomes were developed so as to guide the Town's response to these emerging trends over the long term. One of the roles of the Strategy is to apply state and regional planning policies. Therefore, an analysis of state and local planning documents was undertaken and documented in Appendix 2. The results of this analysis contributed to the list of five desired outcomes. Thirdly, in understanding where the Town is heading, and its ultimate destination, it asks how the desired outcomes of the Town can be implemented. Position statements, across five areas of application – Living, Working, Enjoying, Connecting and Cross-cutting – are outlined so that the desired outcomes can become a reality.

This Strategy concludes by listing what things need to be done to manage the transition of the Town. It identifies the actions towards which land use and planning in the Town needs to move in order to be simpler, more effective and able to guide future development to refresh and re-inspire the locality.

Throughout the process, it was recognised that this Strategy will apply to four major groups of stakeholders; (1) the investor or developer; (2) current and future residents of the Town; (3) the local government; and (4) the state government. With this in mind, the point of this Strategy is to remain focused on the need for good governance – effectiveness, responsiveness, fairness, efficiency, understandability and predictable flexibility - over the long term. In this way, land use and planning can play a crucial role in guaranteeing the future quality of the built environment to positively impact on the health, wellbeing and the strength of the community.

Tools used in implementing the Local Planning Strategy

Local Planning Scheme for Town of Claremont
Planning schemes are regulatory laws that set out the rules governing where new land uses and developments can occur and specify the standards for building and operating new structures. Generally, they include:

- a map that divides the locality into different land use zones, precincts or overlays and shows which development control provisions apply to which areas; and
- a written document that sets out the conditions under which use and development can take place in different zones, precincts and overlays.

Town Planning Tools
Structure plans and detailed area plans are state government approved documents that councils can develop under the Local Planning Scheme and apply to specific areas of a locality. These documents set out specific rules governing where new land uses and

developments can occur and specify the standards for building and operating new structures.

Design guidelines deal with urban design issues. These tools set out specific rules governing the 'look' of different types of buildings within the locality or land included in a structure plan or a detailed area plan

Policy

Local planning policies developed under the Local Planning Scheme provide a consistent and coordinated approach for decision making on land use and development matters. They can provide additional guidance to applicants, planning staff and elected members on the preferred way in which discretion may be exercised under local planning schemes.

Local Laws

Local laws are tools that councils can develop under the Local Government Act 1995. These tools can be used to provide a more formal legal framework for applying local planning policies.

Local Plans

Local Plans are strategies, similar to this one, where objectives that fall outside the scope of land use and planning can be addressed. An example could be the current Town of Claremont Disability Access & Inclusion Plan which goes beyond the scope of an urban planning strategy and covers other social outcomes for the target residents.

Other methods

There are many other ways to put into effect a local planning strategy and some of these include incentives, research, advocacy, education campaigns and partnerships with other groups and institutions.

STATE AND REGIONAL PLANNING CONTEXT

The following State strategies and policies have provided a key focus for context supporting the Town of Claremont's Local Planning Strategy. A full account of each document and their impact on the Town of Claremont can be found in Appendix Two.

Statement of Planning Policy No. 1: State Planning Framework (2006) – brings together existing State and regional strategies, policies, guidelines and plans into a State Planning Framework to provide the context for decision making on land use and development. It also expands upon the key principles of the State Planning Strategy in planning for sustainable land use and development.

State Planning Strategy (1997) - provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning.

Directions 2031 Draft Spatial Framework for Perth and Peel (2009) - recognises emerging urban issues of transit availability, integrated residential uses, densification of land uses and an equitable distribution of jobs, services and amenities. A more compact city with efficient use of land and infrastructure is desired. Land that is already zoned will be prioritised for development.

Draft State Planning Policy: Activity Centres for Perth and Peel (2009) - aims to reduce the need to travel and supports the use of public transport, cycling and walking. Promotes a more energy efficient urban form with a hierarchy of 'Activity Centres'. Establishes key strategies for how and where development is to occur. New development is promoted around existing activity centres that are well served by public transport.

Stirling Highway Activity Corridor Study: Preliminary Strategy Concept (2009) - promotes Stirling Highway as the major activity corridor of the western suburbs. Seeks a collaborative approach from western suburbs councils and State agencies to implement planning controls (strategic, statutory and policy) to achieve a unified activity corridor outcome for Stirling Highway.

Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development (2006) - promotes the intensification of existing activities and new uses that will make better use of public transport facilities and services. The policy is built upon emerging opportunities for new development that maximise the benefits of transit infrastructure.

Statement of Planning Policy No. 3 - Urban Growth and Settlement (2006) - a broad sector policy released primarily focused on the pattern of settlement and quality of the urban environment. Promotes urban form change to a more compact pattern of development. The need to supply a greater diversity of housing types is a key consideration of this policy.

LOCAL PLANNING CONTEXT

The following local strategies, plans and policies have provided a key focus for context supporting the Town of Claremont's Local Planning Strategy.

WESROC: A Study of Land Use Patterns and Residential Densities in the Western Suburbs
This major regional study supports the provision of a variety of accommodation types and relaxation of parking standards. It also recommends the provision of incentives and planning bonuses in order to achieve increased housing provision.

Town of Claremont Plan for the Future 2008-2012
This local government plan provides the values and vision that the whole municipality will aspire to and has been adopted in the Local Planning Strategy's intent.

Connecting Claremont: Traffic and Transport Management Strategy
The principles of this strategy advocate for the provision of transport choices away from private cars and values planning for walking, cycling, public transport and end of journey facilities.

North East Precinct Local Structure Plan
This plan provides up to 527 new residences around Claremont oval and will feature a mixed land use to accommodate commercial and retail activity. It's location near the Claremont train station will mark it as a model transit oriented development which could be a catalyst for similar projects along the Fremantle to Perth railway line, as well as more regional transit hubs.

Town Centre Study and Guidelines
This 2003/2004 document provides guidance on standards and aspiration for design elements and activities in the Claremont town centre.

Disability Access & Inclusion Plan / Community Safety & Crime Prevention Plan
These plans are reflected in elements of the local planning strategy which focus on the provision of safe, inclusive and interesting interfaces between the public and private developments.

PROVIDING FUTURE DIRECTION

"The dormitory type suburb is a dead suburb – undesirable – so mixing uses and age groups are preferable as it ensures that there are always people around and people in the street (a live suburb) which also increases safety and security and should reduce break-ins and vandalism."
Town of Claremont Councillor

The effects over the next 10-15 years of globalisation, climate change and peak oil may still be largely unpredictable, but their impacts will have more influence on future development in the locality and the region. In addition, changes in our own locality – such as legislative changes, an ageing population, skills shortages, cultural and lifestyle changes, smaller families, less people living together and indeed more people living alone - will play an important role in determining the type and distribution of development needed.

In order to respond to these impacts and changes, planning for them has to occur. A local planning strategy provides a way to respond to these impacts and changes. The intention of this Strategy is to guide the type of land use and development in the locality. This will allow the Town to respond to changes in our own locality, whilst achieving regional goals. Ultimately, the objective is to ensure that Council can use the Strategy and its tools - such as a local planning scheme - to respond to identified and predictable trends while allowing sufficient flexibility for the emergence of new information, trends, and ideas.
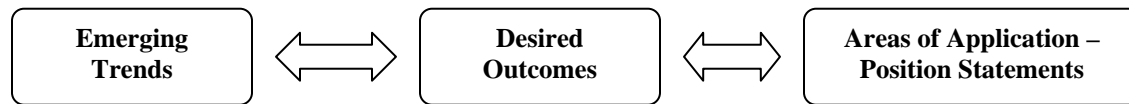
RATIONALE FOR ZONES AND OTHER PROVISIONS

"Facilitating travel by bus and train, making sure this is provided for in planning and mixing development to include opportunities for local business is perhaps the best local government can do."
Town of Claremont Councillor

A local planning scheme, through zones and other provisions, is the main tool that is used to implement a local planning strategy. Therefore, it is important that a local planning strategy provides the rationale for the zones and other provisions that will be included in a local planning scheme.

The intention of this local planning strategy is to establish an approach that will allow the Town to respond to emerging trends in the locality. Understanding the emerging trends – local, regional, national and international – and how they may affect land use and development in the Town, is the first step in having a strategy that can respond to them. A set of desired outcomes, based on responding to these emerging trends, provides the overall approach to guiding land use and development. The areas of application, categorised into five themes – Living, Working, Enjoying, Connecting and Cross-cutting – provides the more detailed approach, through a list of position statements, to inform the public and interested parties what stance Council has on each particular response. Therefore, the rationale for zones and other provisions of the local planning scheme is

imbedded throughout this Strategy in its emerging trends, desired outcomes and position statements.

Emerging Trends	⟺	Desired Outcomes	⟺	Areas of Application – Position Statements

In providing the rationale for zones and other provisions for the new local planning scheme a number of challenges will need to be considered. These are explained below.

More flexible uses
There is very little difference among the land use impacts of a bookstore, a music store, a pet store, a sporting goods store and a hardware store of the same size. However, in most old-style planning schemes they have their own classification. The challenge is to remedy ineffective and inefficient land use tables with extensive lists of permitted uses. There is the opportunity to investigate introduction of greater flexibility by grouping similar uses, making for more effective and efficient town planning.

The mixed-use middle
Mixing uses creates new opportunities for generating activity and reducing car trips. The challenge is to focus more attention on allowing or requiring appropriate mixes of uses and less attention given to separating them. There is the opportunity to investigate including different mixed-use zones in the locality that take into the character of the area and outline the scale of permitted development.

Attainable housing (or housing diversity or housing choice)
A mix of housing products means more options for people being able to remain in the locality over the long term. The challenge will be in not only allowing certain types of housing to occur but ensuring that there are no unnecessary barriers for other housing types such as granny flats, adaptive reuse and intergenerational housing.

Mature areas standards
The one-size-fits-all approach to development standards of the R-Codes is not necessarily appropriate to the Town's more mature areas. The challenge is to acknowledge that mature areas are simply different from new growth areas, not only in how they look and feel but in how they should be regulated. In doing so, there is the opportunity to investigate having a different set of development criteria for new areas, established areas, and for redevelopment areas.

Living with nonconformities
Surprisingly, in many cases, it is precisely the characteristic that makes a property nonconforming that also makes it an interesting contributor to neighbourhood diversity. The challenge will be to re-evaluate whether or not pre-existing development must someday come into compliance with standards intended for new developments, such as those in the R-Codes.

Dynamic development standards

Neighbourhood character, building types and development technologies all change. The challenge is to ensure that planning regulations are not playing catch-up in trying to reflect those changes. There is the opportunity to investigate adopting standards that can change over time in predictable ways.

Depoliticised final approvals
Developments that have been reviewed and determined to be consistent with planning standards should not be derailed at the last minute. The challenge will be set out when it is appropriate for the public to get involved in commenting on a proposed development.

Getting the right activity in the right location
Getting the right activity in the right location can mean reducing car trips and a more efficient public transport system. The challenge will be to guide activities that are not reliant on being accessible by car into locations that have high accessibility by public transport and vice versa.

More accurate and flexible parking standards
Excessive parking supply brings economic, social and environmental costs. The challenge will be to recognise that parking standards can be adjusted to reflect changing needs and conditions. For example, a development close to a train station and incorporating end of trip facilities may not be required to provide high levels of parking. There is the opportunity to investigate adjusting minimum parking requirements based on specific pre-established performance standards and conditions.

Establish parking maximums
Parking maximums place an upper limit on the supply of parking allowed either at individual sites or over an area, such as the town centre. The challenge is to acknowledge that parking maximums can reduce excessive parking supply. There is the opportunity to investigate parking maximums in appropriate areas where, left to their own devices, developers and businesses are likely to supply excess parking.

EMERGING TRENDS

This Strategy responds to the following emerging trends:

Climate change—the type and way we construct our buildings, as well as the transport choices that they foster, are a significant contributor to greenhouse gases and other emissions that are detrimental to air quality and our climate. The design of buildings and planning for Claremont will need to take into account the potential impacts of climate change which include water shortages, increasing temperatures and severity of storms.

Environmental Degradation—consideration of our impact on the natural environment is an important element of sustainability. Perth is experiencing a loss of biodiversity through land clearing during construction and expansion of suburbs, air pollution from transport and industrial activities and generation of large amounts of wastes that can potentially degrade land and water resources.

Physical and Mental Wellbeing—the trend towards disconnected land uses and unbalanced transport options (favouring the private car) over walking and cycling has led to increasingly poor health outcomes. There are unprecedented obesity levels amongst many of our children, and most of our adults. Isolation and segregation of communities has led to a loss of a sense of place by many; evidenced by research confirming depression as one of the fastest emerging illnesses in our communities.

Social Inequity—the elderly, youth, disabled or those with mobility issues require high quality public places and transport options. Extensive redevelopment generally displaces lower income earners reducing the social diversity of communities by displacing those priced out of the housing market.

Housing Diversity—Perth's rapidly growing population, combined with a trend towards smaller households and larger houses, has increased the pressure for housing in the Town and will continue to do so into the future. The Australian Dream of a single house on a separate block will need to be tackled by providing a variety of housing options suitable to the demographics.

Ageing Population—A third of the residents are over 55 years old and are expecting to live a much longer and quality-filled life. Currently, the Town has only a small capacity in aged care facilities and retirement villages. The Town will need to provide infrastructure, services, housing and facilities suited to older residents so they may successfully age in place instead of moving on to another locality.

Increasingly Single—the traditional nuclear family is not dominant in the Town of Claremont. Over half of all households have no children or have two people or less. The divorce rate has increased over the last ten years especially amongst the 55+ age group. These members of our community have quite different needs and aspirations: the Town needs to refocus its land use planning approach to accommodate this group.

Home Ownership—Australians are holding on to the 'dream' of a single house on a large block of land. This pursuit is causing environmental degradation due to the large tracts of land required for this suburban housing. Gardens are getting smaller but houses are getting bigger - and with fewer people in them. Development of this type of housing is also reducing the green nature of established areas, reducing amenity and increasing temperatures. There is a real need for housing in the Town of Claremont that can be provided at lower social, economic and environmental costs.

Labour Force—over half of the people in the Town have tertiary qualifications and the industries that employ 57% of the workforce are property and business services, health and community services, retail trade, and education. The Town may need to assess its land uses for these types of workers if it wants to allow the opportunity for people to work closer to home and live locally.

Enabling Governance—aims to reinvent governments to create the conditions within which they can provide the vision and leadership in delivering innovative solutions to urban problems. The Town needs to harness its imagination with renewed force in order to sustain wealth creation and quality of life for children and generations beyond. This means thinking ahead and not passively waiting for things to happen. In this way our community can in principle avoid managing decline gracefully.

Creative Economy—Perth suffers from an imbalance within its professional base. It cultivates engineers and scientists, but struggles to attract arts and media professionals, architects and designers. Despite economic growth, high employment and a positive inter-State migration rate, Perth is still losing its young and talented to other cities. The Town needs to play its part in attracting and retaining a creative labour force by providing appropriate work opportunities, housing and attractive lifestyle options.

The Energy Transition— To ensure the Town's resilience to the rising price and potential reduction in the availability of petrol, measures will need to be undertaken that will enable the use of renewable energy and will reduce energy use, such as good public transport, walking and cycling networks.

Mixed land uses—there is an emerging message from State planning authorities on the importance of developing a mix of land uses in locations with good public transport so as to provide convenient access to housing, jobs, shops and services in order to address other emerging trends such as Climate Change, The Energy Transition, Housing Diversity, Ageing Population and Local Living.

Local living—there is a growing demand for providing daily needs (such as employment, local shops, schools and community services) within walking distance of where people live, to minimise their need to travel and increase social and economic opportunities for all residents, business owners and visitors.

Culture and the Arts – continues to have a particular role in strengthening neighbourhoods. Places where collective and public cultural activities are occurring have important benefits—aesthetic, social, economic and symbolic—for towns and cities.

DESIRED OUTCOMES

Five desired outcomes have been identified to guide future decisions about land use and planning in the Town of Claremont. These desired outcomes represent the Town's response to the emerging trends. The desired outcomes are outlined below and are representative of higher order state and local strategies and plans that are already in circulation, providing the necessary context for the Town's vision for a better future.

Natural and Built Environmental Sustainability

"The Town needs to ensure that planning scheme incorporates conditions which embrace all technologies to reduce energy use, water use, fertiliser use and any practice which decreases the carbon footprint of our community."
Town of Claremont Councillor

> The Local Planning Strategy will act to protect and enhance the natural and cultural assets of the Town and deliver to all residents and visitors a high quality urban environment that provides aesthetic, amenity and environmental benefits.

It is important that the Town's environment and heritage continues to be protected and enhanced. This means delivering sustainable development that has minimal impact on the environment and ensuring that future development is designed to be in keeping with the heritage of the locality. Equally important is that public places in the Town are well used and appreciated by all people. This means building on and improving community ownership and pride in public places so that they can be safe, comfortable, interesting and attractive.

Effective and Responsive Land Use and Zoning

"Attention to changing demographics is important. Zoning and land use should anticipate future demographics. Secondly, they should respond to actual lifestyle needs of residents."
Town of Claremont Councillor

> The Local Planning Strategy anticipates and responds to the changing needs of existing and future generations through the balanced provision of zoned and serviced land that better connects the community to housing, employment, recreational venues and open space, commercial and community facilities, as well as the movement networks between these areas.

Zoning needs to better respond to the interests of the wider community and the needs of the future. A shift of regulatory emphasis away from the short-term and toward long-term interests is needed if the Town is to respond to the emerging trends. Effective land use and zoning means modifying and improving existing regulations that have not proven themselves effective over time and ensuring that provisions are within the capacity of available time, staff, and resources.

Economic and Community Benefits

"Whether Perth has talented people drawn to work here or not, the Town can only ensure an attractive ambiance, a safe environment and an engaging centre."
Town of Claremont Councillor

The Local Planning Strategy will assist in the creation of local wealth, support the development of new employment opportunities and encourage economic and community activity in accordance with sustainable development principles.

It is important to provide clarity to continue attracting new investment in the Town. This means adopting a proactive approach to influencing and guiding development - rather than reacting to development applications - so that clearer expectations can attract better types of investment in the locality which also benefits the community.

A Resilient Town

"It is a must that the public is educated in the coming end to the ready availability of fossil fuels and the catastrophic effect this could have on unprepared communities."
Town of Claremont Councillor

The Local Planning Strategy will make possible a better future by being prepared for long-term underlying issues such as peak oil and climate change. It will encourage the local community to embrace sustainability principles and mandate well-planned, future-focused development.

In the future, it will be important that the locality can adapt and respond to potential water, food or energy shortages brought about by disturbance or isolation. This means encouraging development that is better designed and less reliant on traditional sources of energy for cooling and heating. Adding to the availability of local, fresh produce in the Town will mean that the locality is less reliant on food being imported into the region.

A Safe and Engaged Community

"The presence of people mitigates against vandalism and criminal activity, as these thrive in areas where they cannot be observed."
Town of Claremont Councillor

The Local Planning Strategy will allow the Town to be accessible and safe for all. It will be a place that welcomes diversity, community engagement and fosters a strong sense of belonging.

Having a safe and engaged community means creating walkable neighbourhoods that make it easy to walk or cycle to facilities and services, and access public transport. It also means providing a range of housing types - particularly housing that meets the

needs of young adults, older people and non-nuclear families - to assist in creating a safer more diverse community with a strong sense of belonging.

AREAS OF APPLICATION

In understanding where the Town is heading, and where it wants to go, the next stage of the Local Planning Strategy is to translate the 'desired outcomes' into actionable solutions, focused on five different areas of application. These areas of application are a logical grouping of common stances that the Council is willing to take in order to achieve the desired outcomes. These areas of application include:

Living in Claremont – focuses on providing more housing choice, having better places to live in and supplying safe, accessible and attractive public services.

Working in Claremont – focuses on ensuring a prosperous locality with strong and diverse economic activity.

Enjoying Claremont – focuses on providing different opportunities to enjoy the locality through its shopping, culture, sport, tourism and open spaces.

Connecting Claremont – focuses on connecting residents, businesses and visitors by improving the accessibility of the Town.

Cross-cutting policies – focuses on issues – such as protecting heritage and sustainability – that require action across many areas of the Town and should be integrated throughout the entire Council operation.

In a sense, this section funnels the desired outcomes into specific areas of application – to provide a focus for how the desired outcomes will be achieved collectively by the Town. Each area of application includes supporting text and an accompanying set of stances adopted by the Town, which have been called 'Position Statements', that will be implemented through a set of dedicated actions listed in the implementation table.

LIVING IN CLAREMONT

This section of the strategy sets out the Town's position on housing choice, having places people want to live in, and on safe, accessible and attractive public services. Planning for these matters contributes to the desired outcomes of achieving greater natural and built environmental sustainability, having effective and responsive land use and zoning, providing for economic and community benefits, achieving a more resilient town and having a safer and engaged community.

Additional housing alternatives
The population of the Town is growing marginally, is ageing, is becoming increasingly single and the average household size is shrinking. These trends will begin to influence the type and location of houses in demand in the Town. As many people continue to age, have smaller families (or become single) and as young adults become first home buyers, a significant proportion of people will seek alternatives for their housing based on access to services, reduced travel distance, proximity to the town centre, reduced maintenance, and lifestyle benefits.

"Planning should designate areas where accommodation suitable for the well aged person who wishes to downsize their living spaces can be constructed. This is an obvious need in Claremont."
Town of Claremont Councillor

The increasing number and proportion of older people who will be living in our community will place particular housing demands on the locality. As people get older they will require more manageable housing that is close to shops, community services and public transport. This means using our current housing more efficiently by supporting intergenerational, adaptive reuse, and ancillary housing (granny flats) designs and initiatives. Providing more alternatives by using our housing more effectively will give people – as they get older – the choice of staying in their community.

The Town's population is ageing, but it is important that the Town also responds to the housing needs of young adults and single parents. As young adults become first home buyers and single parents look to remain in the community it is important that they have access to appropriate housing. This means providing a mix of housing sizes and types – ranging from granny flats, townhouses, new apartments, and student accommodation – that gives them the choice and flexibility to continue living in the community for the long term.

"The type of housing and the manner or paying for housing need to be adapted to make it affordable and achievable for everyone, not just the affluent few."
Town of Claremont Councillor

The Town has fewer people living inside houses which were traditionally designed to accommodate larger families. These households also tend to be of larger construction and have decreased open space, and particularly when combined with an ageing population, this trend is likely to have significant implications for housing demand in the Town. This means supporting residential development that provides for smaller and varied dwellings and increasing opportunities for people to live in areas close to the town centre and public transport services as many of the established neighbourhoods are out of reach for many people. One way this could be achieved is by granting density bonuses for the provision of at least one affordable (or price capped) dwelling unit where the higher density of development is appropriately located, designed and integrated with local heritage, character, and scale.

"Look at planning issues to permit intergenerational living – extensions, granny flats etc within reason."
Town of Claremont Councillor

This Strategy recognises that there are significant population and social trends that are necessitating the future provision of additional housing alternatives in the Town. In the future, varied forms of housing – including townhouses, apartments, intergenerational housing and retirement facilities – will be in demand. In response to these trends, this Strategy will facilitate opportunities for providing a range of appropriate housing choices.

Having places people want to live in
Standardisation of design can lead to featureless urban landscapes. Suburbs cannot be distinguished from each other and so no special sense of place develops. Generic housing does not add to the character or appeal of the Town. Housing that does not address the street – through double-width garages and high solid fences for example – does not contribute to active, healthy communities. This Strategy intends to respond by promoting distinctiveness in its housing developments. Distinctive areas often have a greater sense of community, can achieve enhanced ownership and community pride, as well as provide the necessary spontaneous exchanges that make people feel like they are part of an inclusive society.

A number of factors contribute to the desirability of residential areas. At the most fundamental level, the design and relative location of buildings define our streets and public places. Additional layers of character can be achieved with finer-grained control on building forms, location and width of garages/carports, and variations in allowable heights and housing types.

This Strategy supports development away from generic streetscapes and suburbs. This means applying land use and planning tools that promote a sense of identity and community in residential areas through consideration of how buildings address the street and the provision of varied housing.

Safe, accessible and attractive public services
"Any new town plan should stipulate a minimum of facilities for any given development – useable open space, community facilities, corner shop etc."
Town of Claremont Councillor

In the future, developing community facilities that can serve as focal points for the Town's residents will become increasingly important. Greater accessibility of services is designed to make the Town a more liveable place for all types of people. These places will be safer and more attractive thereby contributing to the strengthening of the whole community. This Strategy can respond to this demand by supporting initiatives and developments that provide community services in accessible locations so as to maximise community interaction and minimise opportunities for crime and antisocial behaviour.

Relevant state government policies:

Directions 2031 Draft Spatial Framework for Perth and Peel
State Planning Policy No.3 Urban Growth and Settlement
Draft State Planning Policy 'Activity Centres for Perth and Peel
Stirling Highway Activity Centre Study 'Preliminary Strategy Concept'

Relevant WESROC study:

A study of land use patterns and residential densities in the Western Suburbs

Relevant Town of Claremont plans/policies:

Plan For the Future 2008-2013
Connecting Claremont, Traffic and Transport Management Strategy 2009-2014
North East Precinct Local Structure Plan
Town Centre Plan and Guidelines
Claremont Enquiry by Design
Disability Access & Inclusion Plan
Community Safety & Crime Prevention Plan

Position Statements

L1   The Town supports the efficient use of housing through intergenerational, adaptive reuse, and ancillary housing designs and initiatives.

L2   The Town will support a mix of housing sizes and types, taking into account the requirements of different groups of people.

L3   The Town will require that every major development contributes to active, healthy communities through appropriate design and function.

L4   The Town will support state and federal government initiatives that provide more affordable housing.

L5   The Town supports initiatives and developments that provide safe, accessible and attractive services for the community.

KEY DIAGRAM – Living

Living in Claremont

Legend:

- ⌐ ¬ L.2   Housing diversity
- L3 L.3   Design and function for active communities
- ◯ L.5   Community services

WORKING IN CLAREMONT

This section of the strategy sets out the Town's position on ensuring a prosperous locality with strong and diverse economic activity. Planning for more economic opportunities in the Town contributes to the desired outcomes of providing for economic and community benefits, having effective and responsive land use and zoning and having a resilient town.

Supporting businesses

"If the climate is made inviting for businesses to come to Claremont and set up, more people will be able to work here."
Town of Claremont Councillor

Planning for more economic opportunities in the locality means establishing land use and planning tools that support businesses. One way to support businesses in the Town is to assist owners and operators in setting up support networks such as a Business Improvement District or a Chamber of Commerce. These support networks would apply to specific commercial area designated by Council, such as the town centre, within which property and business owners would be able to plan a variety of activities to increase the area's profile and vitality. A support network, such as a Business Improvement District, would be able to support businesses by providing services over and above the basic cleaning and maintenance work done by Council. Through Council assistance, a business support network in the town centre could organise and finance improvements that otherwise might not be done (such as a Wi-Fi hotspot), plan and implement programs to enhance streetscapes and coordinate and run festivals and promotions.

Getting the mix right

"Ensure a good consistency of shops and services are provided in the Town Centre and local areas. Possibly extend the local areas zoning to create more choice for the surrounding residents."
Town of Claremont Councillor

The key component of delivering essential services to the community and thus ensuring the economic sustainability of a locality, is getting the mix of services and land uses right. This means obtaining market information, demographic data, and consumer studies that allow proper needs analysis to be formulated for the Town of Claremont in line with our surrounding regional councils. A homogenous retail market, for example, can fail to attract the variety of services and customers that make the whole place function. This can be avoided by careful analysis followed by sensitive land use planning that encourages what people 'need' as opposed to what people 'want.' This sensitivity is essential in allowing market forces to operate, but subject to a responsible and fair approach that takes into account the appropriate needs of the community.

Small business

Small businesses bring a great deal of energy to the local economy, and because of their size, they are able to nimbly respond to problems and address the needs and wants of people in very different ways. However, small business owners bear the entire risk of their ventures and generally have far fewer resources than other players in the economy. The appropriate role of Council, through land use and planning, is to facilitate entrepreneurs engaging in business, and to minimise the costs involved in starting a business venture – as these are frequently risky. Council's role should be to ensure its regulations are sufficiently light to enable an entrepreneurial culture to develop while sufficiently strong to ensure public needs are being met. The capacity for new businesses to be established in the Town will be a vital measure in determining new economic opportunities within the locality.

Creative industries

Creative industries such as advertising, architecture, arts and antiques, crafts, design, fashion, film, video and photography, music and the visual and performing arts, can be a core part of the Town's economy. These types of businesses can often be valuable contributors to local regeneration, for example, through the involvement of artists and designers in planning and development processes. A creative industry sector – including clusters of similar industries - could emerge in the town centre or North East Precinct on the basis of land use and planning tools being applied to ensure the availability of appropriate workspace. Creative industries and the new leisure infrastructure, including small bars and restaurants, can contribute to a high value evening and the late-night economy in the town centre. Vocational or educational institutions can also support the development of creative industries by training/educating creative talent. Land use and planning tools should be flexible to provide the opportunity for vocational/educational institutions to emerge in the Town.

Tourism Industry

As well as maintaining and enhancing the quality of existing tourism facilities and services in and around the Town, there are opportunities to promote sustainable tourism and encourage visitor related activity and facilities in locations to contribute to making the Town of Claremont a new tourist destination. There are strong correlations between cities that are inviting for walkers and cyclists, and economic viability. Tourists in particular are attracted to areas that are more scenic and amenable to walking and cycling. Residents are also more likely to be spend leisure time in places that are attractive, safe and easy to walk in. To provide new economic opportunities, land use and planning tools can recognise that changes in the tourism market have occurred and will continue to occur and should allow sufficient flexibility for developments and enhancements to occur which meet market needs and expectations for a wider range of visitor experiences.

Environmental industries

Environmental industries provide products and services that address issues of air and noise pollution, climate change, and waste management. The environmental goods and services sector spans a wide spectrum of activities from renewable energy generation,

energy management, food chain enhancement and air pollution control to and materials reprocessing. The Town can plan to take advantage of these new growth opportunities, which will have economic, social and environmental benefits, including new opportunities for business start ups, development of small and medium sized enterprises and growth and employment at a range of skills levels. A strategy that can foresee and plan for these opportunities can potentially stimulate the growth of new business and employment in energy efficiency services and renewable energy generation.

Working from home

"Working from home (providing it is not disruptive or traffic generating type of business) should also be accepted."
Town of Claremont Councillor

Through land use and planning tools, Council can recognise the social, economic and environmental benefits of appropriate home-based businesses, and of employees working from home. The importance of home-based business is growing. Developments in information and communication technologies, coupled with economic and social change such as flexible work practices and increased outsourcing of services are contributing to a growing demand for home-based businesses. Many of these are operated out of the business owner's primary residence without causing disturbance to neighbours. Home-based employment (as opposed to home-based self-employment) can reduce costs to an employer and thereby increase business viability. Land use and planning tools should be flexible in dealing with proposals for appropriate home-based businesses and working from home and, subject to assessment of amenity, should favourably consider such proposals. For example, through the new local planning scheme, Council can play a vital role in developing the home-based business sector, and in doing so, help bring about the associated economic and social benefits for the whole community – which includes the added benefit of providing parents with more time to care for their children.

Additional evening and weekend activity

Vibrant evening and weekend activity requires the innovation and creativity that is most often associated with small businesses which, because of competition, must constantly reinvent service delivery. These businesses can dramatically reshape the experience of living and socialising in a city. The Town needs to minimise the risks and barriers for people to establish new retail or social venues. One such method is to designate areas where the objective is to facilitate business activity with the aim of increasing the Town's vibrancy. For example, the town centre is a natural precinct for businesses to cluster together to attract customers that can sustain a wide variety of shops, ranging from boutique retail outlets, specialized service providers, cinemas, cafes, and niche bars.

In summary, planning for new economic opportunities means adopting a proactive approach where land use planning can have influence over development, providing greater clarity for investors and enabling a greater mix of uses and intensity of activity.

Relevant state government policies:

Directions 2031 Draft Spatial Framework for Perth and Peel
State Planning Policy No.3 Urban Growth and Settlement
Draft State Planning Policy 'Activity Centres for Perth and Peel
Stirling Highway Activity Centre Study 'Preliminary Strategy Concept'

Relevant Town of Claremont plans/policies:

Plan For the Future 2008-2013
Connecting Claremont, Traffic and Transport Management Strategy 2009-2014
Heritage Management Plan
Claremont Interpretation Plan
Lake Claremont Policy
Town Centre Plan and Design Guidelines
Community Safety & Crime Prevention Plan

Position Statements

W1   The Town supports small-scale offices and commercial tenancies in local centres to facilitate the transition of home-based businesses and the growth of small business.

W2   The Town supports the establishment of creative industries.

W3   The Town supports improving the quality of tourist destinations, visitor information and service.

W4   The Town supports the establishment of green industries.

W5   The Town supports the establishment of home-based businesses.

W6   The Town supports land uses that generate activity outside normal business hours (e.g. hospitality and entertainment venues, community facilities, gymnasiums, and indoor sports facilities) in the town centre, local centres and along Stirling Highway.

W7   The Town supports businesses establishing appropriate support networks to make centres more attractive.

W8   The Town supports incentives that provide essential land uses where required.

W9   The Town supports more convenience stores, cafes and restaurants in local reserves throughout the locality.

KEY DIAGRAM – Working

Working in Claremont
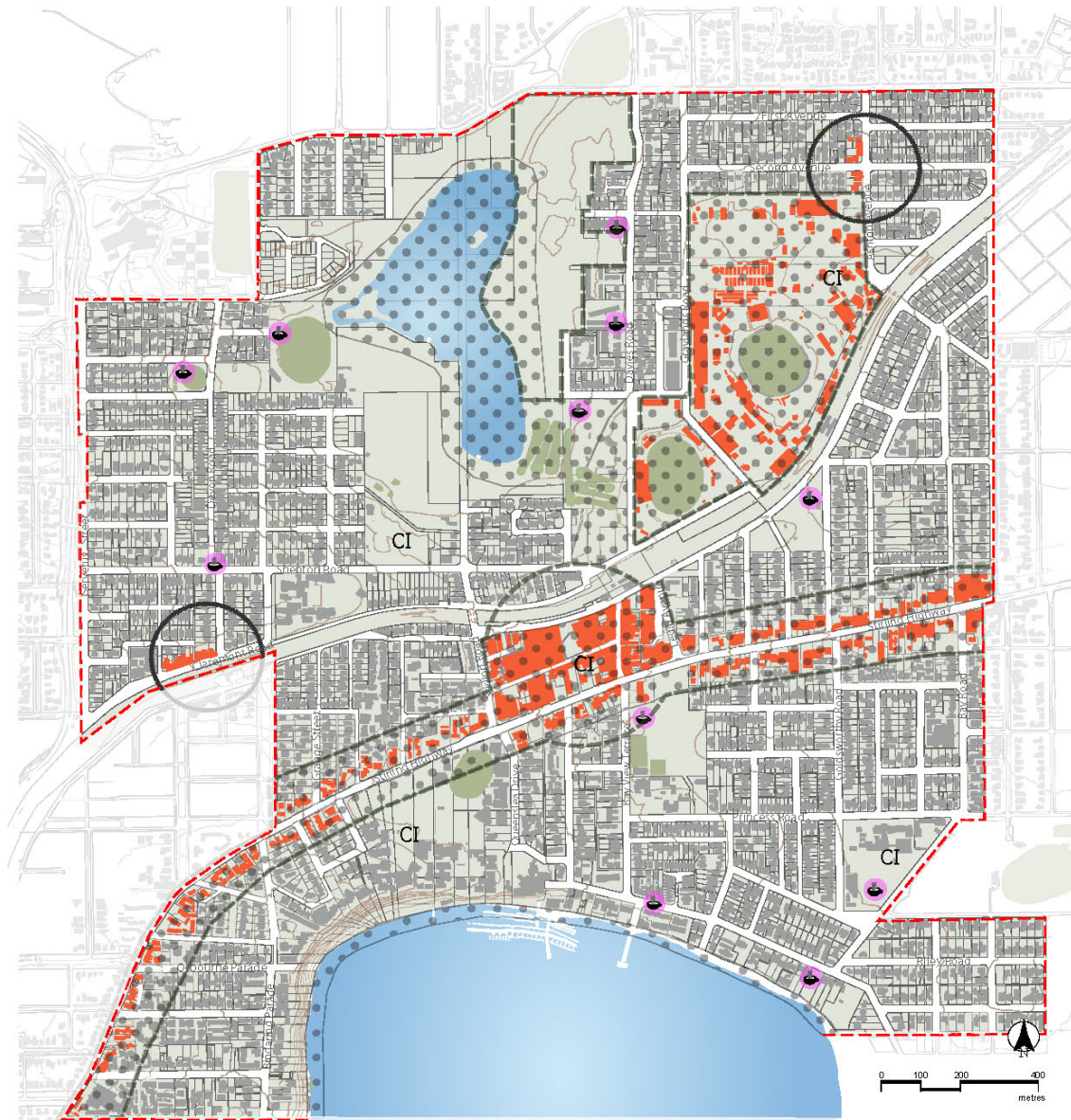
○	W.1	Small businesses
CI	W.2	Creative industries
▫	W.3	Tourism destinations
▭	W.4	Green industries
▬	W.6	Extended hours of activity
●	W.9	Convenience stores, cafes and restaurants

ENJOYING CLAREMONT

This section of the strategy sets out the Town's position on ensuring different opportunities to enjoy the locality through its shopping, culture, sport, tourism and open spaces. Planning for a more enjoyable Town contributes to the desired outcomes of providing for economic and community benefits, having effective and responsive land use and zoning and having a safe and engaged community.

People-friendly gathering places

"A park is good. A park with a fountain, playground, and popcorn vendor is better. A library across the street is even better, more so if they feature storytelling hours for kids and exhibits on local history. If there's a sidewalk café nearby, a bus stop, a bike or walk trail, and an ice cream parlor, then you have what most people would consider a great place."
Fred Kent, Project for Public Places

From a land use and planning perspective, enjoying the Town is about offering a variety of things to do in one spot that addresses the needs and interests of a wide range of people. To build our locality around places, it's not enough to have a single use dominate a particular place, there needs to be a diverse array of activities for all types of people. Land use and planning tools can be used to provide additional uses in areas like the town centre so that it can remain an active place beyond shopping hours, thereby contributing to the evening economy. These tools can also be applied to prevent the town centre from being dominated by a single use by providing for a range of community services and facilities such as public changerooms and affordable childcare facilities. Having a mix of uses integrated with high quality, well designed gathering places will help continue to establish the town centre as an enjoyable and distinctive centre of the Town's life.

"Children's play facilities located close to cafe and restaurants so parents can enjoy a meal, coffee etc while their children play. There are currently no such places in Claremont."
Town of Claremont Councillor

An enjoyable Town means providing an environment that addresses the needs of all types of people who live in the locality. Land use and planning tools can play a role in ensuring that the locality is more enjoyable for all types of people by:

- providing suitable and accessible recreation and leisure facilities and spaces;
- ensuring provision for public transport, walking and cycling, and including connectivity in new developments;
- in recognition of the changing needs of people (for example, younger people are remaining at home), permitting the building of granny flats or co-location of ancillary dwellings;

- encouraging low-cost and convenient rental accommodation to provide ageing and younger people with flexibility and choice (for example enabling more apartments along Stirling Highway);
- ensuring that public facilities and spaces are welcoming of all people and designed to encourage appropriate use.

KEY CONCEPT: PLACE MAKING

Place making is the art of planning beyond the built form. It includes a consideration of those who live, work and visit the place in question – as well as what activities and attractions happen at that place. Place making allows people to rediscover and take up the time-honored habits of stopping and frequenting the vital meeting places, the "good places," in our neighborhoods.

To create better places, an important starting point is to identify the talents and assets within the community. This can assist in providing valuable insights into how the area functions, and an understanding of the critical issues and what is meaningful to people. It is also important to acknowledge that central to creating a place is that a design will not be enough. The goal is to create a place that has both a strong sense of community and a comfortable image, as well as a setting and activities and uses that collectively add up to something more than the sum of its often simple parts.

An important concept of creating these places is the Project for Public Places concept of the 'Power of Ten'. The Power of Ten is based on the idea of the town centre having ten places each with ten activities offering a variety of things to do in the one spot. The town centre would then have a critical mass -- a series of destinations where residents, visitors and employees alike could become immersed in the town centre.

Place making uses a holistic approach to finding solutions. As an example, Village Well, a place making consultancy, use the notion of the 5 P's to ensure balance in strategy and development. In creating better places, they ask:
- What do the **people** want?
- What does the physical **place** need?
- What **products** exist and could be re-mixed?
- What **programs** and activities could be introduced?
- What could be done sustainably for the **planet**?

This type of approach offers opportunities to create better places associated with future land use and planning initiatives and development in the Town.

Sources:
- Fred Kent, *The Power of Ten – Why great places are more than the sum of their parts,* Project for Public Places, see http://www.pps.org/info/newsletter/november2004/november2004_ten
- Village Well – see www.villagewell.org

Public art installations and displays

"Encourage creative thinking through example, such as museums without walls, public art, theatre and variety in retail and recreational facilities."
Town of Claremont Councillor

Public art can make the Town more enjoyable by adding to the identity and appeal of its places, thereby encouraging their use by more people. It can enhance neighbourhood pride, revitalise areas, and provides an opportunity to support local arts groups. Public art should be integrated as part of applying better place making tools around the Town. For example, sculpture can extend into the design of street furniture, and individually designed pieces can feature in street paving and flooring in public buildings. Land use and planning tools, such as a 'percent for art programs', can be applied to make sure that there continues to be public art located in public spaces and in all significant private sector developments across the locality.

Protecting and enhancing open space

"It is essential that Claremont preserves facilities for exercise and for social interaction. Sense of community, people knowing and interacting socially with their neighbours all lead to a sense of belonging and wellbeing."
Town of Claremont Councillor

Open space is an integral part of the character of the Town and is a distinctive attraction in enjoying the locality. It is important to ensure that all people living in the Town have ready access to wildlife and natural green spaces, such as the Swan River foreshore and Lake Claremont. The Town's open spaces also include green spaces, such as parks, recreation grounds, playing fields, amenity space, and children's play areas. They all play a vital role in providing a respite from the built environment or an opportunity for recreation, in doing so promoting health, wellbeing and a better quality of life. In the future they will also play a crucial role in adaptation to and mitigation of climate change, protecting and enhancing biodiversity, and contributing positively to the urban micro climate. Land use and planning tools can be applied so that these open spaces are protected and made more accessible. They can be enhanced by encouraging more activity and uses, providing more shade, lighting, street furniture (seating, bike parking, bins) and public art.

More shade

"Place more importance on tree planting, replacement and careful pruning. Harden our policy on retaining or replacing vegetation removed during demolition."
Town of Claremont Councillor

There is an important link between shade and walking, cycling or taking public transport. Whilst trees play an invaluable role in terms of the natural environment and in adapting to the effects of climate change, their most important role is to allow people to enjoy local streets, public places and backyards. Trees can transform a street more easily than any other physical improvement. To be effective, street trees need to be

reasonably close together. The spacing of trees along a street should not be stopped for driveways or for buildings along the way. If the emphasis is to be on the design of the street as opposed to items along the way and if it is the street environment that is the object of design and building, then that end will not be achieved by responding to every 'special circumstance'. Omitting a tree in favour of a bus stop or something similar takes away from the street. Planning for shade is to plan for an active and healthy community. Land use and planning tools can be applied to design-in shade to make our streets more comfortable and enjoyable places for walking and cycling, even in the Town's summer months.

Pedestrian environment

"Increase in pedestrian traffic – priority for pedestrian should supervene. People need to be encouraged to leave the car in the garage."
Town of Claremont Councillor

Having more people walk is a fundamental component of having an enjoyable community. This means ensuring that all new developments are able to contribute to a safe, attractive and comfortable pedestrian environment in abutting streets and public open spaces. A safe, attractive and comfortable pedestrian environment can be achieved primarily by having motorists, cyclists and pedestrians share local streets safely. This may require measures to reduce traffic and vehicle speeds by the introduction of vehicle restricted areas. New approaches to designing housing – such as ensuring active frontages to the street - can make sure that pedestrian access and safety is improved. Additional aspects that can be considered by land use and planning tools to improve the pedestrian environment include categorising pedestrian routes and preparing performance standards for each category, providing and improving street amenities and giving pedestrians added space and priority.

> **KEY CONCEPT: 5C'S FOR PLANNING FOR PEDESTRIANS**
>
> In considering the pedestrian environment new developments should be assessed on the following criteria:
>
> **Connected** – an absence of dead-ends. Avoiding, or ameliorating, the effect of crossing busy roads, which can be a deterrent to walking.
>
> **Convenient** – direct paths and routes without detours or diversions from desire lines, and without restrictions. Avoidance of underpasses and footbridges.
>
> **Comfortable** – Smooth surfaces, more than adequate widths, absence of obstructions, good lighting, feeling of safety and security.
>
> **Convivial** – Pedestrian areas and routes should be spaces which encourage human interaction. Key elements include diversity (of streetscape, landscape, buildings, activities), landscaping and furnishing, frequent passers-by, space for relaxation and enjoyment, interesting ground floor activities, views in an out of buildings.
>
> **Conspicuous** – Understandable routes, through design and through signs and landmarks showing streets, destinations, public transport stops and building occupants.
>
> Source:
> *   Westerman, H., 1998, *Cities for Tomorrow – Integrating Land Use, Transport and the Environment: Better Practice Guide*, Austroads, pp. 201 – 206.

Small bars and smaller entertainment venues

"Large social venues should be avoided, in favour of smaller venues where a critical mass of antisocial behaviour is less likely to arise."
Town of Claremont Councillor

Small bars represent an aspect of a smaller scale fine grain retail and hospitality industry that can add to the vibrancy and enjoyment of the Town. Small bars can be the café's of the night – so that people who do not want to go to pubs can still go out and enjoy the places such as the town centre. Small bars operate at a different, smaller scale to the standard pubs found in many Australian cities - it is the personality of the owner that is important, just like the barista who makes coffee in the morning. By providing additional diversity – instead of only pubs – they can assist in generating additional after-hours activity in places such as the town centre. In so doing, they can go some way to making the area more vibrant and safer whilst providing additional economic opportunities to entrepreneurs and land owners who are seeking to maximise the space of their buildings. Land use and planning tools can be applied so that the opportunities to set up a small bar in the Town can benefit from clear, supportive and flexible guidelines.

Relevant state government policies:
Directions 2031 Draft Spatial Framework for Perth and Peel
Draft State Planning Policy 'Activity Centres for Perth and Peel
Stirling Highway Activity Centre Study 'Preliminary Strategy Concept'

Relevant WESROC study:
Greening Strategy Implementation Plan
Youth Initiatives Plan
Senior Needs Study

Relevant Town of Claremont plans/policies:
Plan For the Future 2008-2013
Connecting Claremont, Traffic and Transport Management Strategy 2009-2014
North East Precinct Local Structure Plan
Town Centre Plan and Guidelines
Claremont Enquiry by Design
Disability Access & Inclusion Plan
Community Safety & Crime Prevention Plan
Lake Claremont Policy
Heritage Management Plan
Claremont Interpretation Plan
Community Cultural Plan
Strategy to Deal with the Impact of Licensed Premises

Position Statements

E1   The Town will support spaces (new, old and proposed) in the public and private domain to be developed as people-friendly gathering places; accessible, safe and desirable places for all age groups.

E2   The Town supports the protection and enhancement of the area's network of open spaces, including Lake Claremont, Swan River foreshore, parks, recreation grounds, playing fields, and children's play areas and other amenities.

E3   The Town supports public art installations and displays in current and proposed developments and public spaces.

E4   The Town will advocate to new and existing community groups and local businesses to develop and promote youth friendly spaces and events.

E5   The Town supports protecting and increasing trees in streets, parks and public spaces.

E6   New developments will be required to contribute to a safe, attractive and comfortable pedestrian environment in abutting streets and public open spaces.

E7   The Town will support more small bars and smaller entertainment venues.

KEY DIAGRAM – Enjoying

	E.1	People friendly gathering spaces
	E.2	Protect and enhance open space
	E.7	Small bars

Enjoying Claremont

CONNECTING CLAREMONT

This section focuses on connecting residents, businesses and visitors by improving the accessibility of the Town. Planning for improving the accessibility of workplaces, shops, recreational facilities, and community services contributes to the desired outcomes of achieving greater natural and built environmental sustainability, having effective and responsive land use and zoning, providing for economic and community benefits, achieving a more resilient town and having a safer and engaged community.

Access management plans

A better connected community can reduce car travel, increase the use of alternative modes of transport, improve access to services and enhance the Town's liveability. This can be achieved through integrating land use and transport planning so as to make it safer and easier for people to get around the Town and the wider metropolitan region. This means making sure that the right activities are in the right location and increasing choice in land use. It also means requiring significant developments and large workplaces to develop integrated transport plans or travel plans. This Strategy supports these types of plans so that they can be used to manage travel to and from a location, workplace or venue to give employees and visitors better choices. Reducing the reliance on car use and promoting alternatives such as walking, cycling, carpooling and public transport, will deliver good health outcomes for the community.

KEY CONCEPT: LAND USE AND TRANSPORT INTEGRATION

The way that land is used and developed has a fundamental impact on our transport choices. It generates a need for people to travel to and from that development. How far each development is from other related uses, influences the number and length of journeys between them. How well land uses allow people to walk or cycle to them, how far land uses are from public transport and how much parking it provides all influence how people journey to these destinations.

Land use and transport integration uses the design of destinations/places and the land use type, orientation and density (grouping related uses together) to increase accessibility, attractiveness and visibility of walking, cycling and public transport so that people have more transport choices to make when deciding to go to a destination.

Examples of land use and transport integration can include - having more people live and work close to train stations; having public transport easily accessible and well connected to destinations; and safe and well maintained cycle and foot paths that lead to destinations.

Sources:
- 'Connecting Claremont', Town of Claremont Traffic and Transport Management Strategy
- 'Thinking Transport – Integrated Transport and Mobility' at http://www.thinkingtransport.org.au/

Improving walking and cycling conditions

"The walking and cycling environment needs to be one in which non vehicle users can feel safe and comfortable. Shade, shelter and resting places for older pedestrians should be provided."
Town of Claremont Councillor

Improvements in walking and cycling can provide a variety of economic, social, and environmental benefits, including improved public health, congestion reduction, energy and pollution emission reductions and improved mobility options. Walking and cycling improvements directly benefit the Town by improving its convenience and safety, and expanding parking and transportation options.

Design alone cannot ensure that people will walk more but can facilitate and encourage it. A lack of integrated provision leads to 'nowhere to go' and poor walkways and cycle facilities can be unsafe. Therefore, this Strategy supports improving walking and cycling conditions by requiring that the development of large sites include public pedestrian and cycle links where they can contribute to a desirable through route.

Car-based design discourages playing, walking and social interaction along our streets. The Town can ensure that whenever development results in roads being resurfaced or upgraded that pedestrian and cyclist improvements – making them safer and more accessible for all users – are implemented. Supporting the availability of shower and locker facilities and secure bicycle parking or storage areas are also powerful incentives for improving walking and cycling. This Strategy supports planning tools that require these types of facilities to be provided as part of development approval.

Managing road and verge space to give priority to sustainable modes

"More priority should be given to pedestrian use and cycle paths."
Town of Claremont Councillor

Managing road and verge space to give priority to sustainable modes of transport can contribute to the efficiency and safety of the road network, the environment and amenity of the Town and the health of the population. Having signed and safe pedestrian routes, cycle lanes, priority for public transport, and environmental improvements including wider pavements and narrower carriageways are some of the techniques that can be employed to encourage the use of alternative modes of transport.

In retrofitting existing areas and considering new development, planning tools can support these initiatives. For new development, for example, this Strategy supports requiring the best possible provision of footpaths, cycle paths and public transport integration. When roads are upgraded, their layout and design must also provide for safe and convenient bus stops.

Parking provision best practice

"Be realistic about need for parking bays."
Town of Claremont Councillor

Adopting parking management best practice offers new opportunities for making the Town more accessible and resilient. Conventional parking standards are excessive with the outcome that they produce an oversupply of parking. This is inefficient, particularly where the land could be put to better use or when a community is encouraging people to walk and cycle. While standards are essential and useful guides, flexibility is required in responding to the circumstances of particular developments.

Treating parking provision using parking management best practice means being able to adjust parking standards to reflect changing needs and conditions. More flexible parking standards, coupled with other parking management techniques, can allow for a greater range of uses while reducing development costs. Car parking does not generally add to the aesthetics of development and when inappropriately located can lead to an inefficient use of sites and poor urban design outcomes. More accurate and flexible parking standards can be implemented by eliminating minimum parking requirements altogether (allowing developers to determine how much parking to supply at each location) or by adjusting minimum parking requirements based on specific needs and conditions.

Adopting flexible parking standards represents only one aspect of best practice parking management that also includes parking maximums, financial incentives, pricing methods and other management techniques. Integrating flexible parking standards with other parking management strategies can make the provision of parking in the Town more efficient and even reduce parking demand.

Goods access
As the town centre continues its transformation, many businesses will require easy access for goods delivery. If such access becomes difficult, these businesses may move elsewhere, taking their jobs with them. The long-term viability of the Town's businesses is critical for maintaining and increasing employment levels within the locality and avoiding the need for people to travel long distances to work outside the Town. Therefore, this Strategy supports goods access being maintained in the town centre and local centres by the most appropriate means.

Stirling Highway and the railway
Improving access to the town centre from the south and north should be included in the long-term planning for the Town.

Stirling Highway fragments the town centre from the southern section of the Town. Creating a slow traffic tree-lined boulevard in the section of Stirling Highway between Leura Avenue and Stirling Road would have the benefit of more closely linking the retail/office premises and council administration south of the highway with the major activity of the town centre. The new boulevard could allow for pedestrian and cyclist priority – creating new opportunities for redeveloping the properties that will front the road. It would increase greatly the safety of the many school children who cross the highway as well as go towards decreasing the many traffic accidents that occur in this stretch of road.

The railway also divides the town centre from the northern section of the Town. Creating an underpass under the Claremont Train Station would have the benefit of more closely linking the town centre with the north. Future sinking of the railway would also create new opportunities for development.

Relevant state government policies:
Directions 2031 Draft Spatial Framework for Perth and Peel
Draft State Planning Policy 'Activity Centres for Perth and Peel
Stirling Highway Activity Centre Study 'Preliminary Strategy Concept'
Development Control Policy 1.6 – Planning to support Transit-Oriented Development

Relevant WESROC study:
Senior Needs Study

Relevant Town of Claremont plans/policies:
Plan For the Future 2008-2013
Connecting Claremont, Traffic and Transport Management Strategy 2009-2014
North East Precinct Local Structure Plan

Town Centre Plan and Guidelines
Claremont Enquiry by Design
Disability Access & Inclusion Plan
Community Safety & Crime Prevention Plan

Position Statements

C1   The Town will require access management plans (Integrated Transport Plan and/or Travel Plan) as a part of significant development applications, or else applied as a development approval condition.

C2   The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route.

C3   Whenever roads are being resurfaced or upgraded, the Town will integrate pedestrian improvements that will consider the immediate and ongoing safety implications for all road users as well as accessibility for the elderly, people with disabilities, and sustainable modes of transport.

C5   Parking provision will be treated using parking management best practice.

C6   Goods access must be maintained in the Town Centre, Stirling Highway and local centres by the most appropriate means.

C7   The Town supports objectives for Stirling Highway (Town Centre section) in accordance with Draft Stirling Highway Activities Centre Study.

C8   The Town supports sinking the railway station at Claremont or the construction of a large pedestrian underpass.

KEY DIAGRAM – Connecting
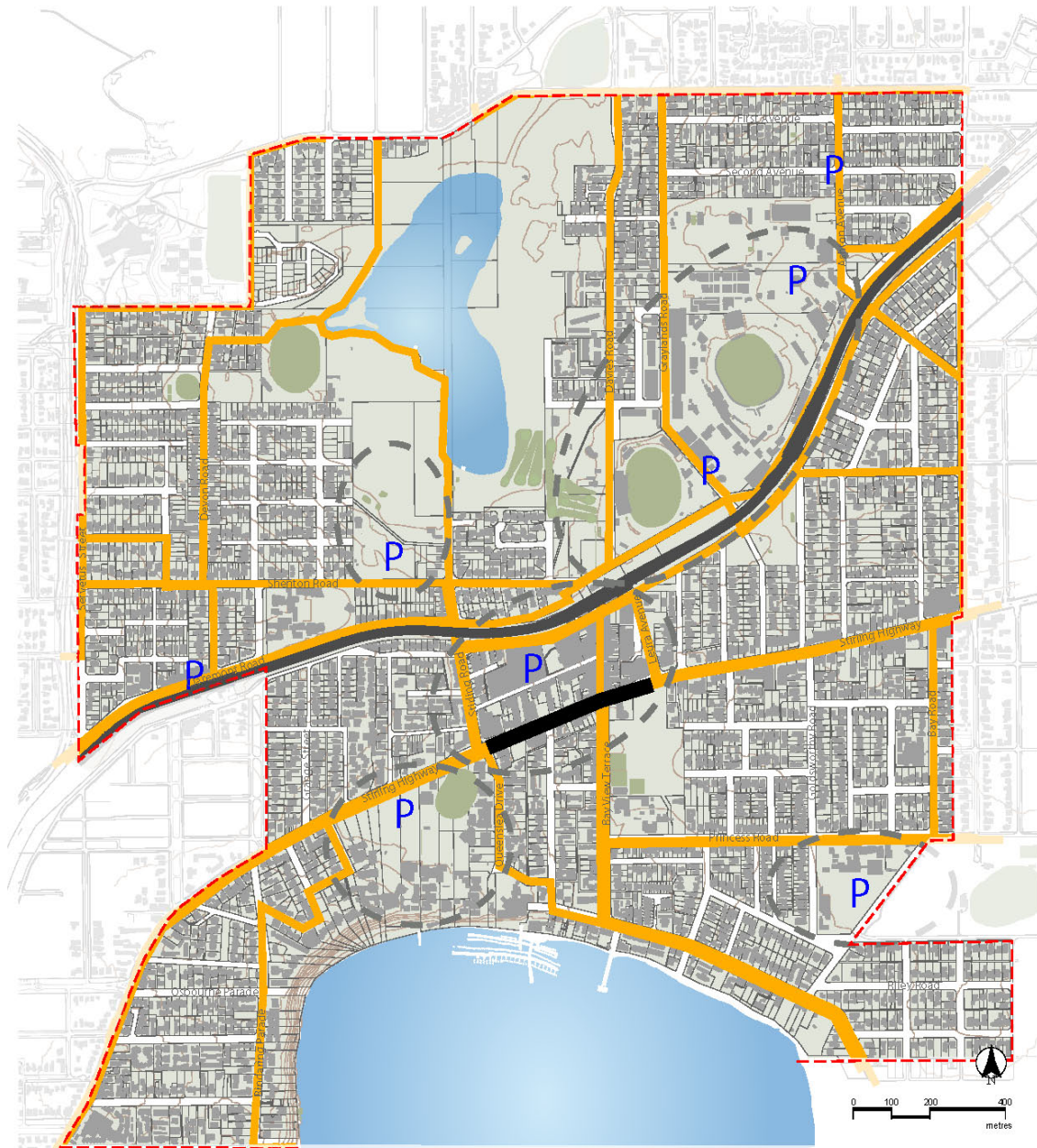
C.1/ C.2 — Traffic management plans/ Incorporate pedestrian and cycle links

C.3/ C.4 — Integrate pedestrian improvements/ Sustainable transport priority

P — C.5 — Parking management

— C.7 — Slow Traffic Boulevard

Connecting Claremont

CROSS CUTTING POLICES

This section of the Strategy contains the Town's position statements on issues that can potentially contribute to all five desired outcomes. Cross-cutting issues require action in across many areas of the Town and should be integrated throughout the entire Council organisation. Planning for such cross-cutting issues as sustainability and heritage contributes to the desired outcomes of achieving greater natural and built environmental sustainability, having effective and responsive land use and zoning, providing for economic and community benefits, achieving a more resilient town and having a safer and engaged community.

More people living and working closer

"Ideally, in reduction of use of fossil fuel, the distances people have to travel to work or for various forms of recreation need to be reduced. If work is available in the immediate community, and recreation areas are provided – in fact all community requirements such as shopping, health centres etc., then travel by vehicles is reduced."
Town of Claremont Councillor

There is considerable weight given in this Strategy to responding to emerging social, economic and environmental trends. A crucial component of being able to respond to these trends is to provide opportunities for more people to live and work in the locality. By doing this, the Town can provide more housing choices for people, sustain local services, promote the local economy, improve public spaces and reduce the need for people to travel by car for their everyday needs.

Past experience has taught us that having more people living and working in close proximity to each other are only appropriate for certain locations. Appropriate locations in the Perth metropolitan region have been defined as activity corridors and activity centres. This means supporting more people living and working in the vicinity of Stirling Highway, the town centre, local centres and around train stations.

An activity corridor, such as Stirling Highway, is highly accessible and presents an ideal opportunity to provide additional housing choice in the locality. In equally accessible locations, such as the town centre, opportunities to maximise mixed use development - where residential, commercial and retail uses are combined in a building – also allow for additional housing and working options. Areas around train stations, by virtue of being in close proximity to the railway line, also provide some new opportunities for residents, workers and visitors to benefit from the use of well-designed buildings.

Highest standards of sustainable design

"Home design is also important – the current trend of flat walls with no decent eaves or overhangs in not climate effective. Wide verandas with shade drops that can be raised or lowered, with windows oriented to catch the prevailing breezes (Fremantle Doctor) would save on use of air conditioners. Windows placed to capture sunlight in winter will

save on heating. Insulation and a good choice of materials in construction will also help in this."
Town of Claremont Councillor

Sustainable design can reduce the consumption of resources, cut greenhouse gases and contribute to the good health of people living in the locality. It is intended to ensure that buildings are efficient in resource use, recognise the uniqueness of locations, are healthy, adaptable and responsible in protecting the environment and make the most of natural systems. This means supporting future developments that meet the highest standards of sustainable design by including measures that:

- make the most effective use of land and existing buildings;
- include measures for the flexible use of new buildings throughout its lifetime;
- reduce carbon dioxide and other emissions that contribute to climate change;
- avoid internal overheating and excessive heat generation;
- make the most effective and sustainable use of water and other resources;
- minimise energy use, supply energy efficiently and use renewable energy where feasible by including passive solar design, natural ventilation, rooftop gardens or rooves, living walls;
- ensure designs make the most of natural systems both within and around the building; reduce air and water pollution; and
- Reuse materials sustainably using local Australian products and suppliers wherever possible.

Energy efficient products, energy management and renewable energy

"Environmental policies need to be adopted and undertaken by the Town to ensure solar, wind and grey water systems are made the norm."
Town of Claremont Councillor

In the future, developments will need to be adaptable to allow for additional shading or cooling requirements as the climate changes. This means that new development and the existing built form in the Town should become more energy efficient. Land use and planning tools will be applied with the intention that buildings will be oriented to minimise summer and maximise winter solar gain; use trees and other shading; green the building roof; maximise natural ventilation; expand green networks to create 'breathing spaces'; and wherever possible incorporate a range of public and/or private outdoor green spaces such as gardens and roof terraces. Energy efficient measures and renewable energy technology will not be precluded in areas of heritage, but should be designed sensitively.

Collecting/harvesting rain water
Recycling and storing rain water will prove useful if water shortages become more common as the climate changes. This means that new development and the existing built form should be designed so that rain water can be collected and harvested for use in meeting appropriate needs such as gardens, toilets, car washes, etc.. The Town's parks can also be redesigned so that recycled rain water can be used in them.

Becoming better at collecting and harvesting rain water will mean that the locality will be better able to respond to continuing changes in the climate.

Crime prevention through environmental design
People's perceptions of safety influence how public places are used and can significantly influence their vitality. This is particularly true of local streets, parks and major areas such as the town centre and local centres. Better design and layout of buildings and public spaces can both increase public perceptions of safety and reduce actual crime rates. Crime prevention through environmental design guidelines offer a best practice guide for the community and landowners on crime prevention in future developments.

This Strategy supports development that maximises community feelings of safety and minimises opportunities for crime and antisocial behaviour. This means ensuring that public safety is considered in the design of buildings and in any work to or affecting public places. In supporting developments that address these principles, opportunities for the planning scheme include:

- encouraging active use of street frontages to promote 'natural surveillance';
- encouraging greater use of public spaces by providing facilities for social interaction as well as commercial and community activity;
- encouraging mixed use, including residential, development in the town centre, local centres and around train stations to promote both activity and all-hours 'natural surveillance';
- ensuring public spaces are accessible, well designed – have street furniture, landscaping and lighting - to create public use;
- promoting urban design that reduces opportunity for vandalism and antisocial behaviour. For example, creating areas that are easy to monitor, having blank walls adorned with art or manifests, and choosing materials that are easy to clean and maintain and that resist damage;
- designing residential developments with appropriate-width walkways and visible, well-lit and accessible open areas.

KEY CONCEPT: DESIGNING OUT CRIME

In recent years much consideration has been given to the concept that well designed and active buildings can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life.

Crime prevention through environmental design (CPTED) is based on the idea that peoples' behaviour within the urban environment, particularly in terms of the possibility of offending, as well as an individual's perceptions about their safety, is influenced by the design of that environment. CPTED involves using a range of design (and place making) principles to a site to minimise the potential for that site to make possible criminal behaviour.

From a local government perspective, CPTED principles will apply at the strategic and detailed level, including local planning scheme reviews and amendments, planning policies, structure planning and in the assessment of subdivision and determination of development applications. From a private sector perspective, CPTED principles should provide part of the context to good and proper planning along with other statutory and non-statutory planning policies.

Source:
- Office of Crime Prevention and the Western Australian Planning Commission, 2005, *Designing Out Crime – Planning Guidelines Outline*, State of Western Australia.

Fresh local food
The declining availability of oil is likely to result in increasing food prices and shortages of some items, especially imported or highly processed items. This means that communities may experience a change in the types of foods that are available and will have to rely on seasonal and locally grown food. This Strategy supports initiatives, such as community gardens and markets, which can provide for more local food production. These kinds of initiatives can help improve people's diets while also making the community less reliant on imported food. Community gardens allow people to socialise by bringing people from a wide range of backgrounds together through the shared activity of gardening which helps to strengthen the community. Through applying land use and planning tools that supports community gardens, markets and other similar initiatives, the Town can play a role in ensuring a more sustainable and resilient future.

Reducing or reusing waste material, chemicals and fertilisers
An important desired outcome of this Strategy includes having a healthy environment – environmentally safe, with low levels of pollution and waste. The excessive use of waste material, chemicals and fertilisers are increasingly important community concerns due to their long term impact on the natural environment. The Town will seek to reduce waste material, chemicals and fertilisers by:
- requiring explicit consideration of waste pollution in the planning approval process;
- ensuring that the best possible mechanisms are used for reducing or reusing waste material arising from new developments; and

- ensuring that during site preparation and construction, no harmful removal of waste or vegetation occurs.

Making good planning decisions

"I think it is our place to educate where we can, and to put in place the necessary planning measures, then to see that they are implemented. Local government is going to be a crucial factor in instituting environmentally responsible changes."
Town of Claremont Councillor

The point of this position statement is that – in the press of political concerns and the 'tyranny of the immediate' – local governments and property owners sometimes lose sight of the need for good governance. Instilling long term, strategic thinking into the decision making process will mean that the Town will be able to respond to the emerging trends.

The whole point of democracy is that elected officials are supposed to reflect the will of the people, subject only to legal constraints and their own judgement about what is in the best interests of the locality. To reflect this, town planning has evolved towards increased responsiveness to those closest in time and place to proposed changes, but it needs to better respond to the interests of the rest of the citizens and the needs of the future.

There is no doubt that local government is supposed to be responsive, but it should also act responsibly. Responding to the immediate wishes of some citizens in a specific neighbourhood may undercut programs that promote the long-term good of many others. This is a fundamental tension in town planning: any pattern of land uses and regulations designed to promote the overall prosperity and stability of the locality will regularly create impacts that are hard on some property owners because their surroundings change in ways they don't like.

The challenge for the future is how and when to be responsive to short term interests while promoting long term goals. This will mean recognising the need for judgement in applying town planning regulations and allowing defined degrees of flexibility in applying regulations. Ultimately, making better decisions will entail responding both to the resident living close to the proposed development and to other residents who know that the locality (and even the neighbourhood in question) may need the proposed development.

Leading by example

"Lead by example. Participate in programs which minimise/reduce council's carbon footprint."
Town of Claremont Councillor

There is no shortage of good ideas about how to improve the type of development in our locality. This Strategy has outlined the path toward building a planning system based on the long term interests of the Town. It will be important that Council leads by

example, to ensure that the locality can respond to the emerging trends. Identifying ways in which Council's land uses and buildings can be made more sustainable offers an opportunity to communicate its own expectations for sustainable development to other property owners. An example of this is the award winning Lakeway Design Guidelines. Leading by example will mean retrofitting existing council buildings to include elements of sustainable design and function.

Making use of expert advice
To be effective in responding to the emerging trends the Town will need to be able to resist or avoid some of the forces that can bias land use decisions – particularly those biases that can lead to short term decision making. This Strategy supports making use of professional advice on architectural and design elements, to assist in making better decisions. Another element of the built environment is the impact it may have on health promotion, social interaction and anti social behaviour. To this end, professional advice will also be used to assist in the function and place making aspects of developments.

Using external professional advice is a way to ensure that long term community outcomes can be considered over and above short term political reaction to a development. It can mean Council having its own 'design advisory panel' that provides independent advice on medium or large scale development proposals. Having an independent panel of professional experts is a way for ensuring both predictability and flexibility in politically acceptable ways.

Identifying and protecting historical sites/landmarks
Over one hundred years of building have left layers of history, illuminating the Town's social, political and economic heritage. Today, the Town has a great wealth of fine culturally significant buildings and spaces. This Strategy is intended to ensure that the sensitive management of the Town's historic buildings is carried out in tandem with the encouragement of the very best modern architecture and urban design. Land use and planning tools will continue to be used protect the built heritage of the Town. Buildings and places should not be seen in isolation, and the settings of historic assets are often important to their character and should be appropriately protected.

The Town values the importance of designated views around the locality and of important landmarks such as the historic train station buildings. Land use and planning tools should be applied so that important views are protected and managed in a way that avoids creating unnecessary constraints over a broader area than that required to enjoy the view.

Historical interpretation
Public art such as statues, murals, fountains and sculptures can contribute significantly to the character and attractiveness of the Town. This is especially the case when it is incorporated into the design of future development. For example, it can extend into and around buildings through the design of street furniture and individually-designed pieces featuring in street paving and flooring. In this way, there is the opportunity to capture the times, the people, and the stories of historic buildings and sites.

The benefits of Council's of supporting the interpretation of historic buildings and sites in the Town include:

- reinforcing the Town's identity;
- improving the appearance of the locality and its visual interest for residents and visitors;
- revitalising public spaces around buildings and encouraging their use;
- building on and enhancing community pride and ownership of the locality;
- supporting the local arts community;
- reducing crime, particularly vandalism and graffiti on bare walls; and
- increasing the Town's cultural capacity.

It is important that to ensure that the times, the people and the stories of historic buildings and sites are integrated and supported by the planning scheme. The planning scheme can support and encourage historical interpretation of buildings by requiring new developments to install artworks – on walls, and in entrances, courtyards, and newly-created public open spaces, for example. The Town will benefit over the longer term from creating new opportunities for public art and encouraging consideration of art and aesthetics in new development.

Relevant state government policies:
Directions 2031 Draft Spatial Framework for Perth and Peel
Draft State Planning Policy 'Activity Centres for Perth and Peel
State Planning Policy No.3 Urban Growth and Settlement
Stirling Highway Activity Centre Study 'Preliminary Strategy Concept'
Development Control Policy 1.6 – Planning to support Transit-Oriented Development

Relevant WESROC study:
A study of land use patterns and residential densities in the Western Suburbs

Relevant Town of Claremont plans/policies:
Plan For the Future 2008-2013
Connecting Claremont, Traffic and Transport Management Strategy 2009-2014
North East Precinct Local Structure Plan
Town Centre Plan and Guidelines
Claremont Enquiry by Design
Lakeway Design Guidelines
Community Safety & Crime Prevention Plan
Heritage Management Plan
Claremont Interpretation Plan
Local Planning Policy No.107 – Retention of residential character
Local Planning Policy No.108 – Retention of residential heritage

Position Statements

X1   The Town supports more people living and working in direct vicinity to Stirling Highway, the Town Centre, local centres and around train stations.

X2   The Town supports future developments meeting the highest standards of sustainable design.

X3   The Town supports an increase in the uptake of energy efficient products, best practice energy management and greater use of renewable energy.

X4   The Town will support collecting/harvesting rain water and recycling and storing it for use in parks and gardens.

X5   The Town will support developments that address the principles of Crime Prevention through Environmental Design (CPTED).

X6   The Town supports community gardens, markets and other similar initiatives that add to the availability of local, fresh produce in the locality.

X8   The Town supports any initiative that promotes reducing or reusing waste material, chemicals and fertilisers.

X9   The Town will not be afraid to make good planning decisions that a minority object to.

X10   The Town will lead by example by identifying ways in which its own land uses and buildings can be made more sustainable.

X11   The Town supports using professional advice on function, architecture and design elements of buildings and places.

X12   The Town will continue to identify and protect significant historical sites. Where possible, urban regeneration and new development should maximise the retention of: main street Bay View Terrace and Claremont Crescent (in Swanbourne); buildings, parks and gardens and other sites of historic importance; and sightlines providing views of historic landmarks.

X13   The Town will support initiatives that capture the times, the people, and the stories of historic buildings and sites.

KEY DIAGRAM – Cross Cutting
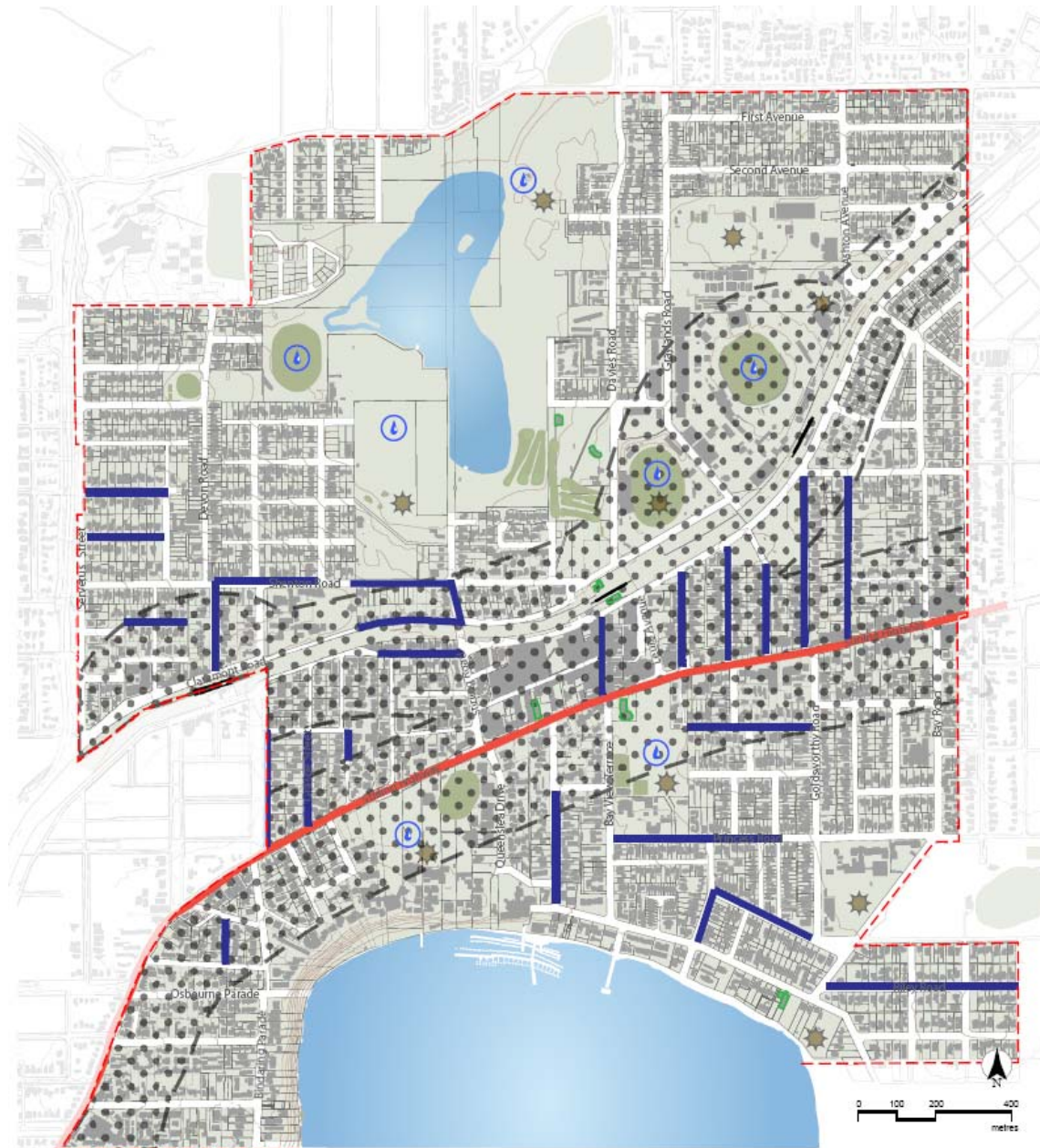
⌐⌐	X.1	Increase residential uses
🜨	X.4	Storage and reuse of rainwater
✳	X.6	Fresh produce
🏠	X.10	Sustainable buildings
▬	X.12	Significant streetscapes

Cross Cutting Claremont

MAKING IT HAPPEN

Tools

Local Planning Scheme for Town of Claremont

Planning schemes are regulatory tools that councils are required to develop under the Planning and Development Act 2005. They set out the rules governing where new land uses and developments can occur and specify the standards for building and operating new structures. Generally, they include:

- a map that divides the locality into different land use zones, precincts or overlays and shows which development control provisions apply to which areas; and
- a written document that sets out the conditions under which use and development can take place in different zones, precincts and overlays.

Council can use the upcoming Local Planning Scheme No.4 as a tool to proactively protect, enhance and develop the strengths and unique attributes of the Town. The core functions of this tool will be to:

1. Assist in implementing this strategy. The planning scheme is one of the most important tools Council has to promote sustainable development and to achieve the outcomes of this strategy.
2. Effectively communicate new opportunities for development and land uses to investors and residents. Planning schemes can convey restrictions on development but they are best used to proactively guide the type of new development and land uses in different parts of the Town.
3. Set standards for new development. When approving development Council can further its strategic objectives by influencing how the development is done, including: how it is laid out, how it functions, and how it looks.

Town Planning Tools

Structure plans and detailed area plans are miscellaneous tools that councils can develop under the Local Planning Scheme No.4 that apply to specific areas of a locality. For example, the North East Precinct Local Structure Plan can only be applied for land included in the plan. These tools set out specific rules governing where new land uses and developments can occur and specify the standards for building and operating new structures. They are similar to planning schemes in that they also include a map and a written document. Council can use structure plans and detailed area plans as tools to proactively guide development in definite areas around the locality.

Design guidelines and form based codes are tools that councils can develop under the Local Planning Scheme No.4 or in combination with structure plans and detailed area plans. They usually apply to specific areas of a locality and deal with urban design issues. These tools set out specific rules governing the 'look' of different types of buildings within the locality or land included in a structure plan or a detailed area plan. To provide additional clarity these rules should be conveyed primarily through diagrams, pictures and case studies.

Policy

Local planning policies are tools that councils can develop under the Local Planning Scheme No.4. Council can use local planning policies as a tool to provide a consistent and coordinated approach for decision making on land use and development matters. They can provide additional guidance to applicants, planning staff and elected members on the preferred way in which discretion may be exercised under town planning schemes.

Incentives

Incentives can encourage or assist certain types of uses or developments (for example heritage restoration work) and can be used to fund an upkeep of a public area that is of significant value to the community.

Local Laws

Local laws are tools that councils can develop under the Local Government Act 1995. These tools can be used to provide a more formal legal framework for applying local planning policies.

Local Plans

Local Plans are strategies similar to this one where objectives that fall outside the scope of land use and planning can be addressed. An example could be the current Town of Claremont Disability Access & Inclusion Plan which goes beyond the scope of an urban planning strategy and covers other social outcomes for the target residents.

Research

Research, usually in the form of further studies, are tools that councils can use to assist in making land use and planning decisions that relate to implementing this strategy. They will be used where the initiatives are not know to the community and to gauge if there are any unintended consequences from taking certain actions.

Campaigns

Advocacy is a tool that councils can use to campaign for specific land use and planning decisions to be made by federal and state government agencies that relate to achieving the desired outcomes of this strategy. Promotions are where the Town actively works to encourage positive change behaviour and this is often achieved by education, information, displays, community events, surveys to name a few. The intent is to get the message and information out to as many interested parties as possible so as to advance the outcomes of this strategy.

Partnerships

Council should not expect to tackle all major social issues on its own. It is widely accepted by all governing institutions that collaborative, integrated approaches make this job much easier. To this end, council will often seek out the assistance and collaboration of relevant stakeholders that have the knowledge and know-how to assist in bringing about positive change.

IMPLEMENTATION PLAN

This Local Planning Strategy is to be used as a planning guide to assist Council, the State Government and the community in their respective roles in land use decision making.

In its adopted form, this strategy will have the status of a Local Planning Scheme policy. Many of the strategy recommendations will be implemented through the adoption of Local Planning Scheme policies, or through the zonings and special provisions of the Local Planning Scheme.

As a planning guide, this Local Planning Strategy must be used within the statutory framework of the Local Planning Scheme and the Metropolitan Region Scheme. It is not intended for the strategy alone to be the cause for instant and major changes to zoning and land use, although some changes may be proposed to reflect specific strategies.

Where changes to zonings or land use are contemplated, the local and state government and the community shall be guided by the objectives and recommendations of this Local Planning Strategy.

A precursor to all the actions listed below will involve a detailed assessment of all current local laws, procedures and policies. Any that are found to be inconsistent with the intent of this Strategy are to be reviewed and modified.

Implementation Plan

Living

Position Statement	Context	Tools
L1 The Town supports the efficient use of housing through intergenerational, adaptive reuse, and ancillary housing designs and initiatives.	• SHACS Preliminary Strategy Concept – Movement and public realm principles • SPP3 – Clause 4 • WESROC - A study of land use patterns and residential densities in the Western Suburbs • Town of Claremont – Plan For the Future	• Scheme clause • Policy
• Investigate inclusion of provisions in new scheme and planning policies to encourage greater and more diverse occupation of large houses, provision of ancillary accommodation and intergenerational housing.		
L2 The Town will support a mix of housing sizes and types, taking into account the requirements of different groups of people.	• Draft SPP Activity Centres - Policy aim No.1; Diversity and intensity of activity section; and LPS tasks 1, 2 and 5 • Directions 2031 – Activity centres network; Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles • SPP3 – Clause 4 • WESROC - A study of land use patterns and residential densities in the Western Suburbs • Town of Claremont – Plan For the Future • Town of Claremont – NEP Structure Plan • Town of Claremont – Town Centre Plan • Town of Claremont – Enquiry by Design	• Scheme clauses • Policy

- Investigate inclusion of provisions in scheme and planning policies to encourage housing mix and minimum densities in Claremont.
- Residential development within 800 meters of railway stations should aim for a minimum of 25 dwellings per hectare to accord with the principles of transit oriented development.

L3 The Town will require that every major development contributes to active, healthy communities through appropriate design and function.	• Draft SPP Activity Centres - Policy aim No.8; Urban design/Amenity and environment sections; and LPS task 5 • Directions 2031 – Activity centres network; Movement network; Green network • SHACS Preliminary Strategy Concept – Movement and public realm principles • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Study) • Town of Claremont - Disability Access & Inclusion Plan • Town of Claremont - Community Safety & Crime Prevention Plan	• Scheme clauses • Policy

- Investigate both incentives and provisions in scheme to promote sustainable transport initiatives within the Town.

L4 The Town will support state and federal government initiatives that provide more affordable housing.	• SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles. • WESROC - A study of land use patterns and residential densities in the Western Suburbs • Town of Claremont – Plan For the Future • Town of Claremont – NEP Structure Plan • Town of Claremont – Town Centre Plan • Town of Claremont – Enquiry by Design	• Policies • Research

- Policy signing up to each and any initiative that is appropriate for the Town.

• Research into how each signed up policy can be implemented.	

| **L5** The Town supports initiatives and developments that provide safe, accessible and attractive services for the community. | • Draft SPP Activity Centres - Policy aim No.8; Amenity and environment section; and LPS task 5
• Directions 2031 – Activity centres network; Movement network; Green network
• SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles
• SPP3 – Clause 5
• DC Policy 1.6, Clause 3
• Town of Claremont – Plan For the Future
• Town of Claremont – Connecting Claremont (Traffic and Transport Management Study)
• Town of Claremont - Disability Access & Inclusion Plan
• Town of Claremont - Community Safety & Crime Prevention Plan | • Scheme clauses
• Policy |
| • Encourage new development to provide adequately for community facilities through articulation in planning policies or in scheme provisions. | | |

Working

Position Statement	Context	Tools
W1 The Town supports small-scale offices and commercial tenancies in local centres to facilitate the transition of home-based businesses and the growth of small business.	• Draft SPP Activity Centres - Policy aim No.1,4,6; Employment section; and LPS tasks 1,2,3,5 • Directions 2031 – Activity centres network; Green network • SPP3 – Clause 4	• Scheme clause • Campaign

	• Town of Claremont – Plan For the Future	

• Promote the development of a range of local facilities and businesses in local centres.

W2 The Town supports the establishment of creative industries.	• Draft SPP Activity Centres - Policy aim No.4; Employment section; and LPS tasks 2,3] • Directions 2031 – Activity centres network • SHACS Preliminary Strategy Concept – Activity corridor principles • Town of Claremont – Plan For the Future	• Research • Scheme clause • Campaign • Incentive

• Conduct research into the attraction of creative industries into the town.

W3 The Town supports improving the quality of tourist destinations, visitor information and service.	• Draft SPP Activity Centres - Policy aim No.4; Employment section; and LPS tasks 2,3] • Directions 2031 – Activity centres network • Town of Claremont - Heritage Management Plan • Town of Claremont - Claremont Interpretation Plan • Town of Claremont - Lake Claremont Policy • Town of Claremont – Town Centre Plan	• Scheme clause • Campaign • Partnerships

• Promote and enhance tourism opportunities in the town, such as providing heritage trails and participating in a Tourist Strategy for the Western suburbs.

W4 The Town supports the establishment of green industries.	• Draft SPP Activity Centres - Policy aim No.4; Employment section; and LPS tasks 2,3] • Directions 2031 – Activity centres network • SHACS Preliminary Strategy Concept – Activity corridor principles • Town of Claremont – Plan For the Future	• Scheme clause • Zoning definition • Advocacy • Partnerships

• Conduct research into the establishment of green industries into the Town.

W5 The Town supports the establishment of home-based businesses.	• Draft SPP Activity Centres - Policy aim No.1,4,6; Employment section; and LPS tasks 2,3,5 • Directions 2031 – Green network • Town of Claremont – Plan For the Future	• Scheme clause • Policy
• Investigate ways of facilitating and encouraging expansion of home based business.		
W6 The Town supports land uses that generate activity outside normal business hours (e.g. hospitality and entertainment venues, community facilities, gymnasiums, and indoor sports facilities) in the town centre, local centres and along Stirling Highway.	• Draft SPP Activity Centres - Policy aim No.1,3,4,5,6; Employment section; and LPS tasks 1,2,3,5 • Directions 2031 – Activity centres network • SHACS Preliminary Strategy Concept – Activity corridor principles • SPP3 – Clause 4, 5 • Town of Claremont – Plan For the Future • Town of Claremont - Community Safety & Crime Prevention Plan	• Scheme clause • Policy • Local law
• Encourage entertainment activity in appropriate locations through zoning permissibility and planning policy control.		
W7 The Town supports businesses establishing appropriate support networks to make centres more attractive.	• Town of Claremont – Plan For the Future • Town of Claremont - Community Safety & Crime Prevention Plan	• Research • Partnerships • Incentives
• Research into appropriate support networks • Formation of a Business Improvement District, Chamber of Commerce, and Marketing/Commercial Plan • Town wide sponsored intranets or public wi-fi networks		
W8 The Town supports incentives that provide essential land uses where required.	• Draft SPP Activity Centres - Policy aim No.1,4,6; Employment section; and LPS tasks 1,2,3,4 • Directions 2031 – Activity centres network • SHACS Preliminary Strategy Concept – Activity	• Scheme clause • Campaign • Research • Policy

	• SPP3 – Clause 4, 5 • Town of Claremont – Plan For the Future	

- LPS4 land use table and definition of essential land uses
- Promotion to developers and business community of land uses required
- Research on types and preferred location of essential services to guide policy and education campaigns
- Policy requiring justification of homogenous or duplicated land use and development in any area where essential services are deemed to be missing

W9 The Town supports more convenience stores, cafes and restaurants in local reserves throughout the locality.	• Draft SPP Activity Centres - Policy aim No.4,6; Employment section; and LPS tasks 1,2,3 • Directions 2031 – Activity centres network • Town of Claremont – Plan For the Future	• Scheme clause • Policy

- LPS4 land use table and zoning to reflect this
- Policy requiring new developments to include these land uses

Enjoying

Position Statement	**Context**	**Tools**
E1 The Town will support spaces (new, old and proposed) in the public and private domain to be developed as people-friendly gathering places; accessible, safe and desirable places for all age groups.	• Draft SPP Activity Centres - Policy aim No.8; Urban design section; and LPS task 5 • Directions 2031 – Activity centres network; Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles • Town of Claremont – Plan For the Future • Town of Claremont – Town Centre Plan • Town of Claremont - Youth Initiatives Plan • Town of Claremont - Senior Needs Study	• Scheme clause • Town Planning Tools • Policy

• Include design guidelines in planning policies for dealing with space in private and public developments.		
E2 The Town supports the protection and enhancement of the area's network of open spaces, including Lake Claremont, Swan River foreshore, parks, recreation grounds, playing fields, and children's play areas and other amenities.	• Directions 2031 – Green network • WESROC - Greening Strategy Implementation Plan • Town of Claremont – Plan For the Future • Town of Claremont - Lake Claremont Policy	• Scheme clause • Policy
• Retain local reserves for open space in the scheme and provide for continual improvement in their management.		
E3 The Town supports public art installations and displays in current and proposed developments and public spaces.	• Town of Claremont – Plan For the Future • Town of Claremont - Heritage Management Plan • Town of Claremont - Claremont Interpretation Plan • Town of Claremont - Community Cultural Plan	• Research • Campaign • Policy • Scheme clause
• Research on public art benefits and display options • Promotion and incentives campaign to attract art • Policy on art location • LPS4 clause on developer contributions to public art in areas deemed to benefit the developer in accordance with WAPC Developer Contribution policy.		
E4 The Town will advocate to new and existing community groups and local businesses to develop and promote youth friendly spaces and events.	• Town of Claremont – Plan For the Future • WESROC - Youth Initiatives Plan	• Policy • Local Law • Campaign
• Policy on land use that asks Council or developers to specify what youth activities and events the development can contribute to • Local Law positively encouraging and permitting the running of certain events in local roads and parks, etc • Promotion campaign to bring certain events into the town		
E5 The Town supports protecting and	• Directions 2031 – Activity centres network;	• Scheme clause

increasing trees in streets, parks and public spaces.	• SHACS Preliminary Strategy Concept – Activity corridor principles • Town of Claremont – Plan For the Future • WESROC - Greening Strategy Implementation Plan	• Policy • Research
• Investigate the inclusion of provisions in the scheme and or planning policy which provides for the protection of and planting of trees.		
E6 Developments will be required to contribute to a safe, attractive and comfortable pedestrian environment in abutting streets and public open spaces.	• Draft SPP Activity Centres; Policy aim No.8; Urban design section; and LPS task 5 • Directions 2031 – Activity centres network; Movement network; Green network • SHACS Peliminary Strategy Concept – Activity corridor principles; Movement and public realm principles] • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy) • Town of Claremont - Community Safety & Crime Prevention Plan	• Scheme clause • Policy
• Investigate the inclusion of provisions in the scheme and or planning policy which provides for development which addresses pedestrian safety and convenience.		
E7 The Town will support more small bars and smaller entertainment venues.	• Draft SPP Activity Centres; Policy aim No.6 • Directions 2031 – Activity centres network • Town of Claremont – Plan For the Future • Town of Claremont - Strategy to Deal with the Impact of Licensed Premises	• Scheme clause • Policy
• Retain existing scheme provisions for small bars and formulate policy to provide for appropriate development control.		

Connecting

Position Statement		Tools
C1 The Town will require access management plans (Integrated Transport Plan and/or Travel Plan) as a part of significant development applications, or else applied as a development approval condition.	• Draft SPP Activity Centres - Policy aim No.3; Prioritising public transport; and LPS task 5 • Directions 2031 – Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles • DC Policy 1.6, Clause 3 • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy)	• Scheme clause • Policy
• Investigate the inclusion of provisions in scheme and planning policies to encourage the preparation of integrated transport plans or travel plans for major developments.		
C2 The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route.	• Draft SPP Activity Centres - Policy aim No.3; Amenity and environment section; and LPS task 5 • Directions 2031 – Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles • DC Policy 1.6, Clause 3 • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy) • Town of Claremont - Community Safety & Crime Prevention Plan	• Scheme clause • Policy

• Continually review design guidelines for town centre and other localities to promote connectivity and for all modes of transport.		
C3 Whenever roads are being resurfaced or upgraded, the Town will integrate pedestrian improvements that will consider the immediate and ongoing safety implications for all road users as well as accessibility for the elderly, people with disabilities, and sustainable modes of transport.	• Directions 2031 – Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles • DC Policy 1.6, Clause 3 • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy) • WESROC - Senior Needs Study	• Town Planning Tools • Scheme Clause
• Design standards implemented as a policy for any road resurfacing to give priority to alternative modes of transport, with a focus on pedestrians over private vehicles		
C5 Parking provision will be treated using parking management best practice.	• Draft SPP Activity Centres - Policy aim No.8; Traffic and parking/Prioritising public transport sections; and LPS task 5 • Directions 2031 – Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy)	• Scheme clause • Policy
• Investigate inclusion of provisions in scheme and planning policies to encourage integration and good management of parking in Claremont. • Encourage priority parking in highly visible and accessible locations and general parking in locations which minimize impacts on the public domain and adjoining properties.		

C6 Goods access must be maintained in the Town Centre, Stirling Highway and local centres by the most appropriate means.	- Draft SPP Activity Centres - Policy aim No.1; Amenity and environment section; and LPS task 2 - Directions 2031 – Movement network\ - Town of Claremont – Plan For the Future - Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy)	- Scheme Clause - Policy
• Policy to guide requirements of service access plans		
C7 The Town supports the objectives for Stirling Highway (Town Centre section) in accordance with Draft Stirling Highway Activities Centre Study.	- Directions 2031 – Movement network - SHACS Preliminary Strategy Concept Activity corridor principles - Town of Claremont – Plan For the Future - Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy)	Campaign
- Advocacy to State and Federal agencies for approval and funding - Prepare a proposal for Main Roads		
C8 The Town supports sinking the railway station at Claremont or the construction of a large pedestrian underpass.	- Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy) - Town of Claremont – NEP Structure Plan	- Partnership (MRWA, DoT etc) - Advocacyy
• Advocacy to State and Federal agencies for approval and funding		

Cross Cutting

Position Statement	Context	Tools
X1 The Town supports more people living and working in direct vicinity to Stirling Highway, the Town Centre, local centres and around train stations.	• Draft SPP Activity Centres - Policy aim No.1,3,4,5,6,7; Diversity and intensity of activity/Employment/Offices/Prioritising public transport/Traffic and parking sections; and LPS tasks 1,2,3,4,5 • Directions 2031 – Activity centres network; Movement network; Green network • SHACS Preliminary Strategy Concept – Activity corridor principles; Movement and public realm principles; • SPP3 – Clause 4, 5 • DC Policy 1.6, Clause 3 • Town of Claremont – Plan For the Future • Town of Claremont – Connecting Claremont (Traffic and Transport Management Strategy) • Town of Claremont – NEP Structure Plan • Town of Claremont – Town Centre Plan • Town of Claremont – Enquiry by Design • WESROC - A study of land use patterns and residential densities in the Western Suburbs	• Scheme clause • Town Planning Tools • Partnerships
• Investigate LPS4 zoning and land use table that combines the list of permitted uses into fewer, broader categories to achieve more flexible uses. • Investigate LPS4 zoning and land use table that puts more attention into getting the right activity in the right location. • Investigate opportunities to zone for more mixed-use districts in the Town distinguished by the intended character of the area and the scale of permitted development, but not by outright exclusion of residential or commercial development. • Investigate provisions that allow for new townhouses and apartments as well as removing barriers that restrict designs or initiatives for 'granny flats', adaptive reuse and intergenerational housing. • Investigate provisions for LPS4 that provides greater clarity about better managing the transition of non-conforming buildings to avoid having them being neglected. • Investigate options for including dynamic standards in LPS4 that allow for development regulations to be more adaptable to change.		
X2 The Town supports future developments	• Directions 2031 – Green network	• Scheme clause

meeting the highest standards of sustainable design.	• Town of Claremont – Plan For the Future • Town of Claremont – Lakeway Design Guidelines	• Policy • Research
• Policy delineating preferred approaches and treatments to building design • Research to determine most appropriate standards Council should adopt for developments • Investigate both incentives and provisions in scheme to promote sustainable transport initiatives within the Town.		
X3 The Town supports an increase in the uptake of energy efficient products, best practice energy management and greater use of renewable energy.	• SPP3 – Clause 4, 5 • Town of Claremont – Plan For the Future • Town of Claremont – Lakeway Design Guidelines	• Scheme clause • Policy • Campaign
• Investigate both incentives and provisions in scheme to promote the uptake of energy efficient products, best practice energy management and greater use of renewable energy within the Town. • Policy to encourage rooftop gardens on any development covering over a certain percentage of building area. • Promotion campaign to builders and the community		
X4 The Town will support collecting/harvesting rain water and recycling and storing it for use in parks and gardens.	• Directions 2031 – Green network • Town of Claremont – Plan For the Future • Town of Claremont – Lakeway Design Guidelines	• Policy • Campaign
• Policy on installation of rain harvesting technology in the reserves and recreation areas under the Town's control • Promotion and showcasing of any installations successfully implemented in the Town to WESROC and other interested parties		
X5 The Town will support developments that address the principles of Crime Prevention through Environmental Design (CPTED).	• SHACS Preliminary Strategy Concept – Movement and public realm principles • Town of Claremont – Plan For the Future • Town of Claremont - Community Safety & Crime Prevention Plan	• Scheme clause • Supporting policy
• Investigate both incentives and provisions in scheme to promote developments addressing the principles of Crime Prevention through Environmental Design (CPTED).		

• Policy providing incentives to all residential developments that activate the street and provide passive surveillance • Promotion campaign to builders		

X6 The Town supports community gardens, markets and other similar initiatives that add to the availability of local, fresh produce in the locality.	• Town of Claremont – Plan For the Future	• Scheme clause • Policy • Campaign • Partnerships

• Investigate both incentives and provisions in scheme to allow community gardens, markets and other similar initiatives that add to the availability of local, fresh produce in the Town.
• Policy that assists the establishment and regulation of the activity
• Promotion campaign to attract operators, shoppers and tourists
• Partnership programs with schools and community venues

X8 The Town supports any initiative that promotes reducing or reusing waste material, chemicals and fertilisers.	• Directions 2031 – Green network • Town of Claremont – Plan For the Future	• Research • Campaigns • Partnerships • Policy

• Research undertaken to identify best practice measures that can be applied to the town
• Promotion and education campaign to builders and developers
• Policy promoting incentives to developments that achieve reduction and reuse measures
• Partnerships with preferred developers and builders that the Town recommends

X9 The Town will not be afraid to make good planning decisions that a minority object to.	• Town of Claremont – Plan For the Future	• Policy • Partnerships • Local Plans

• Policy on community consultation stating that only objections over a given % of the applicable persons of interest will be considered as negative support for a development.
• Partnerships with relevant agencies about change management and community education programs
• Develop Neighbourhood plans using best practice place making principles
• Include provisions in LPS4 that clearly set out when it is appropriate for the public to get involved in commenting on proposed development.

X10 The Town will lead by example by identifying ways in which its own land uses and buildings can be made more sustainable.	• SPP3 – Clause 4 • Town of Claremont – Plan For the Future	• Research • Policy • Scheme clause

• Research to identify which buildings are suitable to be made more sustainable in both form and function
• Policy supporting the upgrade to ecologically sustainable development and land use for Town assets
• Investigate provisions in scheme to ensure that the Town's own land uses and buildings are made more sustainable when they are redeveloped or renovated.

X11 The Town supports using professional advice on function, architecture and design elements of buildings and places.	• DoP Discussion Paper – Implementing Development Assessment Panels in WA	• Scheme clauses • Policy • Partnerships

• Investigate provisions in scheme that guides the use of professional advice on function, architecture and design elements of buildings and places when considering a development application.
• Policy supporting the establishment, membership and terms of reference of an external peer review panel
• Partnerships with a reputable list of experts that the town recommends for use by developers and builders

X12 The Town will continue to identify and protect significant historical sites. Where possible, urban regeneration and new development should maximise the retention of: main street Bay View Terrace and Claremont Crescent (in Swanbourne); buildings, parks and gardens and other sites of historic importance; and sightlines providing views of historic landmarks.	• Draft SPP Activity Centres – Amenity and environment section • SPP3 – Clause 4 • Town of Claremont – Plan For the Future • Town of Claremont - Heritage Management Plan • Town of Claremont - Claremont Interpretation Plan • Local Planning Policy No.107 – Retention of residential character • Local Planning Policy No.108 – Retention of residential heritage	• Scheme clauses • Policy

• Include provisions in scheme that continue to identify and protect significant historical sites. Policies to allow adaptive reuse of heritage sites and buildings
• Policies to protect historical landmarks and sightlines (views)
• Policies to provide incentives for the maintenance of heritage buildings and areas
• Investigate opportunities for having a different set of development criteria for new areas, established areas, and one for redevelopment areas as an alternative

X13 The Town will support initiatives that capture the times, the people, and the stories of historic buildings and sites.	• Town of Claremont – Plan For the Future • Town of Claremont - Heritage Management Plan • Town of Claremont - Claremont Interpretation Plan • Local Planning Policy No.107 – Retention of residential character • Local Planning Policy No.108 – Retention of residential heritage	• Scheme clauses • Policy • Research

- Investigate both provisions and incentives in scheme that result in significant developments implementing 'interpretation' plans.
- Policy that specifies to developers the importance of embedding the Town of Claremont story in their developments
- Policy detailing the requirement of an interpretation plan
- Prepare a 'Character Analysis' of the Town to determine its character and guide decisions on impacts to amenity

MONITOR & REVIEW PLAN

How the Local Planning Strategy and its associated actions will be monitored

The Town of Claremont will need to adopt a procedure of recording any shortcomings in the Local Planning Strategy and its associated actions and recommendations that flow out of the strategy.

Key situations that may arise and are to be recorded include:
1. Council rejects development applications based on not being consistent with the Local Planning Strategy
2. Planning Officers identify lost opportunities and/or deficiencies in the Local Planning Strategy because of changes to emerging trends and issues in the Town
3. Government policy and legislative requirements both locally and regionally are inconsistent with the Local Planning Strategy
4. Community, media or political issues are raised with regard to effect and impact of the Strategy.

Any identified issues or deficiencies that arise between review dates are to be documented and retained by the Town for consideration once the review process is undertaken.

This approach is to be similarly applied to the Local Planning Scheme, Policies and Local Laws and will form the starting point of considerations at each of their corresponding reviews.

How the Local Planning Strategy and its associated actions will be reviewed

Whilst the Local Planning Strategy is designed to provide a vision for the potential and desired land use and development opportunities over the next 10 – 15 years, it is inevitable that in the context and framework of the Strategy, the many planning issues and pressures affecting the Town will no doubt change over time.

To ensure that the strategy can recognise and respond to the ever changing land use issues and demands, it is important that the vision outlined in the strategy is constantly evolving and planning ahead rather than simply reacting to change in hindsight.

In addition to having an adopted Strategy that provides a level of certainty to both the state and local authorities and the community, it is important to establish a timeframe for its regular review. Any departure from the Planning Strategy is not to be considered in the context of the current Strategy but is to be listed for consideration for a review.

Such a review should be undertaken every two to five years, preferably simultaneously with the Local Planning Scheme review, unless, Council determines that an earlier review is warranted.

Position Statements

MR1: The Town will report on the impact and progress of the Local Planning Strategy annually.

MR2: The Town will review its Local Planning Strategy every five years or sooner if warranted.

Actions

1. Set up a process for reviewing each plan, other strategy and planning policy to ensure consistency with this planning strategy.

2. Research and prepare a set of adequate monitoring parameters that will assess this strategy to include community and neighbourhood input.

3. Prepare a process for recording the success or failure of this planning strategy.