

City of Belmont

Draft Local Planning Strategy

2025

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Part 1 – Strategy

The City of Belmont acknowledges the Whadjuk Noongar people as the Traditional Owners of this land and we pay our respects to Elders, past, present and emerging. We further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

We acknowledge all Aboriginal and Torres Strait Islander peoples living within the City of Belmont.

1 Introduction

The City of Belmont Local Planning Strategy comprises:

- Part 1 – Strategy and
- Part 2 – Background Information and Analysis

The Local Planning Strategy applies to the area shown in Figure 1 – Local Planning Strategy Map.

This Local Planning Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC) and revokes the City's preceding local planning strategy, endorsed by the WAPC on 4 November 2011.

As required by Regulation 11 of the Planning and Development (Local Planning Schemes) Regulations 2015, the purpose of the local planning strategy is to:

- a) set out the long-term planning directions for the local government
- b) apply any State or regional planning policy that is relevant to the local planning strategy and
- c) provide the rationale for any zoning or classification of land under the local planning scheme.

The local planning strategy forms the strategic basis for the preparation, implementation and review of the City of Belmont Local Planning Scheme No. 15 (LPS 15).

2 Strategy Map

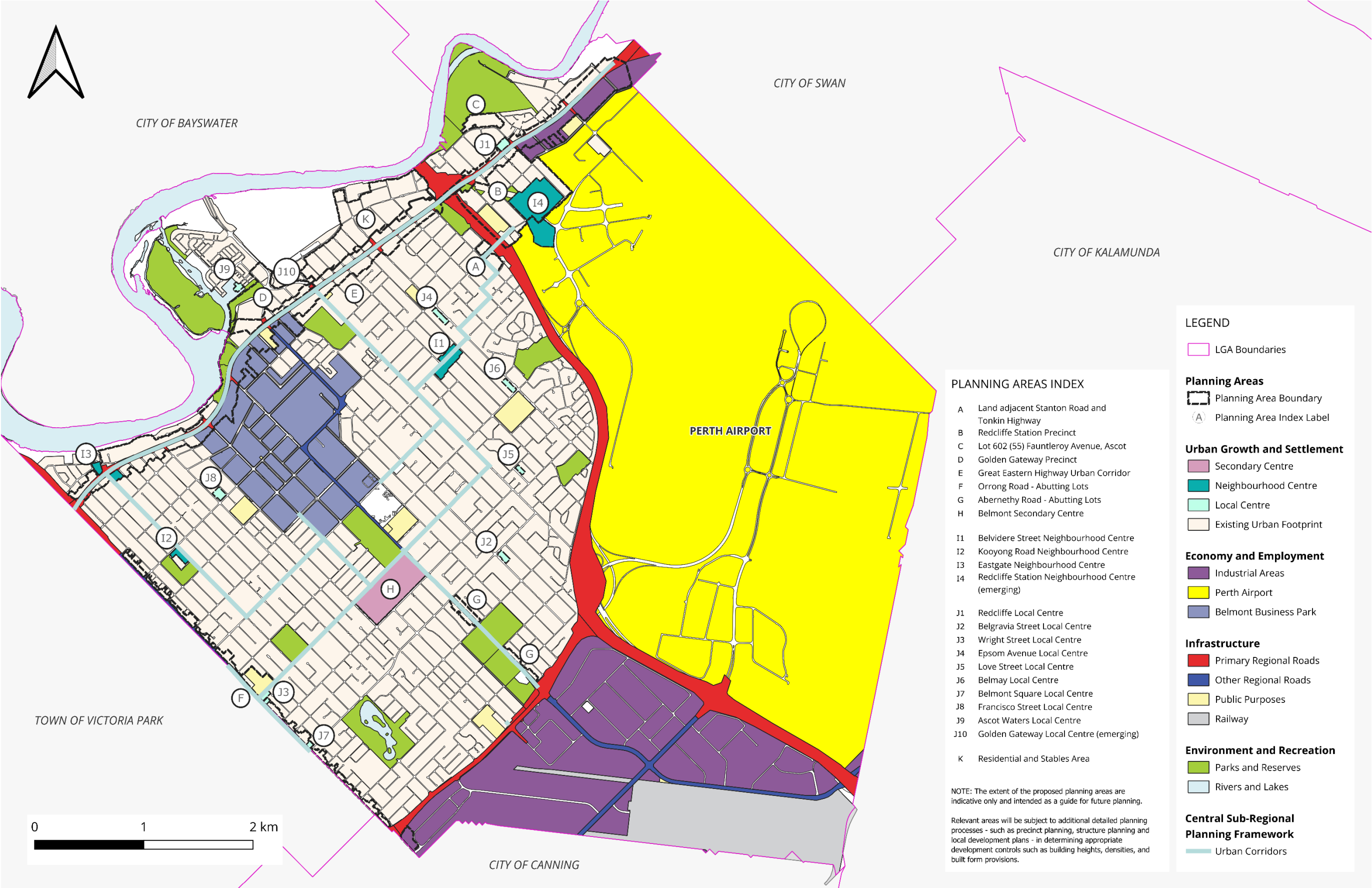


Figure 1: Local Planning Strategy Map

3 Vision

The vision of the local planning strategy is:

"The City of Belmont is a dynamic, liveable and well-connected riverside city, committed to sustainable growth, diversity in housing options, and vibrant activity centres that enhances the quality of life for all. Our City fosters a strong sense of belonging and inclusivity, celebrating the rich diversity of our population."

4 Considerations/Opportunities

4.1 Overview

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

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

For each of the above, planning directions and actions have been identified. Planning directions are short statements that specify what is to be achieved or desired for the consideration/opportunity. Each planning direction is supported by an action(s), that outlines what is proposed and how it is to be undertaken, rationale and timeframe.

4.2 Community, Urban Growth, and Settlement

4.2.1 Key Consideration/Opportunity 1 - Housing

Single houses with 3 to 4 bedrooms remain the dominant housing type across the City. The City has a growing number of 1 or 2 person households, a trend that has continued since 2011 and is expected to persist. While there was an increase in 1 and 2 bedroom dwellings between 2011 and 2021, more of these are needed to meet the demand from the rising lone-person household population.

The Strategy outlines actions to review existing density codes, apply appropriate density codes where residential development is suitable, remove dual density codes, and review and implement suitable land use definitions and development requirements through the preparation of a new local planning scheme.

Table 1 demonstrates how the development of Planning Areas and activity centres, even with a low growth (25% uptake of additional dwellings) provides for the City to achieve the additional dwelling target of Perth & Peel @ 3.5 Million Planning Framework. Further additional dwellings are achievable should other areas be applied with an increased density code, such as along other Urban Corridors that are not identified as Planning Areas.

Table 1 – Estimated Dwelling Yield (Net Yield)

Estimated Dwelling Yield (Net Yield)							
PLANING AREA	DENSITY CODE APPLIED FOR MODELLING	EXISTING DWELLINGS	DWELLING TOTAL CAPACITY	POTENTIAL ADDITIONAL DWELLINGS	LOW GROWTH (25% of Additional Dwellings)	MEDIUM GROWTH (50% of Additional Dwellings)	HIGH GROWTH (75% of Additional Dwellings)
A – Land adjacent Stanton Road and Tonkin Highway	R30-40	12	121	109	28	55	82
B – Redcliffe Station Precinct	The potential of this land is being explored through the Redcliffe Station Precinct Improvement Plans/Schemes						
C – Lot 602 (55) Fauntleroy Avenue, Ascot	R20-30	0	129	129	32	65	97

D – Golden Gateway Precinct	R-AC0 (Plot ratio ranging between 3.0 and 5.0)	0	2,196	2,196	549	1,098	1,647
E – Great Eastern Highway and adjacent transition areas	R-AC0 (Plot ratio ranging between 2.5 and 7.0)	1,107	29,045	27,938	6,985	13,969	20,954
F – Orrong Road – Abutting Lots	R60 (50% multiple dwellings based on average site area of 85m ² and 50% grouped dwellings based on 150m ² average lot size)	279	1,048	769	192	385	577
G – Abernethy Road – Abutting Lots	R60 (50% multiple dwellings based on average site area of 85m ² and 50% grouped dwellings based on 150m ² average lot size)	52	315	263	66	132	197
H – Belmont Secondary Centre	R40, R60, R100 and R-AC1	1,778	10,935	9,157	2,289	4,579	6,868
I – Neighbourhood Centres	R40, R60 and R100	788	2,330	1,542	386	771	1,157
J – Local Centres	R40, R50, R60 and R100	2,205	5,397	3,192	798	1,596	2,394
K – Residential and Stable Areas	R10	241	455	214	54	107	161
Residential zone (outside Planning Areas)	R-Code as per LPS15	7,299	15,176	7,877	1,969	3,939	5,908
Total number of dwellings		13,761 existing	67,147 capacity	53,386 potential additional	13,348 additional	26,696 additional	40,042 additional

4.2.2 Key Consideration/Opportunity 2 - Built form and character

There are various Local Planning Policies and Local Planning Scheme provisions which currently guide residential and commercial development across the City. Five Special Development Precincts delineated on the Scheme Map are also subject to unique local planning policies. Whilst the associated local planning policy and requirement for development approval has facilitated high quality development outcomes, most of these areas have now been built out. Additionally, certain provisions are now covered by the Residential Design Codes.

The Local Planning Strategy includes actions to investigate the rationalisation of the 'Special Development Precinct' zone and review existing local planning policies and scheme provisions to determine whether these are retained (with modifications) or revoked. For certain types of development, high quality design outcomes will continue to be achieved with the assistance of the City's Design Review Panel. The Panel provides constructive feedback and guides design, assessment and decision-making processes.

The built form and character associated with Great Eastern Highway is addressed in Planning Area E.

4.2.3 Key Consideration/Opportunity 3 - Historic heritage

The City of Belmont contains a wide range of historical places with:

- 91 places on the Local Heritage Survey;
- 30 places on the Local Heritage List;
- 10 Registered Aboriginal Heritage Sites; and
- 6 places listed on the State Register of Heritage Places.

These places/sites are scattered throughout the City of Belmont, with concentrations along and surrounding the Swan River Foreshore, and in residential areas in Ascot and Rivervale.

The City is committed to protecting and conserving places of heritage significance in accordance with the Heritage Act 2018. This includes ensuring the Local Heritage Survey and Heritage List are updated and reviewed as required. The City's Local Heritage Survey and Heritage List were recently reviewed in accordance with the Guidelines for Local Heritage Surveys. Due to the recent adoption of this framework, it is not envisaged that the City's heritage-protected places will change under this Local Planning Strategy. In keeping with its ongoing approach, the City will continue to review and update the Local Heritage Survey and Heritage List as needed, with a major review to be conducted alongside the next review of the Local Planning Strategy, in accordance with the Heritage Council's Guidelines for Local Heritage Surveys.

4.2.4 Key Consideration/Opportunity 4 - Public open space and community facilities

Public Open Space

The City has a total of approximately 284 hectares of public open space, comprised of a mix of regional open spaces (reserved under the Metropolitan Region Scheme), neighbourhood open spaces, district open spaces and other spaces.

Objectives

The key objectives for the provision of public open space within the City are shown in Figure 2:

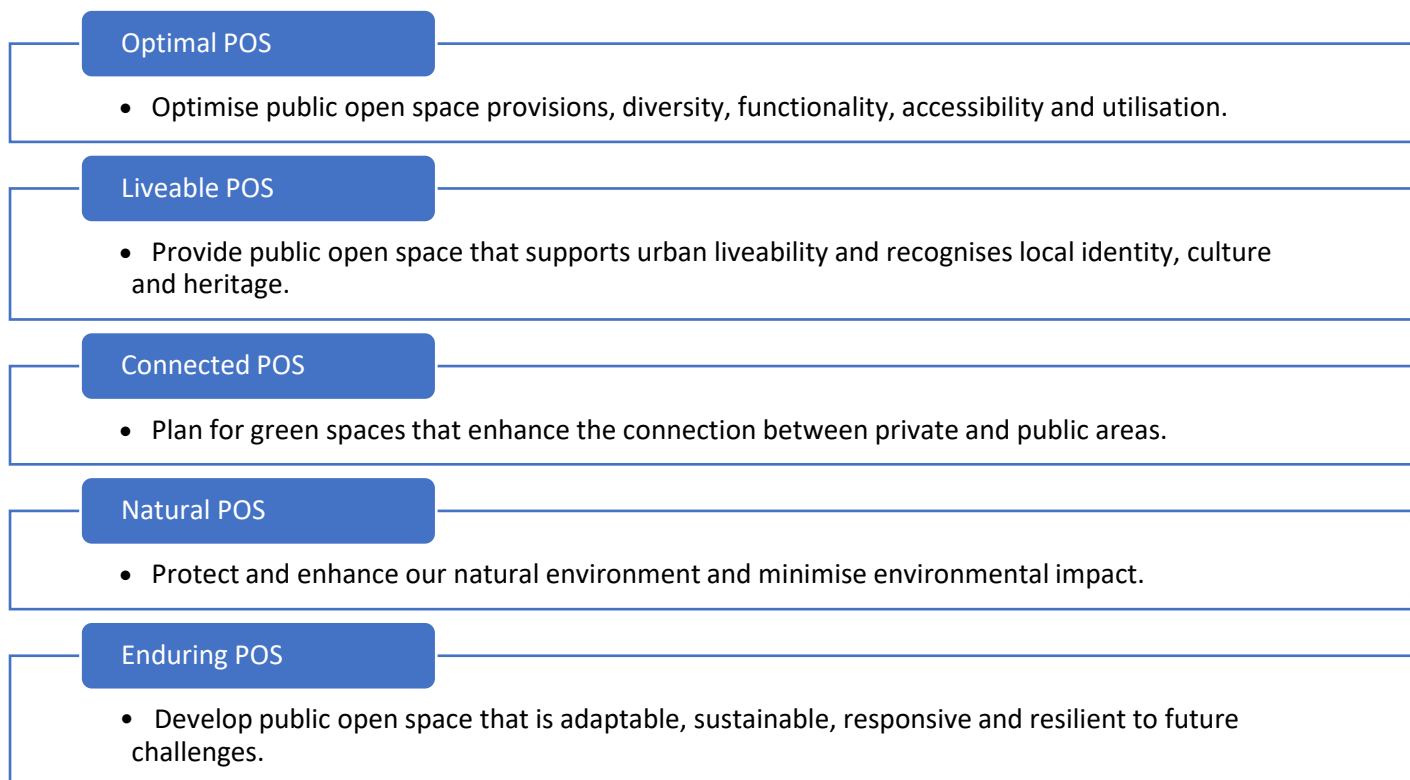


Figure 2: Public open space objectives

The City's existing Local Planning Scheme No.15 contains local reserves which are not consistent with the Model Provisions of the Regulations. Two examples of this include the 'Parks and Recreation' and 'Parks and Recreation: Water Supply Sewerage and Drainage' reserves. As part of the preparation of a new local planning scheme there is an opportunity to introduce the 'Public Open Space and 'Drainage/Waterway reserves, consistent with Planning and Development (Local Planning Schemes) Regulations 2015.

Community Facilities

Community facilities include built or hard infrastructure such as spaces and physical assets for community activities, including social, cultural, or physical engagement.

The City of Belmont has adopted a Community Infrastructure Plan 2022-2040 to guide resource allocation in achieving key economic, social, environmental and community goals over the next 20 years. The Plan will serve as a guide for future planning and development of community facilities.

As part of the preparation of a new local planning scheme there is an opportunity to introduce the private clubs, institutions and places of worship zone, consistent with the Planning and Development (Local Planning Schemes) Regulations 2015.

4.2.5 Key Consideration/Opportunity 5 - Hazards

Certain areas within the City are subject to bushfire and flood risk.

Properties at risk of bushfire are primarily located near Tonkin Highway, Leach Highway and the Swan River. Future planning proposals within bushfire prone areas will be assessed

against *State Planning Policy 3.7 – Planning in Bushfire Prone Area* and appropriate management measures will be implemented as required.

Development within the floodway should continue to be restricted by the local planning scheme. Development within the flood fringe and in proximity to open Water Corporation drains should be required to meet a minimum finished floor level. This could be addressed by providing mechanisms through appropriate provisions, which will be further investigated as part of the preparation of the new local planning scheme.

Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions

Consideration/ opportunity	Planning Direction	Action	Rationale	Timeframe
Housing	1. Continue to provide for higher density housing within proximity to activity centres, urban corridors, high frequency public transport routes and the Redcliffe Station Precinct.	1a. Investigate and rationalise flexible density codes across the City of Belmont. 1b. Investigate and apply appropriate density codes for land that can accommodate residential development that does not currently have an allocated density code. 1c. Apply density codes to Urban Corridors with a stepping down towards adjacent areas. 1d. Apply density codes to activity centres and surrounds to address the dwelling targets of State Planning Policy 4.2 – Activity Centres.	Section 9.3.1 of Part 2	Short term (1-5 years)

	2. Facilitate the delivery of a diverse range of housing, particularly for an ageing population and to accommodate smaller household sizes consistent with population trends.	2a. Apply densities and zonings that facilitate the delivery of housing for aged and dependent persons, particularly in proximity to activity centres, Redcliffe Station and high frequency bus stops. 2b. Apply densities and zonings that facilitate the development of 1 and 2 bedroom dwellings within 200m of activity centres and within 200m of high frequency public transport stops to align with household composition data and trends. 2c. Identify and explore opportunities to align land uses in the current planning scheme with the Model Provisions and any relevant Position Statement as part of developing a new local planning scheme. 2d. Investigate the appropriateness of developing a 'Shared Living' Local Planning Policy.	Section 9.3.1 of Part 2	Short term (1-5 years)
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	3. Promote well planned residential development by applying appropriate density codes through the preparation of a new local planning scheme.	3a. Review the appropriateness of existing density codes under Local Planning Scheme No. 15 and make any required amendments through the preparation of a new local planning scheme. 3b. Consider updating density codes where ANEF noise contours have changed since the preparation of Local Planning Scheme No. 15. 3c. Review existing scheme provisions for residential development, including the appropriateness of retaining the R30 density bonus for R20-coded corner sites and the requirement to construct to plate height prior to subdivision above the R30 density code.	Section 9.3.1 of Part 2	Short term (1-5 years)
Built form and character	4. Identify and explore opportunities to align non-standard zones in the current planning scheme with the Model Provisions as part of developing the new local planning scheme.	4a. Replace areas of 'Special Development Precinct' zone with the appropriate zoning. 4b. Rationalise Development Areas and Special Control Areas, with application of the Urban Development zone where necessary.	Section 9.3.2 of Part 2	Short term (1-5 years)
	5. Review existing built form provisions contained within the City's local planning policies.	5a. Through the preparation of a new local planning scheme, investigate the appropriateness and necessity of existing built form and character provisions within the City's local planning policies. 5b. Review local planning policies relating to built form and character, and amend to make these consistent with the template drafted by the Department of Planning, Lands and Heritage.	Section 9.3.2 of Part 2	Short term (1-5 years)

	6. Facilitate high-quality built form outcomes.	6a. Undertake a review of existing built form provisions in the Local Planning Scheme relating to each zone.	Section 9.3.2 of Part 2	Short term (1-5 years)
Historic heritage	7. Continue to protect and conserve places of historic heritage significance in accordance with the Heritage Act 2018.	7a. Ensure the City's Local Heritage Survey and Heritage List are updated and reviewed as required in accordance with the Heritage Council's Guidelines for Local Heritage Surveys.	Section 9.3.3 of Part 2	Ongoing
Public open space and community facilities/services	8. Facilitate the delivery of high quality public open space.	8a. Investigate opportunities to achieve a higher level of service within the City's existing public open space areas where there are existing shortfalls. 8b. Investigate the appropriate mechanism through the preparation of the new local planning scheme to improve the visual permeability of fences facing public open space, encourage passive surveillance, and enhance connectivity.	Section 9.3.5 of Part 2	Ongoing
	9. Investigate opportunities to increase the amount of useable public open space.	9a. Investigate the acquisition or transfer of land to increase net public open space area. 9b. Investigate the feasibility of levying developer contributions for public open space and/or requiring developers to provide public open space as part of subdivision. 9c. Investigate and identify appropriate opportunities to convert or enhance existing water supply, sewerage and drainage land to serve as a form of public open space. 9d. Co-locating and developing green space in activity centres, schools and high-density areas.	Section 9.3.5 of Part 2	Ongoing

	10. Identify and explore opportunities to align non-standard zones in the current planning scheme with the Model Provisions as part of developing the new local planning scheme.	10a. Investigate the appropriateness of introducing the 'Private clubs, institutions and places of worship' zone. 10b. Investigate the appropriateness of replacing the 'Parks and Recreation' reserve under the existing local planning scheme with the 'Public Open Space' reserve.	Section 9.3.5 of Part 2	Short term (1-5 years)
	11. Continue to provide community facilities and services that meet the needs of the City's population.	11a. Investigate opportunities to deliver new and/or upgraded community facilities in accordance with the City's Community Infrastructure Plan.	Section 9.3.5 of Part 2	Ongoing
	12. Provide for adequate passive surveillance between public open space areas and private properties.	12a. Investigate the appropriate mechanism to require appropriate passive surveillance between public open space areas and private properties.	Section 9.3.5 of Part 2	Short term (1-5 years)

Hazards	13.To ensure safe and prepared planning regarding the City's natural hazards.	13a. Investigate the appropriate mechanism through the preparation of the new local planning scheme to prohibit development within the flood way and facilitate appropriate development within the flood fringe and in proximity to open Water Corporation drains.	Section 9.3.6 of Part 2	Short term (1-5 years)
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4.3 Economy and employment

4.3.1 Key Consideration/Opportunity 6 - Activity Centres & Industry

The City's Activity Centres play a vital role in Belmont's economy as key employment hubs, driven by their retail and commercial functions. To guide future development, the City adopted the Activity Centre Planning Strategy (ACPS) on 27 February 2024. This Strategy is supported by a Retail Needs Assessment (RNA), which contains recommendations for future retail growth, which is identified in Table 3 along with the minimum dwelling target for each activity centre as per State Planning Policy 4.2 – Activity Centres.

Applying appropriate zones, density codes and land use permissibility is critical to ensuring these centres effectively contribute to the local economy. Additionally, applying appropriate parking standards and enhancing the movement networks and visual appeal of these centres, as highlighted in the ACPS, will attract both investment and visitors.

The future planning of the City's Secondary, Neighbourhood and Local Centres should align with Planning Areas H, I & J.

Table 3 – Forecast Net Lettable Area

Activity Centre	SPP4.2 Dwelling Target (walkable catchment)	Forecast Net Lettable Area (m ²)									
		Shop/ Retail					Other Retail				
		2016	2021	2026	2031	2036	2016	2021	2026	2031	2036
Perth Airport - West Specialised Centre	-	-	28,000	28,000	28,000	28,000	-	-	5,000	5,000	5,000
Perth Airport - South Specialised Centre	-	-	-	-	-	-	-	5,000	5,000	5,000	5,000
Belmont Secondary Centre - H	1,000 dwellings (40ha, 400m)	43,148	50,000	55,500	61,500	67,000	40	40	500	1,000	2,000
Belvidere Street NC – I1	225 dwellings (9ha, 200m)	2,958	3,500	3,500	3,500	3,500	33	33	33	33	33
Kooyong Road NC – I2	225 dwellings (9ha, 200m)	2,276	2,500	2,500	2,500	2,500	-	-	-	-	-
Eastgate NC – I3	225 dwellings (9ha, 200m)	1,938	2,720	3,500	3,500	4,000	-	-	3,000	3,000	3,000
Redcliffe Station NC – I4	1,800 dwellings (59ha, 800m)	-	-	1,000	2,000	3,000	-	-	-	500	500
Redcliffe LC – J1	225 dwellings (9ha, 200m)	355	360	360	360	360	170	170	170	170	170
Belgravia Street LC – J2	225 dwellings (9ha, 200m)	942	1,000	1,000	1,000	1,000	-	-	-	-	-

Wright Street LC – J3	225 dwellings (9ha, 200m)	675	700	700	700	700	-	-	-	-	-
Epsom Avenue LC – J4	225 dwellings (9ha, 200m)	1,140	1,200	1,200	1,200	1,200	-	-	-	-	-
Love Street LC – J5	225 dwellings (9ha, 200m)	370	400	500	500	500	799	799	799	799	799
Belmay LC – J6	225 dwellings (9ha, 200m)	180	180	180	180	180	-	-	-	-	-
Belmont Square LC – J7	225 dwellings (9ha, 200m)	580	600	600	600	600	-	-	-	-	-
Francisco Street LC – J8	225 dwellings (9ha, 200m)	-	-	-	-	-	-	-	-	-	-
Ascot Waters LC – J9	225 dwellings (9ha, 200m)	-	-	500	500	500	-	-	-	-	-
Golden Gateway LC (emerging) – E	225 dwellings (9ha, 200m)	-	-	-	1,200	1,200	-	-	-	-	-
Other Precincts											
Belmont Business Park	-	14,111	14,111	14,111	14,111	14,111	29,962	29,962	29,962	29,962	29,962
Redcliffe North	-	710	710	910	910	910	-	-	-	-	-
Kewdale	-	3,357	3,357	3,357	3,357	3,357	30,613	30,613	30,613	30,613	30,613
Great Eastern Highway - West	-	1,605	1,700	1,700	1,700	1,700	98	98	98	98	98
Great Eastern Highway – Central	-	4,286	4,500	4,500	5,500	5,500	2,345	2,345	2,345	2,345	2,345
Great Eastern Highway - East	-	4,286	4,300	4,300	4,300	4,300	2,345	2,345	2,345	2,345	2,345

Specialised and employment centres also play a significant role in supporting the local economy and generating employment opportunities. These centres are hubs for regionally significant economic or institutional activities that attract high volumes of workers and visitors. The City has the Perth Airport Specialised Centre, as identified in SPP4.2 – Activity Centres, and the following four employment precincts:

- Belmont Business Park
- Great Eastern Highway
- Kewdale Industrial Area
- Redcliffe Industrial Area

An overview of these employment precincts is included in Part 2 Section 4.3.

To ensure these activity centres continue to play an important role in Belmont's economy and serve as key employment hubs, the City should investigate the following having regard to Part 2:

- Appropriate zones for the intended function of these centres.

- Appropriate land use permissibility to encourage suitable and compatible land uses.
- Appropriate interfaces to adjoining land uses.
- Appropriate development controls.

Regarding Perth Airport, the City should continue to engage with Perth Airport on future development.

4.3.2 Key Consideration/Opportunity 7 - Tourism

While the City does not have designated tourist sites, several locations provide local and regional tourism value, attracting visitors to the City of Belmont. These include:

- Perth Airport (including Costco and DFO)
- Swan River Foreshore areas (including Garvey Park, Adachi Park, Kuljak Island, Bilya Kard Boodja Lookout and Ascot Marina)
- Ascot Racecourse
- Ruth Faulkner Library and Belmont Museum

Recreational facilities, such as iFLY Indoor Skydiving and go-karting, further strengthen the City's tourism appeal by offering unique experiences that attract both residents and visitors. While these sites have tourism value, applying a dedicated 'Tourism' zoning is unnecessary as they are not exclusively used as tourist sites. Instead, they can be subject to other appropriate zones. The City will explore appropriate zoning and reserves for each area as part of the new local planning scheme, in alignment with the model provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.

Short-Term Rental Accommodation

The City recognises the importance of short-term rental accommodation in supporting tourism while addressing its potential impact on affordable housing availability and residential amenity if not effectively managed. To address these challenges, the City has implemented Local Planning Policy No. 19 – Short-Term Rental Accommodation, developed in alignment with the State's Position Statement and Guidelines for Planning for Tourism and Short-Term Rental Accommodation.

This Policy aims to facilitate short-term rental accommodation in strategic locations, including areas near high-frequency public transport stops along Great Eastern Highway and tourist accommodation uses. The City will continue to enforce and refine this Policy to balance tourism growth with community needs and protect the availability of long-term housing supply.

Table 4: Economy and Employment – Planning Directions and Actions

Consideration/ opportunity	Planning Direction	Action	Rationale	Timeframe
Activity Centres & Industry	14. Identify and explore opportunities to align non-standard zones in the current planning scheme with the Model Provisions as part of developing the new local planning scheme, as well as appropriate associated development provisions.	14a. Investigate the appropriateness of applying a 'Service Commercial' zone to land currently zoned 'Mixed Business' under the existing local planning scheme, with the exception of lots directly adjacent to Great Eastern Highway. 14b. Investigate the replacement of the existing 'Industrial' zone with the 'Light Industry' and 'General Industry' zones. 14c. Apply appropriate land use permissibility's for the various zones contained within the local planning scheme. 14d. Investigate appropriate development provisions for the 'Service Commercial', 'Light Industry' and 'General Industry' zones. Provisions relating to built form and interface should also be considered.	Section 9.4.1 of Part 2	Short term (1-5 years)
	15. Protect key employment hubs and industrial areas from encroachment of incompatible land uses.	15a. Revoke Local Planning Policy No. 10 – Residential Land Uses in the 'Mixed Business' zone.	Section 9.4.1 of Part 2	Short term (1-5 years)
	16. Ensure employment floorspace is not decreased as a result of introducing residential land uses to activity centres, urban corridors and employment precincts.	16a. In preparation of the new local planning scheme, consider appropriate scheme or local planning policy provisions to ensure residential land uses do not impede employment floorspace, in particular on the ground floor fronting streets, in zones that allow for a mixed use developments.	Section 9.4.1 of Part 2	Short term (1-5 years)

Tourism	17. Identify and explore opportunities to align non-standard zones in the current planning scheme with the Model Provisions as part of developing the new local planning scheme.	17a. Investigate replacing the 'Place of Public Assembly' zone currently applied to the Ascot Racecourse with an appropriate zone or reservation. 17b. Investigate replacing the 'Civic and Cultural' reserve currently applied to the Ruth Faulkner Library and Belmont Museum with a 'Civic and Community' reserve.	Section 9.4.2 of Part 2	Short term (1-5 years)
	18. Continue to protect the availability of long-term and affordable housing across the City of Belmont by facilitating short-term rental accommodation near high-frequency public transport stops along Great Eastern Highway and existing tourist accommodation.	18a. Amend Local Planning Policy No. 19 – Short Term Rental Accommodation to reflect the land use permissibility in the Zoning Table following Amendment No. 23 to LPS 15.	Section 9.4.2 of Part 2	Ongoing

4.4 Environment

4.4.1 Key Consideration/Opportunity 8 - Natural Areas

Most natural areas within the City are publicly managed, designated as Public Open Space under the Metropolitan Region Scheme (MRS) or Local Planning Scheme No. 15 (LPS 15), and overseen by the City and/or the Department of Planning, Lands, and Heritage (DPLH). As part of the preparation of the new local planning scheme, the City should continue to preserve these areas by applying appropriate reservations to ensure their protection. Additionally, an Implementation Plan for the Environment and Sustainability Strategy 2023-2033 has been developed. This plan outlines objectives, targets, and indicators to monitor environmental performance and support the preservation and enhancement of natural areas while mitigating environmental impacts.

4.4.2 Key Consideration/Opportunity 9 - Climate Change/Tree Protection

In planning for the future of the City of Belmont, it is important to address the challenges posed by climate change. As extreme weather events become more frequent, the City must adapt its planning to strengthen resilience and sustainability.

As part of a new local planning scheme, the City will explore offering development incentives where certain sustainability criteria are met. The City will also investigate introducing a sustainable development guide to encourage environmentally conscious development outcomes.

Recognising the role of trees in mitigating the impacts of climate change, the City will examine the most appropriate methods to encourage and/or incentivise tree retention on private land. The City will also investigate the appropriateness of introducing additional guidance regarding new crossovers that conflict with existing street trees. Additionally, tree planting in car parking areas as well as deep-soil requirements for non-residential development will be considered.

Furthermore, the City will continue to facilitate higher-density development within and around activity centres, and near high-frequency public transport routes, including the areas surrounding Redcliffe Station. This approach supports sustainable urban growth and reduces reliance on cars.

Table 5: Environment – Planning Directions and Actions

Consideration/ opportunity	Planning Direction	Action	Rationale	Timeframe
Natural Areas	19.Continue to preserve natural areas by applying an appropriate reservation over natural areas.	19a. Apply an appropriate reservation over natural areas, such as Public Open Space or Environmental Conservation.	Section 9.5.1 of Part 2	Short term (1-5 years)
	20.Continue to support the objectives within the Environment and Sustainability Strategy.	20a. Review local planning instruments and amend where necessary to ensure sustainable development principles are appropriately considered.	Section 9.5.1 of Part 2	Short term (1-5 years)
Climate Change/Tree Protection	21.Facilitate and encourage sustainable growth and greening.	21a. Investigate the appropriateness of providing development incentives where certain sustainability criteria and/or a significant tree(s) is retained. Alternatively, investigate the appropriateness of developing a City policy/guidance which encourages/incentivises sustainability measures to be incorporated into residential and commercial developments. 21b. Investigate introducing a ratio of trees to car parking bays on non-residential properties. 21c. Investigate introducing deep soil zone requirements on non-residential properties. 21d. Investigate the appropriateness of introducing guidance for new crossovers that conflict with existing street trees.	Section 9.5.2 of Part 2	Short term (1-5 years)

		21e. Investigate the appropriateness of a Significant Tree Register within the local planning scheme.		
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4.5 Infrastructure

4.5.1 Key Consideration/Opportunity 10 - Transport Network

Public Transport

The City of Belmont contains two train stations; Redcliffe Station and the Airport Central Station which are located on the Airport Line. In addition to rail services, the City is serviced by several bus routes, including high-frequency options that connect to key locations within the City of Belmont and surrounding areas.

The City will continue to monitor development across the municipality and engage with the Public Transport Authority regarding the adequacy of public transport services where necessary.

Road Network

The City of Belmont is connected by several key roads, including Great Eastern Highway, Graham Farmer Freeway, Tonkin Highway, Leach Highway, Abernethy Road, and Orrong Road. These major routes provide convenient vehicle access within Belmont and to surrounding suburbs, supporting both local and regional travel. However, they also present challenges, including access and egress safety, congestion, and noise.

As part of the preparation of a new local planning scheme, the City will seek to continue minimising direct vehicle access onto primary and other regional roads. Additionally, the City will continue to implement State Planning Policy 5.4 - Road and Rail noise in the assessment of relevant development applications.

The City will also continue to engage with and monitor the progress of the Orrong Road Connect project. Through this project, Main Roads is investigating ways to improve safety, reduce congestion and enhance connectivity and liveability for people who travel along or live near Orrong Road.

Parking

For residential development, the City of Belmont applies the standards set out in the Residential Design Codes and will continue to do so.

For non-residential development, the City uses the standards outlined in Table 2 – Car Parking Requirements of Local Planning Scheme No. 15. As part of preparing a new local planning scheme, the City will review these standards, taking into account the recently released WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel.

The City will also consider the appropriateness of developing a payment in lieu of parking plan to guide how funds collected from developers, in lieu of meeting minimum on-site parking requirements, will be used.

Walking and Cycling

The City of Belmont is committed to enhancing active transport options for residents and visitors through a well-connected walking and cycling network. This network includes a variety of pedestrian and cyclist paths that link key areas of the City, promoting sustainable and healthy transportation. These aim to improve safety, accessibility, and convenience for pedestrians and cyclists, while supporting a more active and connected community.

Additionally, the City has prepared the Great Eastern Highway Urban Corridor Strategy, which provides an extensive movement network along the urban corridor. This includes a series of on-street and off-street cycle paths, ensuring continuous cycling access along the length of the corridor. It also proposes a principal shared path along the northern side of the corridor, providing a direct and safe route for pedestrians commuting from Belmont to the City and reaching key areas of amenity. This approach supports the establishment of a robust movement network that will encourage and increase active transportation.

4.5.2 Key Consideration/Opportunity 11 - Airports and Aviation

Perth Airport is Western Australia's primary hub for domestic and international travel, with an area of approximately 2,105 hectares and predominantly located within the City of Belmont.

To protect Perth Airport from unreasonable encroachment by incompatible (noise-sensitive) development, while minimising the impact of airport operations on communities, the City will seek to require development approval for lots within the airport height referral area and ANEF (Australian Noise Exposure Forecast) contours. This could be addressed by providing appropriate provisions, which will be further investigated as part of the preparation of the new local planning scheme. The City will also continue to engage with Perth Airport regarding future development proposals.

4.5.3 Key Consideration/Opportunity 12 -Telecommunications

Recognising the potential amenity impacts of telecommunications infrastructure, the City should seek to direct future installations to the Redcliffe and Kewdale Industrial areas and the Belmont Business Park. It may be appropriate for this infrastructure to locate within activity centres, subject to a development application being submitted to assess any amenity impacts. The permissibility of this use within these zones will be further investigated through the preparation of a new local planning scheme.

4.5.4 Key Consideration/Opportunity 13 - Servicing

The City of Belmont is well-serviced with reticulated infrastructure for water, power, gas, and telecommunications. While most areas, including the majority of Redcliffe industrial area, are connected to reticulated sewerage, a few sections remain unsewered, particularly in the Kewdale industrial area and certain lots adjacent to Hay Road in Ascot and Redcliffe Road. In areas anticipated to undergo significant redevelopment, such as Golden Gateway and the Redcliffe Station Precinct, upgrades to existing services may be necessary.

The City's existing local planning scheme includes a requirement for all residential development, apart from a single house or existing development to be connected to a reticulated sewerage system. If no sewerage is available, development in excess of a single house is not permitted unless such development complies with the Government Sewerage Policy. The inclusion of this provision will be further examined as part of the preparation of the new local planning scheme.

Additionally, the City is actively engaging with Western Power on its Targeted Underground Power Programme which relocates overhead powerlines underground providing significant amenity improvements for the community. The opportunity to underground powerlines outside of the Western Power programme may also be considered (cost dependent) in conjunction with major projects, such as the Belvidere Street Revitalisation project.

Table 6: Infrastructure – Planning Directions and Actions

Consideration/ opportunity	Planning Direction	Action	Rationale	Timeframe
Transport Network	22.Facilitate the use of sustainable transport modes.	22a. Monitor development across the City and advocate the Public Transport Authority for additional or changes to services where required.	Section 9.6.1 of Part 2	Ongoing
		22b. Advocate Main Roads and the Department of Transport for the provision of a principle shared path along the northern side of Great Eastern Highway.		
	23.Support and implement safe vehicle access and egress.	23a. Include provisions within the local planning scheme requiring alternative access arrangements for development adjacent to regional roads such as Great Eastern Highway, Abernethy Road, Belgravia Street and Orrong Road.	Section 9.6.1 of Part 2	Short term (1-5 years)
		23b. Engage with and monitor the Orrong Road Connect project to support safety, reduce congestion, and enhance connectivity and liveability along the corridor.	Section 9.6.1 of Part 2	Ongoing
	24.Facilitate the appropriate provision of parking within the City of Belmont.	24a. Review non-residential parking standards, considering the WA Planning Manual – Non Residential Car Parking Rates in Perth and Peel and apply appropriate parking standards through the preparation of a new local planning scheme.	Section 9.6.1 of Part 2	Short term (1-5 years)
		24b. Investigate the appropriateness of preparing a payment in lieu of parking plan for the City of Belmont to guide the use of collected funds.	Section 9.6.1 of Part 2	Short term (1-5 years)

	25.Facilitate active transportation by developing a well-connected system.	25a. Implement a continuous pedestrian and cycling network through the provision of safe, accessible and convenient paths and crossings, supplemented by a diverse range of landscaped areas.	Section 9.6.1 of Part 2	Ongoing
Airports and Aviation	26.Continue to support the airport's primary function as Perth's gateway to the world.	26a. Continue to engage with Perth Airport regarding future development on their land. 26b. Through the preparation of the new local planning scheme apply the appropriate mechanism to protect Perth Airport from incompatible development and minimise aircraft noise impacts on the community.	Section 9.6.2 of Part 2	Ongoing Short term (1-5 years)
Telecommunications	27.Minimise amenity impacts associated with telecommunications infrastructure.	27a. Encourage telecommunications infrastructure in the 'Light Industry', 'General Industry', 'Service Commercial' or 'Centre' zones.	Section 9.6.3 of Part 2	Short term (1-5 years)
Servicing	28.Support highest and best use of land within the Industrial Estates.	28a. Advocate Water Corporation to provide sewer connections throughout the Kewdale Industrial Estate and Redcliffe industrial area.	Section 9.6.4 of Part 2	Ongoing
	29.Enhance streetscape amenity throughout the City.	29a. Continue to engage with Western Power on its Targeted Underground Power Programme.	Section 9.6.4 of Part 2	Ongoing

	30.Continue to facilitate development that aligns with the Government Sewerage Policy.	30a. Investigate the appropriateness of carrying forward provisions from the existing scheme for residential development relating to sewerage.	Section 9.6.4 of Part 2	Short term (1-5 years)
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4.6 Planning Areas

This section outlines in greater detail planning directions and actions for specific planning areas (for extent of planning areas, see Figure 1 Local Planning Strategy map).

The Local Planning Strategy identifies 11 planning areas for investigation, land use intensification and further development. The rationale, context, proposed land use and density arrangements for each planning area is summarised in Table 7.

It should be noted that planning areas may be subject to further minor refinements throughout detailed planning stages.

Table 7: Planning Areas – Planning Directions and Actions

<i>Planning Area</i>	<i>Planning Direction</i>	<i>Action</i>	<i>Rationale</i>	<i>Timeframe</i>
A - Land adjacent Stanton Road and Tonkin Highway	1. Ensure coordinated development within the precinct that addresses access constraints while supporting housing near high-frequency public transport.	1a. Facilitate alternative access options within the precinct, as the section of Stanton Road adjacent to the area is a primary regional road with vehicle access controls. 1b. Identify land bound by Ryans Court, Morrison Street, Greenshields Way and Tonkin Highway as being subject to additional site and development requirements within the new local planning scheme that requires coordination of vehicle access and tree retention. 1c. Through the preparation of a new local planning scheme, investigate the appropriate zoning and density code.	This 2.4-hectare precinct is largely vacant with only three houses fronting Morrison Street. There are also several irregular shaped lots. Some lots lack direct access to public roads, relying on neighbouring lots for access. Alternative access arrangements are necessary for lots fronting Stanton Road, as that portion is classified as a 'Primary Regional Road.' The precinct's proximity to Redcliffe Station, less than 800 meters away, makes it well-suited for residential development. However, fragmented land ownership and access considerations require coordinated planning. This could be facilitated through a structure plan or local development plan.	Short-term (1-5 years)

B – Redcliffe Station Precinct.	2. To support the development of a vibrant, transit-oriented precinct that includes a mix of suitable land uses around the train station and Great Eastern Highway, with higher-density residential development throughout the rest of the precinct.	2a. Continue to liaise with the Department of Planning, Lands and Heritage regarding the development and implementation of the Improvement Scheme for the Redcliffe Station Precinct.	Redcliffe Station is located within the centre of the precinct, making it a suitable area for increased residential development. Future residents within the precinct will be serviced by a neighbourhood centre which is partly located within the Perth Airport Estate and will also immediately surround Redcliffe Station. By supporting higher density residential development surrounding the station, the precinct can establish itself as a key transport-orientated hub.	Ongoing
C – Lot 602 (55) Fauntleroy Avenue, Ascot	3. Ensure coordinated development within the precinct that addresses environmental constraints while supporting appropriate housing options.	3a. Identify appropriate requirements within the new local planning scheme for development to address the environmental considerations for the site.	Lot 602 Coolgardie Avenue, Ascot is approximately 3.89 hectares in area. The land holds significant development potential, but key environmental and infrastructure challenges must first be addressed. A geotechnical report highlights the need for substantial remediation due to variable soil conditions. This instability is attributed to the historical alignment of the Swan River and further worsened by illegal dumping of materials. Additionally, the precinct lies within the flood fringe, is designated as bushfire-prone, and contains a conservation	Short-term (1-5 years)

			category wetland that requires careful management and protection. The lot also accommodates sewer and drainage infrastructure that need to be considered as part of any future development.	
D - Golden Gateway: Land generally bound by Great Eastern Highway, the Swan River, the Ascot Waters precinct, and Ascot Racecourse.	4. Ensure coordinated development within the precinct that addresses access constraints while supporting housing near high-frequency public transport.	4a. Finalise the draft Golden Gateway Structure Plan. 4b. Continue to liaise with Perth Racing to ensure compatible development outcomes are achieved between land subject to the draft Golden Gateway Structure Plan and Perth Racing's landholdings.	The Golden Gateway Planning Precinct has been identified as a suitable location for mixed-use development, featuring higher-density residential options. The precinct benefits from its strategic location near high-frequency public transport and its proximity to the Swan River foreshore. The Golden Gateway precinct contains several Perth Racing landholdings. The draft Structure Plan identifies that this land is subject to a separate planning process, which Perth Racing are currently undertaking. The area faces challenges relating to land fragmentation and access. Fragmented landholdings could impede cohesive development. Careful consideration of access is also required due to Great Eastern Highway and regional through-traffic using key roads, including Stoneham Street and Resolution Drive. The draft structure plan will address these key planning considerations.	Short-term (1-5 years)
E -Great Eastern Highway and	5. Promote mixed-use and higher density	5a. Through the preparation of a new local planning scheme, investigate the appropriate	Great Eastern Highway is a key primary regional road which dissects the City. Perth and Peel@3.5 Million identifies the	Short-term (1-5 years)

adjacent transition areas	residential development along Great Eastern Highway, that interacts with and enhances the public realm, while being designed to mitigate impacts on surrounding lower density residential areas.	zoning and density code and possible local planning policy for the Great Eastern Highway Urban Corridor. 5b. Investigate suitable mechanisms to fund key pedestrian and cyclist infrastructure along the Corridor. 5c. Investigate the suitable density code for the land in Rivervale, bound by the Swan River (to the north), Great Eastern Highway (to the south), Brighton Road (to the west) and the boundary extending northwest from Acton Avenue (to the east), and mechanisms to remove vehicle access from Great Eastern Highway.	road as an urban corridor which should be a focus for higher-density residential development. The Corridor benefits from its strategic location, including its proximity to high-frequency public transport and the Swan River. Traditionally, land adjacent to the road was developed for single houses, warehouses and light industrial uses. This has transformed over time with the highway now accommodating a range of shops, hotels, eateries, multiple dwellings, offices and showrooms. This area faces challenges such as land fragmentation, road network limitations, and access considerations. Fragmented land holdings may hinder cohesive development and limit development of desired land uses. Careful consideration of access and road networks is also required, given Great Eastern Highway's designation as a primary regional road used for both traffic and freight.	
F –Orrong Road – Abutting Lots	6. Support an appropriate transition in development intensity back from Great Eastern Highway.	6a. Investigate suitable density codes for land behind the Corridor as part of the preparation of the new local planning scheme.	Alternative access arrangements should be implemented for lots fronting Orrong Road, as it is classified as an 'Other	Short-term (1-5 years)
	7. Ensure coordinated development within the	7a. Identify additional site and development requirements within the new local planning scheme to require vehicle		

	precinct that addresses access constraints while supporting housing near high-frequency public transport.	access to be taken from roads other than Orrong Road. 7b. Review the existing local planning policy relating to land adjacent to Orrong Road to determine whether it continues to be necessary or can be revoked. If it is determined the policy should be retained, make any necessary modifications.	Regional Road' and sections are located within Planning Control Area 183. Orrong Road contains high frequency bus routes and is therefore well-suited for residential development. However, fragmented land ownership and access considerations require coordinated planning. This could continue to be facilitated through the local planning scheme and/or a local planning policy.	
G –Abernethy Road – Abutting Lots	8. Ensure coordinated development within the precinct that addresses access constraints while supporting housing near high-frequency public transport.	8a. Identify additional site and development requirements within the new local planning scheme to require vehicle access to be taken from roads other than Abernethy Road. 8b. Review the existing local planning policy relating to land adjacent to Abernethy Road to determine whether it continues to be necessary or can be revoked. If it is determined the policy should be retained, make any necessary modifications.	Alternative access arrangements should be implemented for lots fronting Abernethy Road, as it is classified as a 'Other Regional Road'. Abernethy Road contains high frequency bus routes and is therefore well-suited for residential development. However, fragmented land ownership and access considerations require coordinated planning. This could continue to be facilitated through the local planning scheme and/or a local planning policy.	Short-term (1-5 years)
H – Belmont Secondary Centre	9. Support the development of a diverse range of compatible and appropriate	9a. Investigate applying a 'Centre' zone over land within the Belmont Secondary Centre.	Belmont Secondary Centre is identified by SPP 4.2 as a Secondary Centre. It performs an important role in the overall economy of the Perth Metropolitan Area	Short-term (1-5 years)

	land uses within the centre, while also encouraging residential development to enhance its ongoing economic viability.	9b. Investigate and apply an appropriate density code to land within and surrounding the centre.	while providing essential services to Belmont and surrounding areas. The Centre is currently zoned 'Town Centre' in the City's Local Planning Scheme No. 15. Given the 'Town Centre' zone is not a model zone in the Planning and Development (Local Planning Schemes) Regulations 2015, it may be appropriate to apply a 'Centre' zone through the preparation of a new local planning scheme. The City will only consider new or expanded land uses within the Town Centre where they are consistent with State Planning Policy 4.2. Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre. A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail commercial land uses, whilst promoting economic sustainability. Through the preparation of a new local planning scheme, appropriate density codes surrounding the centre should be investigated to encourage residential development within the walkable catchment of the centre.	
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			Such provisions being contained within the new local planning scheme, may forgo the need for a Precinct Structure Plan for the Secondary Centre as per SPP 4.2.	
I - Neighbourhood Centres	10. Support the development of a diverse range of compatible and appropriate land uses within the centre, while also encouraging residential development to enhance its ongoing economic viability. This should be achieved without eroding the primary intent of the centre.	10a. Investigate the appropriate zoning and land use permissibility for land within the City's neighbourhood centres. 10b. Apply an appropriate density code to land within and surrounding the neighbourhood centres through the preparation of a new local planning scheme. 10c. Investigate appropriate planning controls in a new local planning scheme to prevent residential development without commercial components and to ensure a suitable transition between commercial and residential land uses.	There are currently three neighbourhood centres within the City of Belmont including; Belvidere Street, Eastgate, and Kooyong Road. There is also a future neighbourhood centre planned surrounding Redcliffe Station. The future zoning, density, and land use permissibility of the Redcliffe Neighbourhood Centre will need to consider the Improvement Scheme being prepared by the Department of Planning, Lands and Heritage (DPLH). In the meantime, the City should continue engaging with the State Government to support the development and delivery of the Improvement Scheme. Regarding the existing neighbourhood centres, the future zoning should be reviewed having regard to the Planning and Development (Local Planning Schemes) Regulations 2015. In this respect, it is understood that the Western Australian Planning Commission is proposing to introduce 'a Local and Neighbourhood Centre' zone. Therefore, it may be appropriate to apply a 'Neighbourhood Centre' zoning to land within neighbourhood centres through the preparation of a new local planning scheme. Land use permissibility should be	Short-term (1-5 years)

			carefully considered in a new local planning scheme to ensure these centres accommodate uses consistent with their intended function. The Scheme does not currently assign residential density codes to land within neighbourhood centres. To promote a balanced mix of residential, retail, and commercial uses while encouraging economic sustainability, an appropriate residential density code should be explored in a new local planning scheme. However, controls may be needed to ensure residential development supports the centres' primary function of providing services to the community. This could include limiting residential development on ground floors and requiring a commercial component in redevelopment proposals. Appropriate density codes for surrounding areas should also be reviewed to support additional housing within the centres' walkable catchments.	
J - Local Centres	11. Support the development of a diverse range of compatible and appropriate land uses within the centre, while also encouraging residential development to enhance its ongoing	11a. Investigate the appropriate zoning and land use permissibility for land within the City's local centres. 11b. Apply an appropriate density code to land within and surrounding the local centres through the preparation of a new local planning scheme.	The City of Belmont includes nine existing local centres and one future local centre. Local Centres are intended to provide convenience retail for daily needs and serve as social meeting points. Future zoning for the City's local centres should align with the Planning and Development (Local Planning Schemes) Regulations 2015. As the Western Australian Planning Commission is	Short-term (1-5 years)

	economic viability. This should be achieved without eroding the primary intent of the centre.	11c. Investigate appropriate planning controls in a new local planning scheme to prevent residential development without commercial components and to ensure a suitable transition between commercial and residential land uses.	proposing to introduce 'Local and Neighbourhood Centre' zones, it may be appropriate to apply a 'Local Centre' zone to land within local centres. Land use permissibility should also be reviewed to ensure the centres accommodate uses that align with their intended function. Currently, Local Planning Scheme No. 15 does not assign residential density codes to local centres. To encourage a balanced mix of residential, retail, and commercial uses while promoting economic sustainability, suitable residential density codes should be considered in a new local planning scheme. Controls may also be required to ensure residential development complements the centres primary role of providing for the daily needs of residents. This could involve restricting residential development on ground floors and requiring a commercial component in redevelopment proposals. Where appropriate, density codes for areas surrounding local centres should be reviewed to support more housing within the centres walkable catchments.	
K – Residential and Stables Area – Land generally bound by Hardey Road,	12.Support development that is currently compatible with	12a. Investigate and apply an appropriate zone and density code to the area to support the stabling of horses, with	A portion of Ascot is zoned 'Residential and Stables' in LPS15. This area currently supports compatible and environmentally responsible land uses	Ongoing Short-term (1-5 years)

Matheson Road, Ascot Racecourse, the Swan River foreshore, Tonkin Highway and Mixed Use zoned lots fronting Great Eastern Highway.	horse stabling and related activities, while recognising the declining demand for stables and increasing trend for residential only development. Monitor the number of horses and active stable licenses to guide this transition and ensure future development aligns with evolving land use and environmental considerations.	consideration for exclusion closest to the Swan River foreshore. 12b. Investigate the appropriate mechanism to inform prospective purchasers of potential amenity impacts associated with horse-related activities in the area. 12c. Review the existing site and development requirements applicable to the area and make any necessary modifications.	near the Ascot Racecourse and the Swan River, accommodating residential uses, stables, and ancillary functions related to the horse racing industry. While there is currently no formal density coding applied under the existing Scheme, the Scheme mandates a minimum lot size of 1,000m² per dwelling, with open space and setbacks adhering to the R10 density code. Given this context, the City should explore the appropriateness of applying a density code to the area in the preparation of a new local planning scheme. The Scheme currently requires applications for Development Approval for either a stable or a residence to provide for both a residence and a minimum of two stables on the lot. According to the City's Consolidated Local Law 2020, this results in a total area of 70m² being allocated for future stabling. Currently, 48.1% of lots containing a dwelling also have licensed stables, a figure that decreases to 28.6% for dwellings constructed after 2001. Of all licensed stables, 46.4% are in use, representing 22.3% of all lots. The City should continue to monitor the number of active stables and, in preparing a new local planning scheme, assess whether the requirement for lots to accommodate both a residence and stables should be retained.	
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			To inform prospective purchasers of potential amenity impacts associated with horse-related activities in the area, the City should investigate the appropriateness of including a provision in the Local Planning Scheme requiring, where appropriate, a Section 70A Notification to be placed on Titles at the development or subdivision stage. Additionally, the City should explore the appropriateness of providing an information sheet to purchasers at the time of purchase, when Orders and Requisitions are issued, outlining potential impacts such as noise, dust, and odour associated with horse-related activities in the area. Legal advice should also be obtained to better understand what reasonable impacts (e.g. noise, dust and odour) are. The future zoning of this area should also be reviewed through the preparation of a new local planning scheme. It should be noted that the 'Residential and Stables' zone is not a model zone under the Planning and Development (Local Planning Schemes) Regulations 2015. In preparing a new local planning scheme, the City should engage with the Department of Planning, Lands and Heritage (DPLH) on the preferred approach for this area. Potential options include:	
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			• Designating a Special Control Area to manage residential and equine-related uses, with a provision requiring development approval for all single houses. • Retaining the non-model 'Residential and Stables' zone and its associated scheme provisions. • Introducing a 'Special Use' zone that facilitates, but does not mandate, the stabling of horses. Additionally, several lots within the 'Residential and Stables' zone are located in the Swan Canning Development Control Area and require consideration of potential impacts. The City should investigate the appropriateness of applying a zoning (e.g. Residential) to lots directly adjoining the Swan River that does not permit equine-related uses. This would help reduce nutrient and organic matter runoff into the river and align with the objectives of the Swan Canning River Protection Strategy. To ensure an appropriate interface with developments directly abutting Great Eastern Highway, the City should also investigate the establishment of a transition area over a portion of lots currently zoned 'Residential and Stables.'	
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5 Implementation and Review

The Local Planning Strategy outlines the City's intentions for long-term sustainable growth and development, ensuring alignment with community aspirations and State/ regional planning frameworks. The implementation of the Strategy will occur primarily through preparation and review of the City's Local Planning Scheme, as well as updates to relevant structure plans and local planning policies. These planning instruments will provide the mechanisms to deliver the Strategy's objectives and ensure responsiveness to emerging land use considerations and opportunities over the next 10-15 years.

The Strategy is not a static document and will undergo continuous review within the next 10-15 years to maintain its relevance in guiding future land use, infrastructure, and development opportunities. The implementation of actions is expected to occur within defined timeframes, and progress will be regularly monitored. A comprehensive review of the Local Planning Scheme and Strategy will be undertaken every 5 years, as required by the Planning and Development (Local Planning Schemes) Regulations 2015. This review will assess the status of all actions—whether they are completed, in progress, not commenced, or no longer relevant—through a Report of Review, ensuring that the Strategy remains aligned with current and future needs.

Part 2 - Background Information and Analysis

6 Introduction

The purpose of Part 2 is to provide the rationale and evidence base for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the local planning strategy. This part provides a summary of the relevant State, regional and local planning contexts and their implications for the local planning strategy. A local government profile is also included that provides a presentation and analysis of information relating to the demographic profile of the City and the key planning issues and opportunities influencing future development and land use of the City.

7 State and Regional Planning Context

7.1 State Planning Strategy 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness, and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision. The Local Planning Strategy has been developed to align with the State Planning Strategy as demonstrated in the vision for the document:

"The City of Belmont is a dynamic, liveable and well-connected riverside city, committed to sustainable growth, diversity in housing options, and vibrant activity centres that enhances the quality of life for all. Our City fosters a strong sense of belonging and inclusivity, celebrating the rich diversity of our population."

7.2 State Planning Policies

State Planning Policies (SPPs) are prepared under Part 3 of the *Planning and Development Act* 2005 and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to the City are outlined and described in Table 8.

Table 8: State Planning Policy Overview and local planning strategy implications and responses

<i>State Planning Policy</i>	<i>Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
State Planning Policy 1 – State Planning Framework (SPP 1.0)	SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia. The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision making across all spheres of planning. The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.	This Strategy has been developed in line with the broader State Planning Framework.
State Planning Policy 2 – Environment and Natural Resources Policy (SPP 2.0)	SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making. SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes, and energy efficiency. These general measures should be considered in conjunction with	The Strategy identifies the key natural areas within the City and includes actions relating to investigating an appropriate reservation to ensure their ongoing protection. The Strategy also includes reference to investigating the appropriateness of providing

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	environmentally based, issue-specific State planning policies which supplement SPP 2.0.	development incentives where certain sustainability criteria and/or a significant tree is retained.
State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region	SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	There are two Bush Forever sites located within the City, which are both reserved in the Metropolitan Region Scheme (Site 313 is reserved Public Open Space and Site 386 is reserved Public Purposes – Commonwealth Government). The City adopted Environment and Sustainability Strategy identifies developing a local Bushland Protection Plan.
State Planning Policy 2.9 – Water	SPP 2.9 seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. The policy establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.	Local Government to advocate to Water Corporation to provide sewer connections through the industrial areas. Consider appropriate local planning scheme reservations for land adjacent to the Swan River to ensure appropriate protection and conservation. Local Government to develop a Foreshore Management Plan to continue foreshore restoration

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
		programs, to increase habitat and parkland amenity. Local Government to investigate introducing a local planning scheme special control area and relevant provisions for properties located within the floodway and/or flood fringe. Water Management Reports will be required to support subsequent planning stages, including the preparation of a new local planning scheme and amendments, and structure planning.
State Planning Policy 3 – Urban Growth and Settlement (SPP 3.0)	SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change. SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.	The Local Planning Strategy promotes higher intensity development within and surrounding activity centres, high frequency public transport stops and Redcliffe Station, as well as along urban corridors.
State Planning Policy 3.5 – Historic Heritage	SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance	The City has adopted a Heritage List to identify and protect properties of significant heritage value.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
Conservation (SPP 3.5)	and to ensure development does not adversely affect the significance of heritage places and areas. SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features. The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.	Development on heritage-listed properties is assessed on a case-by-case basis, considering heritage values contained within the Heritage List and SPP 3.5 principles.
State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6)	SPP 3.6 sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. The policy establishes objectives to coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	As part of future structure plans, the City will consider the need for infrastructure and associated contributions in accordance with SPP 3.6 – Infrastructure Contributions.
State Planning Policy 3.7 – Bushfire	SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that	Properties at risk of bushfire are primarily located near Tonkin Highway, Leach Highway and the Swan River. Future planning proposals within bushfire prone areas will be assessed against SPP3.7 and appropriate management measures will be implemented as required.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.	
State Planning Policy 4.1 – Industrial Interface (SPP 4.1)	Draft SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers, facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones. Draft SPP 4.1 supports land use conflict being addressed as early as possible in the planning process. It is also expected that land use conflict will be subsequently considered at each stage of the planning framework, increasing in detail at each level. The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.	The Strategy recognises the importance of both the Redcliffe and Kewdale industrial areas, as well as the role of the Mixed Business zone (which aligns with the Service Commercial zone in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 1 Model Provision). The Strategy aims to facilitate a more appropriate interface between the Redcliffe Industrial Area and adjacent 'Residential' zoned land by replacing a portion of the existing 'Industrial' zone with a 'Light Industry' zone. To further facilitate an appropriate interface between 'Light Industry' zoned land and adjacent 'Residential' zoned land, appropriate provisions will be investigated for inclusion in the new local planning scheme. Additionally, the Strategy includes actions to investigate the appropriateness of residential land uses within the 'Mixed Business' zone.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)	SPP 4.2 and its Implementation Guidelines applies to the preparation and assessment of planning instruments and certain subdivision and development applications that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. Where appropriate, SPP 4.2 may also apply outside of these region scheme areas at the discretion of the WAPC. SPP4.2 seeks to locate people and the employment, goods and services they need close to each other within activity centres. SPP 4.2 seeks to provide for a consistent approach for the planning and development of a network of multi-functional activity centres of various levels within a hierarchy in order to meet community needs, provide economic, social and environmental benefits and enable the distribution of a broad range of jobs, goods and services. SPP 4.2 seeks to provide for a diversity of land uses within activity centres including retail, commercial, food and hospitality, medium and high-density housing, entertainment, tourism, civic/community, higher education and medical services. The precise land use mix should be informed by a range of factors including the need to provide for employment opportunities. SPP 4.2 identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision making by including an assessment of projected activity centre land use needs of communities in a local government area and its surrounds. SPP 4.2 requires the preparation of precinct structure plans for strategic, specialised, secondary and district centres, although in limited circumstances this may not be required. Neighbourhood and local activity centres may require either a precinct structure plan or local development	To inform the Activity Centre Planning Strategy (ACPS), a Retail Needs Assessment was prepared. This contains recommendations for future retail growth which have been incorporated into the ACPS document. Consistent with SPP4.2 and SPP7.2 a precinct structure plan may be required to be prepared for Belmont Secondary Centre. SPP4.2 sets dwelling density targets for walkable catchments around all activity centres in the hierarchy, which this Strategy addresses.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
	plan, at the discretion of the decision-maker. This requirement or otherwise should be outlined in the local planning strategy in order to provide certainty.	
State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport (SPP 5.1)	SPP 5.1 applies to land within the Cities of Canning, Gosnells, Kalamunda, Belmont, Swan and Mundaring, that is in the vicinity of Perth Airport, which is, or may be in the future affected by aircraft noise. This policy provides guidance in respect to determining appropriate zoning, residential density, development and subdivision outcomes for land located within a specified range of noise exposure levels as determined by Air Services Australia. Considerations for decision-makers include protecting Perth Airport from unreasonable encroachment by incompatible development and to minimise the impact of airport operations on existing and future communities.	Areas of land within the City are subject to aircraft noise and building height restrictions associated with Perth Airport. This has implications regarding zoning, density, and future development. The Strategy contains an action to investigate establishing a special control area requiring approval for development on lots located within the airport height referral area and ANEF contours. In accordance with SPP5.1, the City will continue to refer applications and planning instruments to Perth Airport for comment.
State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2)	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply. Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.	Review local planning scheme zoning table to ensure Telecommunication Infrastructure is permissible in all zones, but encouraged within certain zones, including industrial and business park areas.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)	SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply. SPP 5.4 supports noise impacts being addressed as early as possible in the planning process to avoid land use conflict and achieve better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors. SPP 5.4 is supplemented by the Road and Rail Noise Guidelines	Future planning instruments and development applications subject to transport noise considerations will need to be prepared having regard to SPP5.4.
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)	SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works. The policy contains 10 design principles which set out specific considerations for decisionmakers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review. These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.	Future development applications and planning instruments will be considered against SPP7.0. The City also has a Design Review Panel that reviews various planning and development proposals. A planning direction contained within Part 1 of this Strategy also relates to facilitating the delivery of high-quality built form outcomes.

<i>State Planning Policy</i>	<i>Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
State Planning Policy 7.2 – Precinct Design (SPP 7.2)	SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.	A precinct structure plan that may be prepared for the Belmont Secondary Centre, is to be prepared in accordance with SPP 7.2.

7.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and Sub-regional planning strategies and structure plans
- Regional Planning Schemes

Regional planning instruments considered to be specifically relevant to the City are outlined and described in Table 9.

Table 9: Regional planning instrument overview and local planning strategy implications and responses

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
Regional Planning Scheme		
Metropolitan Region Scheme	The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.	Ensure the City's Local Planning Scheme and planning instruments are consistent with the zones and reserves contained within the MRS.
Regional & Sub Regional Planning Strategies		
Perth and Peel @ 3.5 million (2018) and Central Sub-regional Planning Framework (2018)	The Perth and Peel@3.5million suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north-west, northeast, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million by 2050. The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance. The Central Sub-regional Planning Framework (Framework) provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel@3.5 Million suite of strategic land use and infrastructure plans.	The Central Sub-regional planning framework has set the following targets for additional dwellings being delivered within the City: 2031: 6,100 dwellings 2050: 10,410 dwellings The Framework required an additional 1,860 dwellings between 2011-2016 and an additional 1,410 dwellings between 2016-2021 to be provided within the City. 2,346 and 1,901 dwellings were delivered during these periods,

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
	The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region.	exceeding the targets by 486 and 491 dwellings respectively. This was largely due to development in The Springs precinct. To continue meeting these targets, the Strategy promotes increased residential densities along urban corridors, surrounding activity centres, Redcliffe Station, and areas adjacent to high-frequency bus stops/routes. This approach supports the Central Sub-regional Planning Framework's goal of delivering 215,000 new dwellings in the central sub-region, contributing to the overall need for 800,000 new homes in the wider Perth and Peel area.

7.4 Operational Policies

Operational policies guide decision-making in relation to subdivision and development applications. Those operational policies considered relevant to the local planning strategy are listed and described in Table 10.

Table 10 – Operational Policies

Policy	Policy Overview	Local Planning Strategy Implications and Responses
1.6 - Planning to support transit use and development	The policy supports higher residential densities, mixed-use developments, and walkable environments near key transit nodes, such as train stations and high-frequency bus routes. The policy aims to integrate land use with public transport infrastructure, reduce car dependency, and create vibrant precincts.	The Strategy promotes transit-oriented development around Redcliffe Station, near the Great Eastern Highway urban corridor, and high-frequency bus stops.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
2.2 - Residential subdivision	The policy establishes standards for residential subdivision. More specifically, the policy addresses considerations such as lot size, shape, battleaxe configurations, access requirements, and utility provisions, promoting consistent subdivision practices across Western Australia. The policy does provide for variations greater than five percent to the average lot size where various criteria are met, including that the site is a corner lot with frontage to two different streets.	The Strategy outlines directions and actions to support a diverse range of housing densities and more intensive development near activity centres, urban corridors, high-frequency public transport routes, and Redcliffe Station. It also includes an action to assess the suitability of retaining the density bonus for subdivision of R20 coded corner lots.
2.4 - School sites	The policy outlines criteria for school site size, placement within neighborhoods, and compatibility with surrounding land uses. Additionally, it includes guidelines for co-location with community facilities and the facilitation of a safe, accessible movement network.	The Great Eastern Highway Urban Corridor Strategy identifies a potential opportunity for the relocation of Belmont Primary School to a location that better serves the local community. If pursued, this relocation would be considered in accordance with Operational Policy 2.4.
4.1 - Industrial subdivision	The policy aims to prevent conflicts and encroachment between industrial and sensitive land uses.	The Strategy contains actions to align the existing industrial zone with zones contained within the Model Provisions. These changes would also result in a more appropriate interface being achieved between sections of the Redcliffe Industrial area that are located adjacent to existing residential zoned land. Additionally, the Strategy contains an action to investigate appropriate built form provisions for the industrial zones which consider interface.

7.5 Position Statement and Guidelines

Position statements are prepared by the WAPC to set out its policy position or advice on a particular planning practice or matter. Guidelines provide detailed guidance on the application of WAPC policies. Those WAPC position statements or guidelines considered relevant are included in Table 11.

Table 11 – Position statement and guidelines

<i>Position statement/ guidelines</i>	<i>Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
Public Open Space (December 2025)	This Position Statement has been prepared by the WAPC to outline how public open space (POS) should be considered and assessed in the Western Australian planning system. The Position Statement seeks to: • Ensure POS is an essential consideration across the planning framework; • Ensure all communities have well-planned POS that adequately provides for evolving community needs in a predictable and equitable manner; • Establish a consistent minimum standard for contributions towards POS, where the creation of additional lots generates the need for an increase in either POS quantity or functionality; and • Provide guidance on the collection, expenditure and management of cash in lieu contributions towards POS to benefit the community.	To be consistent with the Model Provisions a 'Public Open Space' reservation will be applied to appropriate land across the City under the new Local Planning Scheme. The City's Public Open Space Strategy provides an analysis of: • The varying forms of public open space within the City of Belmont • Demographic needs • How the City will meet the public open space needs of the community
Residential Accommodation for Ageing Persons (December 2020)	This Position Statement has been prepared by the WAPC to outline the requirements to support the provision of residential accommodation for ageing persons within Western Australia's local government planning framework. The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.	The City aims to promote a range of residential densities and dwelling types to ensure diverse housing options. 'Residential Care Facility' and 'Independent Living Complex' land use terms that are not in the Model Provisions are to be included in the new Scheme.

Position statement/ guidelines	Overview	Local Planning Strategy Implications and Responses
		Additionally, the Strategy supports housing for aged and dependent persons near activity centres, Redcliffe Station, and high-frequency bus stops.
Container Deposit Scheme Infrastructure (September 2020)	The position statement has been prepared by the WAPC to outline how container deposit scheme (CDS) infrastructure should be considered and assessed in the Western Australian planning system. The position statement seeks to ensure: • a coordinated approach to the provision of CDS infrastructure throughout WA • that appropriate locations are chosen for the installation of CDS infrastructure • the timely roll-out of infrastructure in support of the scheme's establishment and ongoing operational needs • minimum development requirements are established to exempt certain CDS infrastructure from requiring planning approval, for adoption by local governments.	The City will continue to encourage Container Deposit Scheme Infrastructure in appropriate locations. This infrastructure and appropriate locations will be guided by the City's Local Planning Policy– Container Deposit Scheme Infrastructure.
Renewable Energy Facilities (March 2020)	This position statement has been prepared by the WAPC to outline the requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia. The position statement seeks to: • guide the establishment of renewable energy facilities to support the State Energy Transformation Strategy (March 2019) • outline key planning and environmental considerations for the location, siting and design of renewable energy facilities • promote the consistent consideration and assessment of renewable energy facilities • facilitate appropriate development of renewable energy facilities while minimising any potential impact upon the environment, natural landscape, and urban areas • encourage informed public engagement early in the renewable energy facility planning process.	The Model Provision land use term of 'Wind Farm' is to be replaced by 'Renewable Energy Facility' in the new scheme.

8 Local Planning Context

8.1 Strategic Community Plan

The City of Belmont Strategic Community Plan 2024-2034 was adopted on 25 June 2024. Key outcomes and objectives which are relevant to land use planning are outlined in Table 12.

This Plan shapes all other strategies across the City, outlining the way Council will guide the future of Belmont, in collaboration with the community.

The Strategic Community Plan sets the long-term direction and focus for Council's planning, budget and resource allocation process. It also describes how Council priorities and strategies will be managed, and the services, programs and projects to be delivered.

Table 12 – Strategic Community Plan Summary

Performance Areas	Outcomes	Objectives	Local Planning Strategy Implications and Responses
People	- A safe, healthy community. - A strong sense of pride, belonging and creativity. - People of all ages and abilities feel connected and supported.	- Facilitate community health and wellbeing. - Respect, protect and celebrate our shared living histories, heritage and cultural diversity.	The Strategy contains actions relating to the investigation of opportunities to improve the quality and quantity of public open space. Additionally, the Strategy provides for the continued protection of places with historic heritage significance.
Planet	- Healthy and sustainable ecosystems. - Climate resilience.	- Protect and enhance our natural environment. - Improve management of the Swan River and local waterways. - Grow our urban forest. - Adopt sustainable practices to reduce waste, emissions and water usage.	The Strategy outlines actions to explore the inclusion of sustainability criteria within the planning framework. The Strategy also contains an action about investigating the suitability of offering development incentives where a significant tree is retained as part of a development.

		Build our resilience to cope with natural disasters and emergencies, including storms, flooding and fire.	
Place	- Sustainable population growth with responsible urban planning. - Attractive and welcoming places. - A city that is easy to get around safely and sustainably.	- Responsible planning and development to enhance liveability, with consideration for supporting infrastructure and services. - Improve access to safe, affordable and diverse housing options. Provide quality community buildings, halls and toilets. - Provide attractive green spaces, streetscapes, parks and playgrounds for recreation, relaxation and enjoyment. - Make our city more enjoyable, connected and safe for people to walk and cycle.	The Strategy contains actions relating to investigating appropriate density codes surrounding activity centres, urban corridors and high frequency public transport routes/train stations. Higher density development in these locations aims to support the use of active transportation methods including walking and cycling. The Great Eastern Highway Urban Corridor Strategy, the Golden Gateway Structure Plan and the Redcliffe Station Improvement Scheme also propose the delivery of public open space, assisting with the creation of attractive and welcoming places.
Prosperity	A progressive, vibrant and thriving economy with active participation in lifelong learning.	- Attract public and private investment and support the attraction, retention, growth and prosperity of local businesses. - Plan and deliver vibrant, attractive, safe and economically sustainable activity centres.	The Strategy includes actions to investigate appropriate provisions in a new local planning scheme to prevent residential development without a commercial component within activity centres and to ensure a suitable transition is achieved between commercial and residential uses. Additionally, the Strategy aims to protect key employment hubs and industrial areas from encroachment of incompatible land uses.

			The City's ACPS also includes actions relating to the investigation of streetscape upgrades to facilitate vibrant and attractive activity centres.
Performance	A happy, well-informed and engaged community.	Effectively inform and engage the community about local services, events and Council matters.	Continue to ensure appropriate consultation and engagement is undertaken with the community on planning proposals.

8.2 Previous local planning strategy(s)

The City of Belmont did not previously have a local planning strategy endorsed by the Western Australian Planning Commission. However, when Town Planning Scheme No. 14 was reviewed and in support of Local Planning Scheme No. 15, a supporting report was prepared. The key recommendations of the supporting report relating to residential development and zoning are summarised below and compared against the direction of this Strategy.

Table 13: Previous planning strategies/sub-strategies

Local Planning Scheme No. 15 Scheme Report (Incorporating Local Planning Strategy)	Current Strategy
Retain low densities for areas impacted by ANEF noise contours, areas with unique characters, areas within 400m of schools, and areas outside the 400m ped shed of commercial centres.	Density codes will largely remain unchanged, except within and surrounding activity centres, transport corridors, or areas no longer impacted by ANEF contours. In some cases, the potential introduction of medium density codes near schools and within 400m of these locations will be investigated. Increasing density near schools does not exclude families or require high-density development, as family needs vary, and not all prefer standalone single houses.
Provide for higher density development surrounding commercial centres (e.g. R20/50/100 surrounding Belmont Secondary Centre).	Provides for the investigation of higher density codes surrounding commercial centres. Also proposes to investigate applying a density code to activity centres to encourage residential development within them.
Apply an R20 density code to the DA 6 area pending outcomes of the structure planning process which could see densities up to R100.	Provides for the City to review the zoning and density code of this area through the preparation of a new local planning scheme having regard to the Improvement Scheme prepared by the Department of Planning Lands and Heritage.
Retain the 'Residential and Stables' zone and associated scheme provisions.	Provides for the City to investigate an appropriate zoning, density code and scheme provisions for the Residential and Stables area.
Introduce three special zones (service station, place of public assembly and special development precinct).	Provides for the City to investigate applying zones consistent with the Planning and Development (Local Planning Schemes) Regulations 2015.

8.3 Local Planning Scheme

Local Planning Scheme No.15, adopted in 2011, is the primary document for controlling land use and development within the City.

At the 27 October 2020 Ordinary Council Meeting, Council approved the Report of Review prepared in relation to the City of Belmont Local Planning Strategy and Local Planning Scheme No. 15. The Report recommended that:

- The City of Belmont Local Planning Strategy be repealed, and a new local planning strategy be prepared in its place; and
- The City of Belmont Local Planning Scheme No. 15 be repealed, and a new local planning scheme be prepared in its place.

The Report was considered by the Western Australian Planning Commission on 21 December 2020, who advised that they agree with the recommendations of the Report.

A new local planning scheme is being prepared to align with the local planning strategy.

8.4 Other planning schemes

The State Government has prepared an Improvement Plan (Improvement Plan No. 45) and Improvement Scheme for the Development Area 6 precinct. The Improvement Scheme remains in draft form and unadvertised at the time of writing this Strategy.

8.5 Local Planning Policies

Local planning policies can be prepared by the City in accordance with Division 2 Schedule 2 of the Regulations in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the City's local planning policies and implications for the local planning strategy are provided in Table 14.

Table 14: Local Planning Policies

Name of Local Planning Policy	Date of Adoption/ Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Local Planning Policy 1 - Performance Criteria – Town Centre Density Bonus Requirements (LPP 1)	14/02/2011	Contains criteria for the assessment of development applications proposed in excess of R50 and up to a maximum density of R100, within the Belmont Secondary Centre precinct. The criteria facilitate the delivery of a diverse range of dwellings and high-quality development outcomes.	It is anticipated that this policy will be revoked, with development around the Town Centre instead guided by the City's new Local Planning Scheme, the updated Residential Design Codes, which have been introduced since the policy's adoption, and possibly a precinct structure plan for the Town Centre and surrounding areas. Multiple Dwelling proposals will also be

			reviewed by the City's Design Review Panel.
Local Planning Policy 2 - Orrong Road (LPP 2)	14/02/2011	Contains criteria to guide development abutting Orrong Road and adjacent land. The Policy aims to achieve high quality development outcomes and limit direct vehicular access to Orrong Road.	It is anticipated that this local planning policy will be updated through the preparation of a new local planning scheme and remain operational.
Local Planning Policy 3 - Abernethy Road (Gabriel Street to Dempsey Street) (LPP 3)	14/02/2011	Contains criteria to guide development abutting Abernethy Road and adjacent land. The Policy aims to achieve high quality development outcomes and minimise direct vehicular access to Abernethy Road.	It is anticipated that this local planning policy will be updated through the preparation of a new local planning scheme and remain operational.
Local Planning Policy 4 - Belgravia/Barker Streets (LPP 4)	14/02/2011	Contains provisions to guide the development of land generally bound by Barker Street, Belgravia Street, Hehir Street and 'Mixed Business' zoned properties in Belmont. The Policy encourages lot amalgamation to support high-quality development outcomes and aims to minimise vehicular access to Belgravia Street.	It is anticipated that this local planning policy will be updated through the preparation of a new local planning scheme and remain operational.
Local Planning Policy 5 - Belgravia Residential Estate (LPP 5)	14/02/2011	Contains provisions to guide development and facilitate high quality built form outcomes.	It is anticipated that this local planning policy will be revoked, with development guided by the Residential Design Codes. While the policy has facilitated high-quality development outcomes, it includes provisions that duplicate requirements in the City's Local Planning Scheme No. 15 and/or the R-Codes.
Local Planning Policy 6 - Ascot Waters (LPP 6)	14/02/2011	Contains provisions to guide development and facilitate high quality-built form outcomes.	It is anticipated that this local planning policy will be revoked and development guided by the Residential Design Codes and potentially additional site and development requirements contained within the new local planning scheme. These

			requirements may relate to areas not addressed by the R-Codes including: - location of vehicle access points - fencing to secondary streets and public open space - finished floor levels
Local Planning Policy 7 – The Springs Design Guidelines (LPP 7)	26/07/2011	Contains provisions and guidelines to guide and development within The Springs Precinct.	It is anticipated this Policy will be reviewed and updated in light of the R-Codes Volume 2. Following this review, continued operation under the new local planning scheme is proposed.
Local Planning Policy 8 – Invercloy Estate (LPP 8)	24/05/2016	Contains provisions that aim to facilitate a high standard of development, which complements the presence and cultural significance of the heritage listed 'Invercloy' building.	It is anticipated that this local planning policy will be revoked.
Local Planning Policy 9 – Child Care Premises and Child Family Day Care (LPP 9)	14/02/2011	Contains Provisions to ensure childcare premises are located in areas of compatible uses, not affecting residential amenity of the locality.	It is anticipated this Policy will continue to operate under the new local planning scheme.
Local Planning Policy 10 – Residential Landuses in the Mixed Business Zone (LPP 10)	14/02/2011	Identifies appropriate locations and development standards for residential land uses within the 'Mixed Business' zone.	Given the potential land use conflict associated with residential uses occurring within a mixed business area, it is proposed that this Policy be updated or revoked based on investigations in line with Planning Direction 16 of this Strategy.
Local Planning Policy 11 – Public Art Contribution (LPP 11)	26/11/2024	Contains provisions to facilitate the delivery of public art across the City.	It is anticipated this Policy will continue to operate under the new local planning scheme.
Local Planning Policy 12 – Advertisement Signs (LPP 12)	27/08/2019	Contains provisions to guide advertising signs within the City of Belmont.	It is anticipated this Policy will continue to operate under the new local planning scheme.
Local Planning Policy 13 – Vehicle Access for Residential	14/02/2011	Provides controls on vehicular access to residential development with an aim to reduce the	Review Policy in accordance with the R-Codes and if necessary seek WAPC approval to retain aspects of the Policy.

Development (LPP 13)		number of vehicle crossovers.	
Local Planning Policy 14 – Development Area 6 (DA6) Vision (LPP 14)	23/02/2016	Articulates the City of Belmont and Perth Airport’s vision for Development Area 6.	It is anticipated that this local planning policy will be revoked as DPLH are currently drafting an Improvement Scheme for the precinct based on the City’s draft Redcliffe Station Precinct Activity Centre Plan.
Local Planning Policy 15 – Belvidere Main Street Precinct Design Guidelines (LPP 15)	24/05/2016	Contains design guidelines that aim to facilitate high quality development outcomes within the Belvidere Main Street Precinct.	There is an opportunity to establish consistent provisions across all activity centres. This could be done through: • Local Planning Scheme provisions for the ‘Centre’ zones; • Designated activity centre precinct planning; • Detailed local development plans; and/or • An activity centre local planning policy. Therefore, LPP 15 should be reviewed and potentially revoked through the preparation of a new local planning scheme.
Local Planning Policy 16 – Service Stations (LPP 16)	24/04/2018	Contains guidance for the development of service stations within the City of Belmont.	It is anticipated this Policy will continue to operate under the new local planning scheme.
Local Planning Policy 18 – Container Deposit Scheme Infrastructure (LPP 18)	22/09/2020	Contains provisions to ensure container deposit infrastructure is established in appropriate locations and does not impact on the amenity of an area. The Policy also outlines instances where infrastructure does not require development approval.	It is anticipated this Policy will continue to operate under the new local planning scheme.
Local Planning Policy 19 – Short Term Rental Accommodation	23/07/2024	Contains provisions for the assessment of short-term rental accommodation proposals.	It is anticipated this Policy will continue to operate under the new local planning scheme.

8.6 Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plans within the City, and implications for the local planning strategy are provided in Table 15.

Table 15 – Structure Plans

<i>Name of Structure Plan</i>	<i>Date of WAPC Approval/Last Amendment</i>	<i>Purpose of Structure Plan</i>	<i>Local Planning Strategy Implications and Responses</i>
Dod Reserve Structure Plan - (Development Area 3) (DA3)	29/08/2008	To guide the subdivision and development of land and facilitate dwellings fronting both Kew Street and Dod Green.	The Structure plan has been largely implemented, with only Lot 132 remaining undeveloped. Additional site and development requirements can be introduced within the Local Planning Scheme to ensure that the development of this lot adheres to the precinct's established character. Therefore, it is anticipated this Structure Plan will be revoked.
Development Area 7 (DA7)	04/04/2013	To guide the subdivision and development of Lot 602, and numbers 85-97 Coolgardie Avenue, Ascot.	The Structure Plan has partially fulfilled its purpose, with 85-97 Coolgardie Avenue now recoded to R20/40 and removed from the DA7 precinct as part of an amendment to Local Planning Scheme No. 15. However, investigation and planning for Lot 602 remains outstanding. This lot presents several challenges including: • A geotechnical report indicates substantial remediation is required. • The site is within a flood fringe and is designated as bushfire-prone. • A conservation category wetland is located on the lot.

			The lot is intersected by sewer and drainage infrastructure. Given that the DA7 precinct now only applies to Lot 602 and further investigations are pending, with no updates of these investigations occurring by the owner for a long time, it may be appropriate to revoke the Structure Plan. It is not considered appropriate to retain a Structure Plan solely based on further investigations that appear not to be progressing, particularly when it applies to a single site. Accordingly, a new structure plan or other planning instrument can be prepared in the future to guide future subdivision and development of this land, which addresses the various site constraints.
Development Area 9 (DA9)	05 January 2023	To guide the subdivision and development of land bound by Hay Road, Fauntleroy Avenue, and 'Mixed Use' zoned land on Hay Road and Great Eastern Highway.	The Structure Plan has partially fulfilled its purpose, with 52-54, 56, 58, 60, 62, 64 and 66 Hay Road and 101 Fauntleroy Avenue now recoded to R20/60 as part of an amendment to Local Planning Scheme No. 15. MRS Amendment 1399/57 recently rezoned parts of land adjacent to Hay Road and Ivy Street from 'Parks and Recreation' to 'Urban,' with some areas reclassified concurrently to 'Mixed Use' and 'Residential' under Local Planning Scheme No. 15. Considering the above, it may be appropriate to revoke the Structure Plan.
Development Area 10 (DA10)	01/02/2012	To guide the development of land bound by Thomson Street, Nisbet Street, Epsom Avenue, 13 Epsom Avenue and the Swan River foreshore,	The Swan River Hotel at 1 Epsom Avenue is the key development in this area. Nearby, the land at 7 Thompson Street and a significant portion of 13 Epsom Avenue remains vacant, although part of the

		which provides an appropriate interface to adjacent 'Residential and Stables' zoned land.	hotel's parking and access way occupies 13 Epsom Avenue. Additionally, a single house was recently constructed on the property at 9 Thompson Street. The Structure Plan has been partially realised; however it is not considered necessary to retain the Structure Plan. The future development of 7 Thompson Street and 13 Epsom Avenue can be guided by additional site and development requirements contained within the Local Planning Scheme, to ensure an appropriate interface is achieved to adjacent low scale residential development.
The Springs Structure Plan	18/12/2009	To guide future subdivision, zoning, reservation, and density as well as containing built form controls which apply to land bound by Great Eastern Highway, Graham Farmer Freeway, Brighton Road and the Swan River foreshore.	A significant amount of development has occurred in accordance with this Structure Plan. Therefore, it may be appropriate to revoke the Structure Plan and for the associated zonings and density codes to be normalised in the new local planning scheme. If necessary, additional site and development requirements can be investigated for individual sites which have not been redeveloped. DevelopmentWA (formerly Landcorp) funded and delivered all necessary infrastructure within this precinct. As properties develop, the City collects the associated development contribution and provides this to DevelopmentWA. It is anticipated this arrangement will continue under the new local planning scheme.

8.7 Other relevant Strategies, plans and Policies

Table 16: other relevant strategies, plans and policies

<i>Name of strategy, plan, policy</i>	<i>Date approved</i>	<i>Purpose</i>	<i>Local planning strategy implications and responses</i>
<i>Local Housing Strategy</i>		The City of Belmont Local Housing Strategy establishes a strategic framework to guide the City's future housing needs. The Strategy has been formed following a review of the current strategic planning context, demographic and housing trends, and the City's existing statutory planning framework.	The Local Housing Strategy provides a thorough analysis of the City's current housing stock, identifying opportunities and actions to address the housing needs of both current and future residents while accommodating population growth. This research underpins the Strategy and will guide the development of the new Local Planning Scheme.
Activity Centre Planning Strategy	27 February 2024	The Activity Centre Planning Strategy has been developed to guide the future planning and coordination of activity centres.	This guidance has been used to inform this Local Planning Strategy and will also inform aspects of the new Local Planning Scheme.
Public Open Space Strategy	25 July 2023	The Public Open Space Strategy aims to provide a strategic framework to guide the provision of public open space to help achieve a vibrant, desirable, and liveable City that demonstrates care and appreciation of the natural environment.	The Public Open Space Strategy considers: - Relevant State and local planning legislation and policy frameworks - Current public open space - How the City will address any shortfall This guidance has been used to inform this Local Planning Strategy and will also inform aspects of the new Local Planning Scheme.
Great Eastern Highway Urban Corridor Strategy	22 October 2024	The Great Eastern Highway Urban Corridor Strategy was developed to outline the long-term vision for planning and development along part of Great Eastern Highway. It addresses matters relating to	The Great Eastern Highway Urban Corridor Strategy provides the vision and development controls for appropriate and desired development along Great Eastern Highway. This guidance has been used to inform this Local Planning Strategy and will also inform aspects of the new Local Planning Scheme.

		land use, vehicle and pedestrian access, buildings and public spaces.	
Environment and Sustainability Strategy	31 October 2023	The Environment and Sustainability Strategy has been developed to guide the City's approach to environmental management and set clear objectives for continuous performance improvements.	The Environment and Sustainability Strategy reviews the City's current approach to environmental and sustainability practices and highlights key considerations for the future. This guidance has been used to inform this Local Planning Strategy and will also inform aspects of the new Local Planning Scheme.

9 Local Government Profile

9.1 Demographic Profile

9.1.1 Population Characteristics

Current Population

As of 2021, 42,257 people live in the City of Belmont (ABS 2021). Census data from the Australian Bureau of Statistics shows an increase of 7,048 persons from 2011 to 2021 in the City of Belmont. Rates of growth were relatively steady reaching a peak in 2012, then noticeably slowing in 2013 through to 2018. The population increased noticeably in 2019 before reducing again in 2021 (Figure 3).

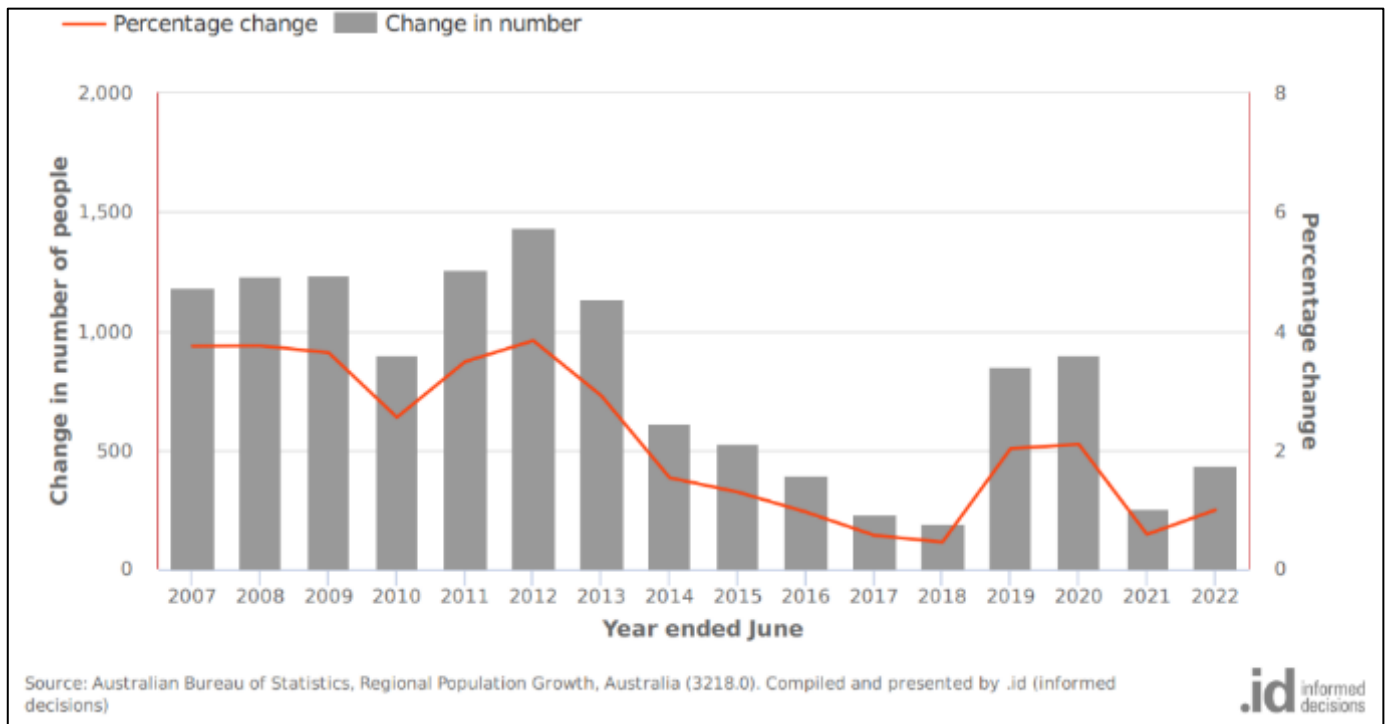


Figure 3: Changes in Population Since 2007

The greatest increase in population between 2016 and 2021 occurred in Rivervale (see Figure 4 below) predominantly due to subdivision and development of The Springs in accordance with 'The Springs Structure Plan' and Local Planning Policy No. 7.

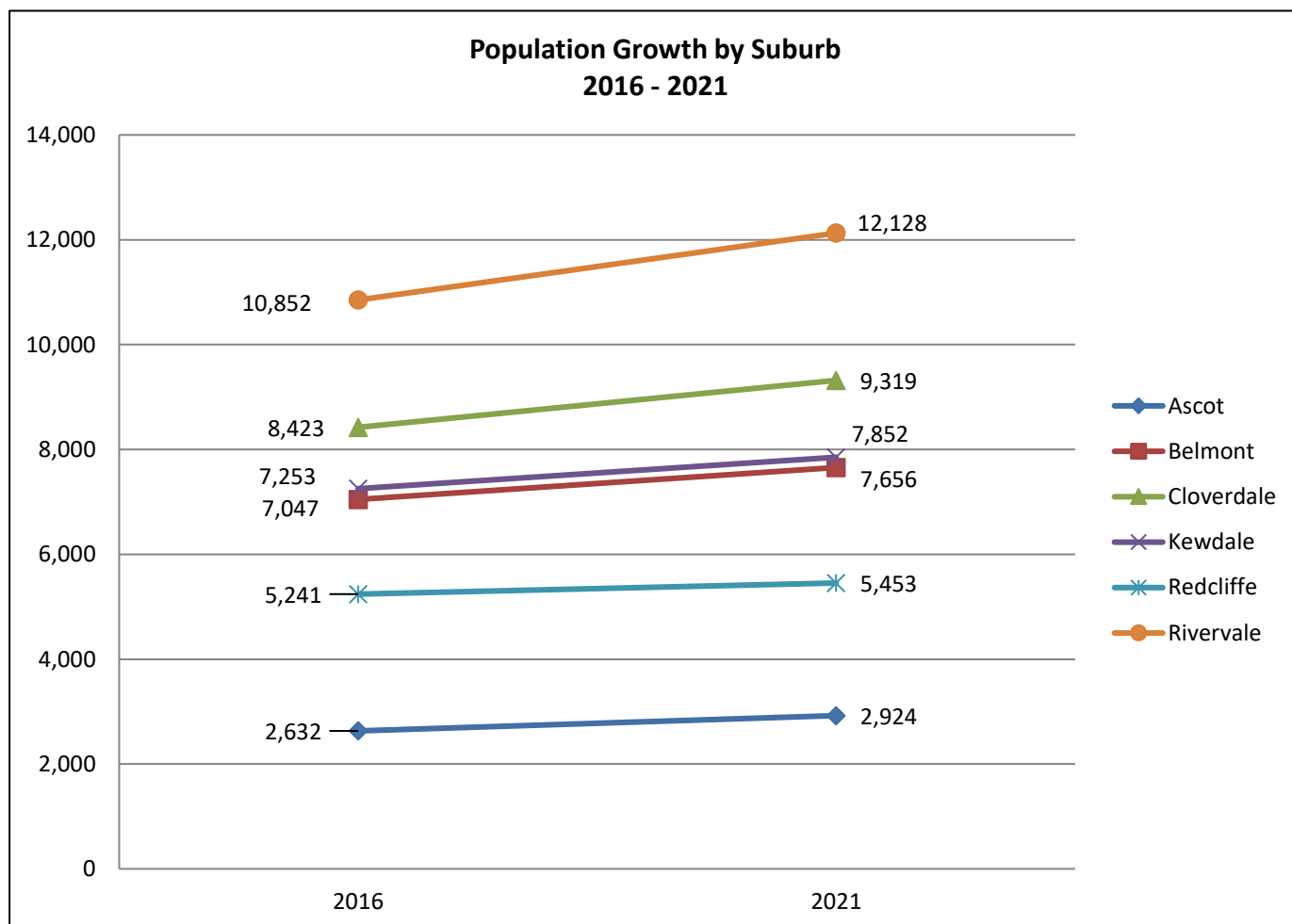


Figure 4: Population Growth by Suburb 2016-2021

Future Population Projections

The WA Government's "Western Australia Tomorrow" report provides medium-term population projections for the State and its sub-regions from 2016 to 2031. These projections have been extended to align with the local planning strategy period, covering 2025 to 2040. According to the report, Band C is deemed appropriate for estimating the City's future population. This is because it represents the median forecast, providing a balanced estimate of population growth. Using Band C ensures planning decisions are based on a moderate and probable scenario rather than high or low scenarios, which could lead to inaccurate estimates. Table 17 indicates that, based on Band C, the City's population is projected to grow by 8,917 people, reaching 55,360 by 2041. It will be necessary for the City to facilitate the delivery of adequate and diverse housing to accommodate this growth.

Table 17: WA Tomorrow population forecast (WA Government 4 February 2025)

Year	<i>Persons per WA Tomorrow Band</i>				
	A	B	C	D	E
2026	47,000	47,000	47,000	47,000	47,000
2031	48,790	49,430	49,787	50,040	50,713
2036	50,580	51,860	52,573	53,080	54,427
2041	52,370	54,290	55,360	56,120	58,140
Population difference 2041-2026	5,370	7,290	8,360	9,120	11,140
Average annual increase	358	486	557	608	743

Age Structure

The age structure of an area provides key insights into the level of demand for housing, services and facilities within an area.

According to the Australian Bureau of Statistics, the City of Belmont exhibits a slightly lower median age of 36 in comparison to the Perth metropolitan area's median age of 37.

Figure 5 compares service age groups within the City of Belmont compared to Greater Perth. This shows that there was a lower proportion of people in the younger age groups (0 to 24 years) as well as a lower proportion of people in the older age groups (50+ years). The City had a significantly higher young workforce (25-34 years) population (20.2%) when compared to Greater Perth (14.2%).

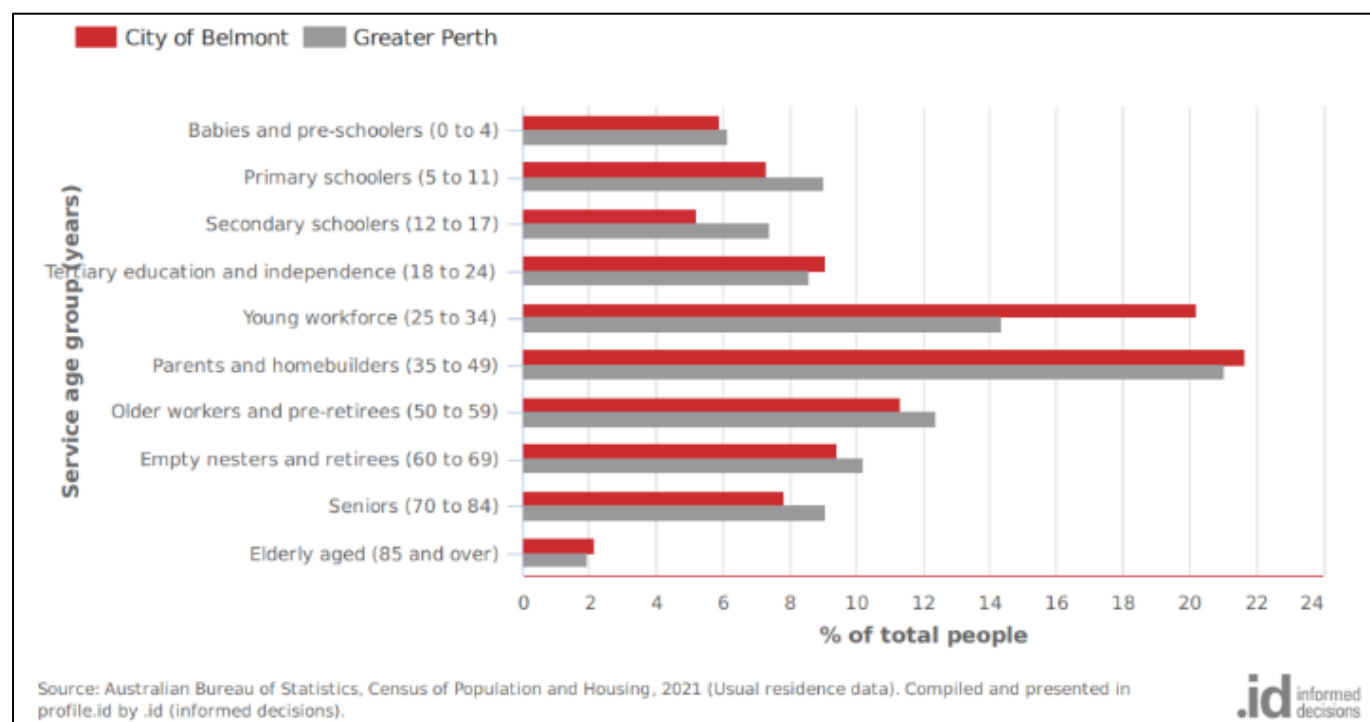


Figure 5: Age Structure – Service Age Groups 2021

From 2011 to 2021, the largest changes in age structure were in the following service age groups as visualised in Figure 6:

- Young workforce (25 to 34) +1,850 people
- Parents and homebuilders (35 to 49) +1,745 people
- Empty nesters and retirees (60 to 69) +1,041 people

While growth was experienced between 2011 and 2021 in all of the service age groups, it is worth noting that Belmont has experienced a decrease in the proportion of babies and pre-schoolers (0 to 4 years), secondary schoolers (12 to 17), tertiary education and independence (18 to 24) and seniors (70 to 84) while all other service age groups have increased. However, it is worth noting that since 2016 Belmont has experienced a 276 person increase in seniors. This indicates that the population is ageing overtime.

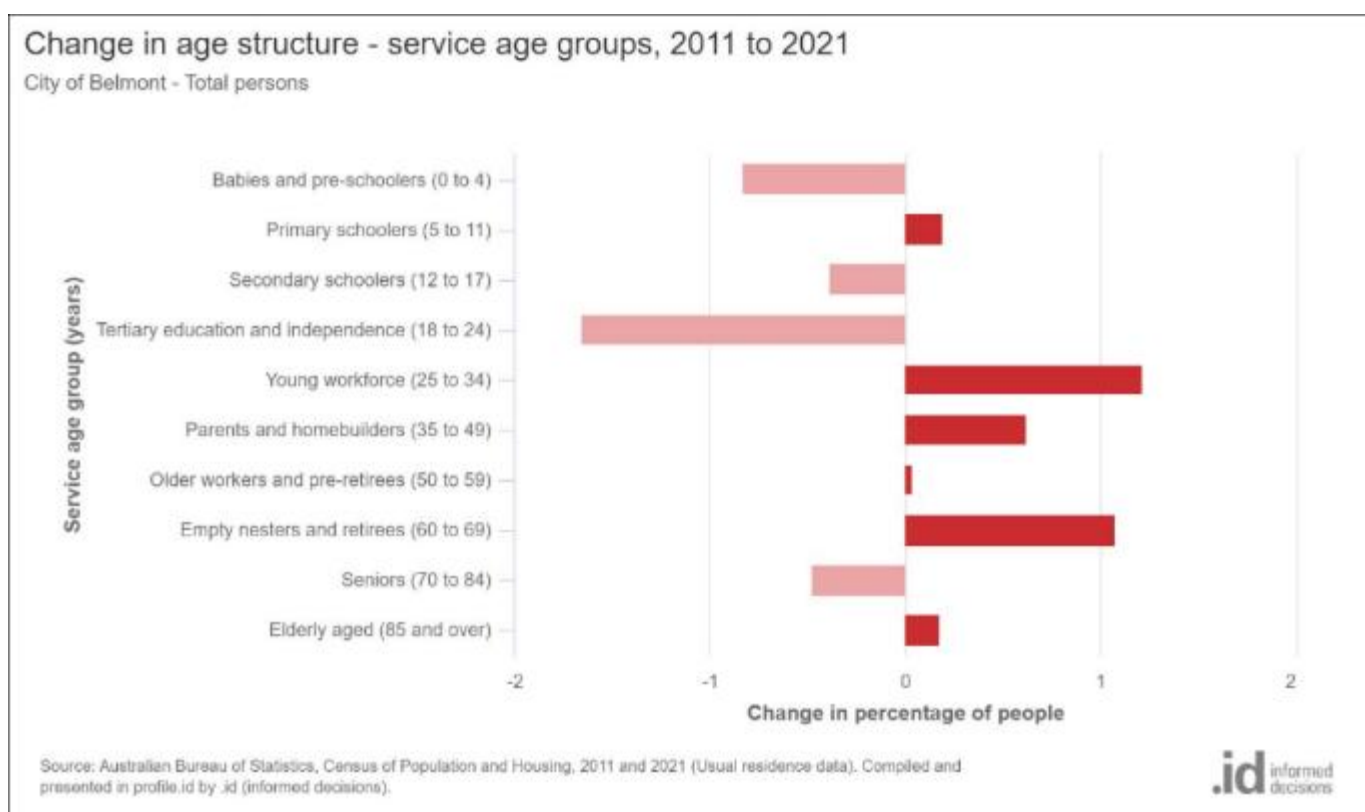


Figure 6: Change in Age Structure – Service Age Groups – 2011 to 2021

The age structure forecasts for the City of Belmont between 2021 and 2031 indicate a 28.3% increase in population under working age, a 41.4% increase in population of retirement age, and a 19% increase in population of working age. This suggests that overtime Belmont's population will experience ageing. The City's planning framework needs to respond to this trend by considering the needs of an older population.

Migration Patterns

Since 2016, the City of Belmont has seen a net migration loss of 398 people. The age-specific net migration graph below (Figure 7) identifies what age ranges had the largest increase or decrease in migration. The 18-24 age group had the largest increase with an additional 815

people, while the 5-11 age group and 35-44 had the largest decrease with -477 and -714 respectively.

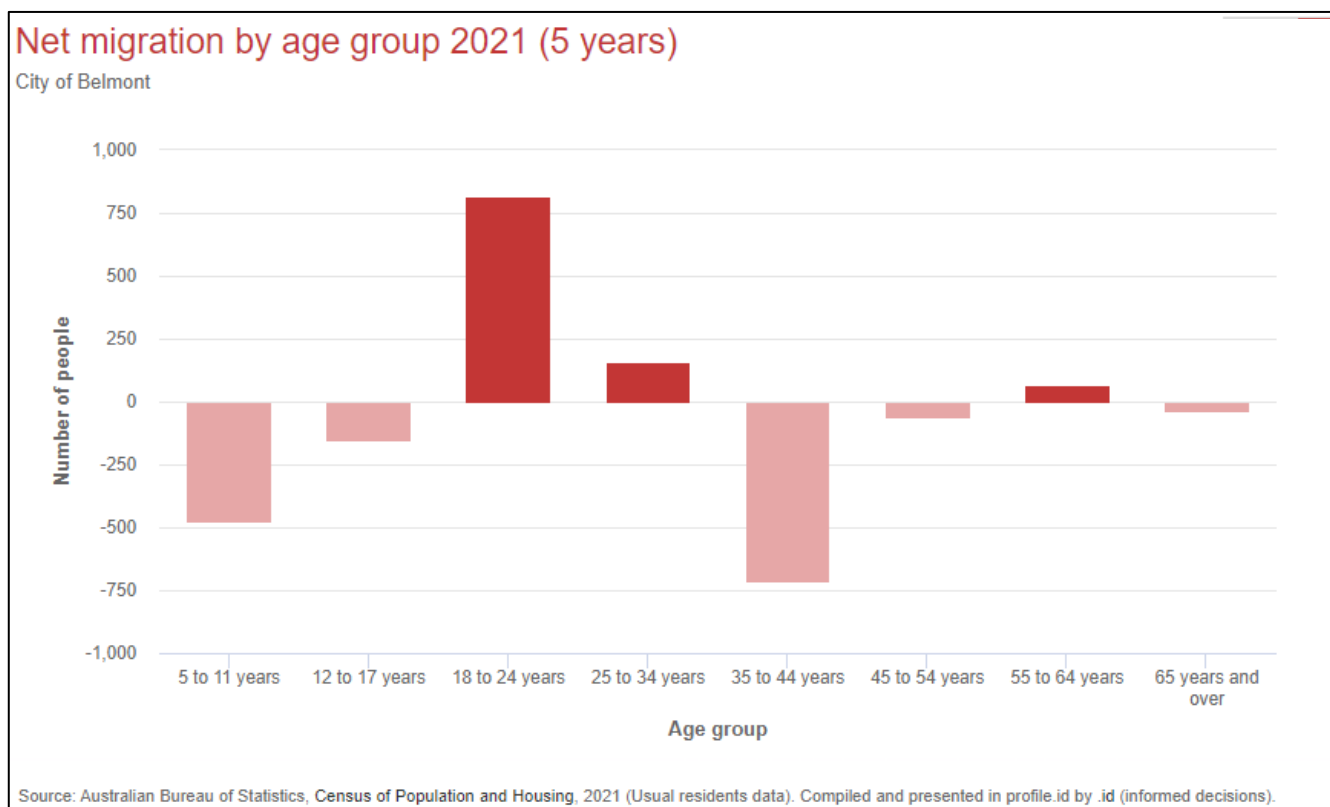
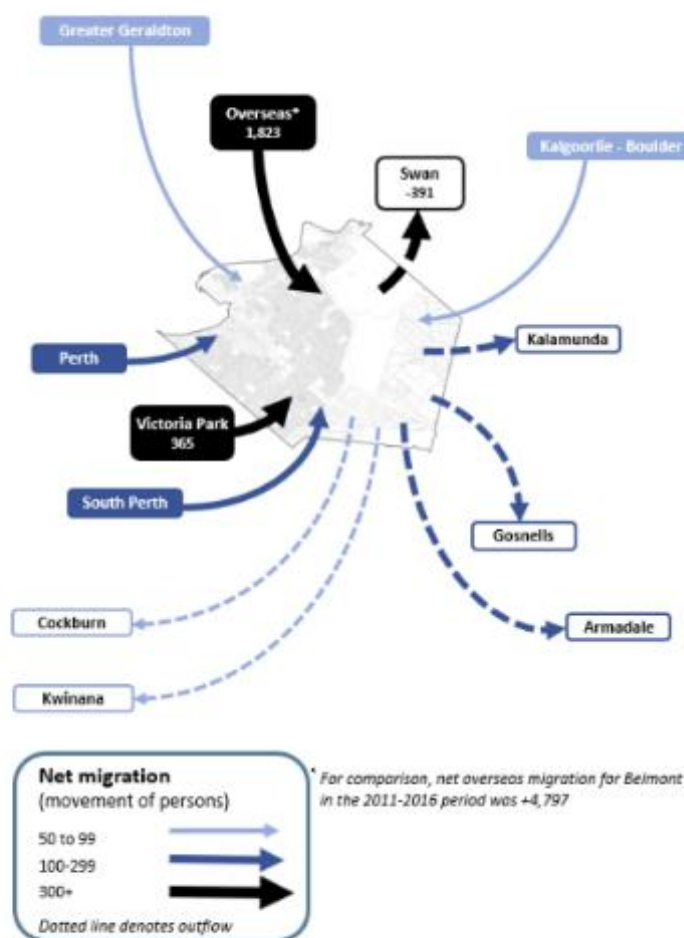


Figure 7: Net migration by age group 2021

This data shows that a large percentage of migrants into Belmont are young adults, whilst families with children are migrating out of Belmont. Belmont's proximity to Perth CBD, employment and entertainment facilities may be attractive for young adults. Families with younger children may be seeking to purchase their first home and may be attracted to areas with cheaper land values.

Figure 8 shows the migration flows within the City of Belmont between 2016-2021. This shows that the largest demographic entering the City was from overseas (1,823), and the highest internal migration being from Victoria Park (365). There were also large amounts of people who moved from South Perth, Perth, Kalgoorlie-Boulder and Greater Geraldton. Those leaving the City of Belmont most commonly moved to Swan, Kalamunda, Gosnells or Armadale.

Historical migration flows, City of Belmont, 2016-2021



Population and household forecasts, 2021 to 2046, prepared by .id (informed decisions), December 2023.



Figure 8: Migration flows in the City of Belmont between 2016-2021

It should be noted that the 2021 census was undertaken during the pandemic, therefore it is suggested that border restrictions halted overseas migration for 15 months prior and may have had large impacts on this data. For comparison, net overseas migration for Belmont in the 2011-2016 period was +4,797, and in the 2016-2021 period had dropped to +1,823.

Population Characteristics: Key Points

- The City of Belmont's population was 42,257 in 2021, and is forecasted to reach 50,451 by 2031, with an annual average growth of 2.1%.
- The population distribution across service age groups shows a higher proportion of young workforce and elderly compared to Greater Perth, forecasted to have an increased ageing population over time.
- In terms of migration, young adults are the largest demographic entering the City, and the 35–44-year age group is the largest demographic leaving the City.
- Rivervale has experienced a substantial population increase in recent years, driven by subdivision and development within The Springs.

- Significant growth is anticipated in Redcliffe due to future development proposed around Redcliffe Station.
- There is an ongoing need for a diverse range of housing, which is essential for providing family homes, offering low maintenance options for younger people and the ageing population, and providing affordable housing.

9.1.2 Household Characteristics

Family Structure

The City has a larger proportion of lone person and group households compared to Greater Perth (Figure 9). Most notably, the proportion of lone person households was 31.1% compared to 24.0% in Greater Perth. The City also has a much lower proportion of couples with children (22.4%) compared to Greater Perth (32%).

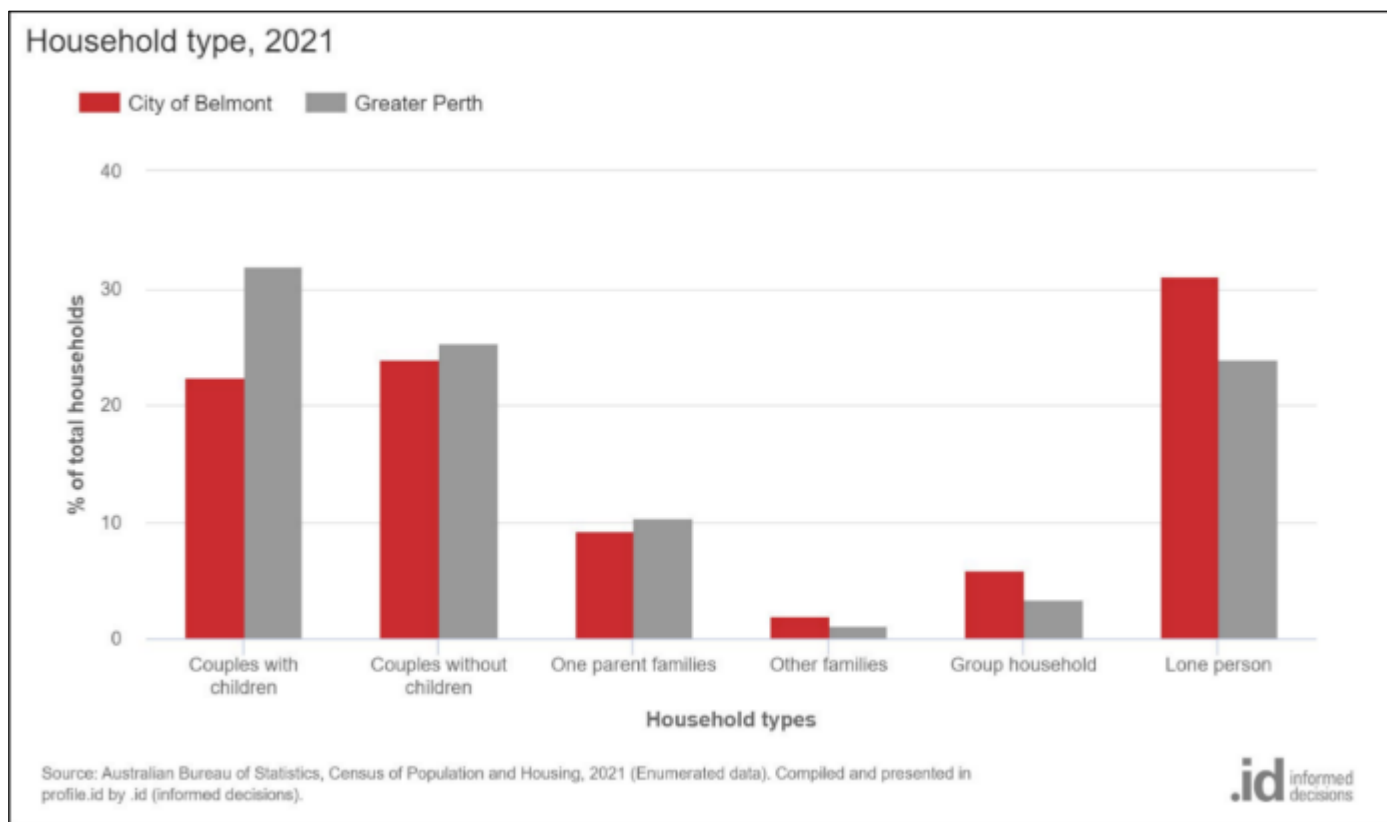


Figure 9: Household Type 2021

The largest changes in family/household types in the City of Belmont between 2011 and 2021 were:

- Lone persons (+1,505 households)
- Couples without children (+811 households)
- Couples with children (+695 households)

In terms of percentage however, only lone person households and couples without children saw an increase while couples with children, group households, other families, decreased (see Figure 10).

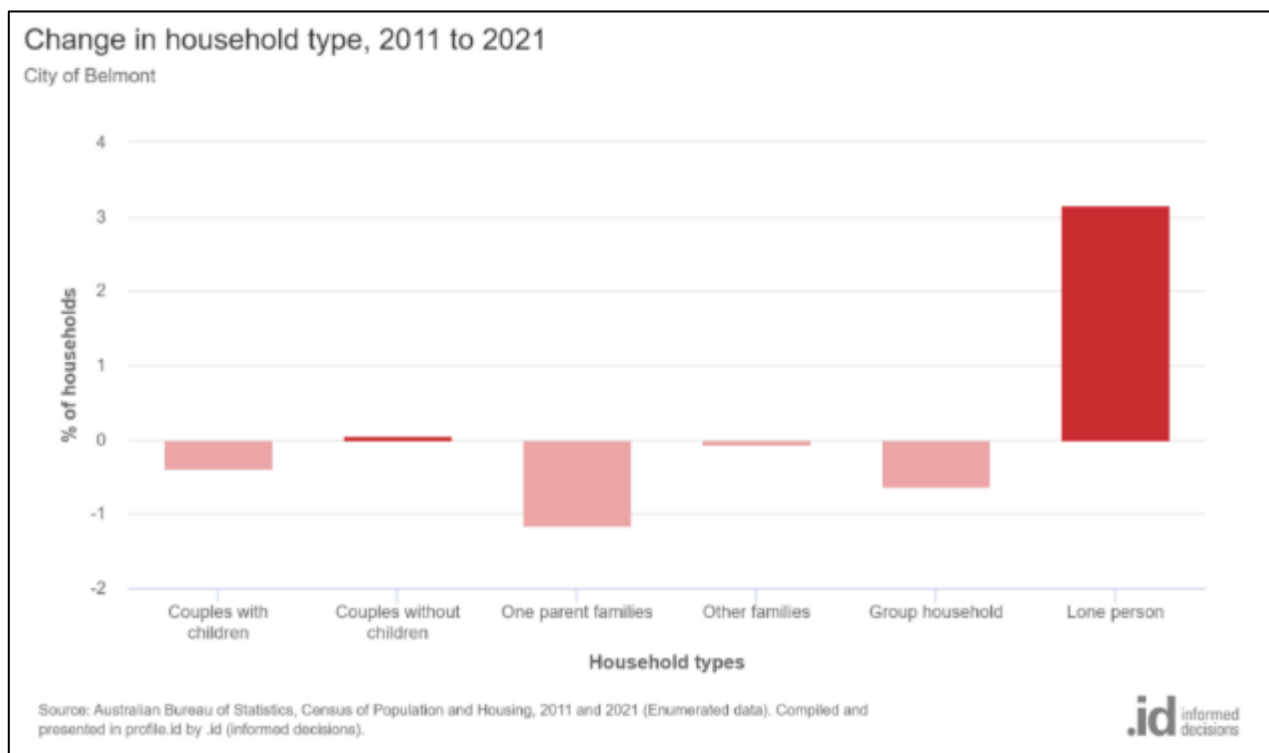


Figure 10: Change in Household Type 2011 to 2021

In 2021, lone-person households emerged as the prevailing household type in the City of Belmont. Projections suggest that this trend will persist, with the number of lone-person households expected to rise by 3,461 constituting 34.1% of the total households by 2041 (refer to 11).

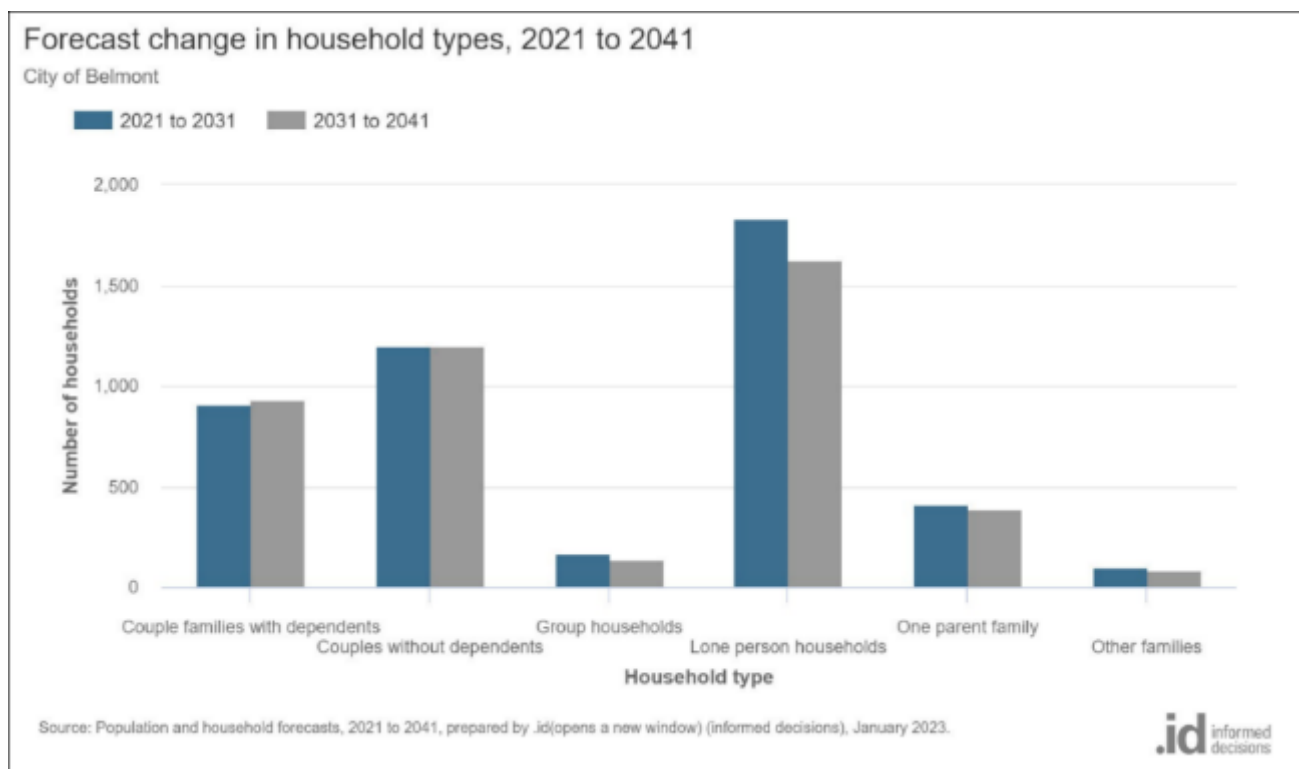


Figure 11: Forecast Change in Household Types 2021 to 2041

Household Size

Household size typically mirrors the life cycle of families, starting smaller when it is a lone person or couple, and expanding when children are added to the family. This size often decreases again when children have moved out.

The City of Belmont has generally followed Australia's trend of reducing household sizes. 1 person households have increased since 1991, whilst all other household sizes have decreased. Analysis of the number of persons usually resident in a household in the City of Belmont compared with Greater Perth shows that there were a higher proportion of lone person households, and a lower proportion of larger households (those with 4 persons or more) (Figure 12).

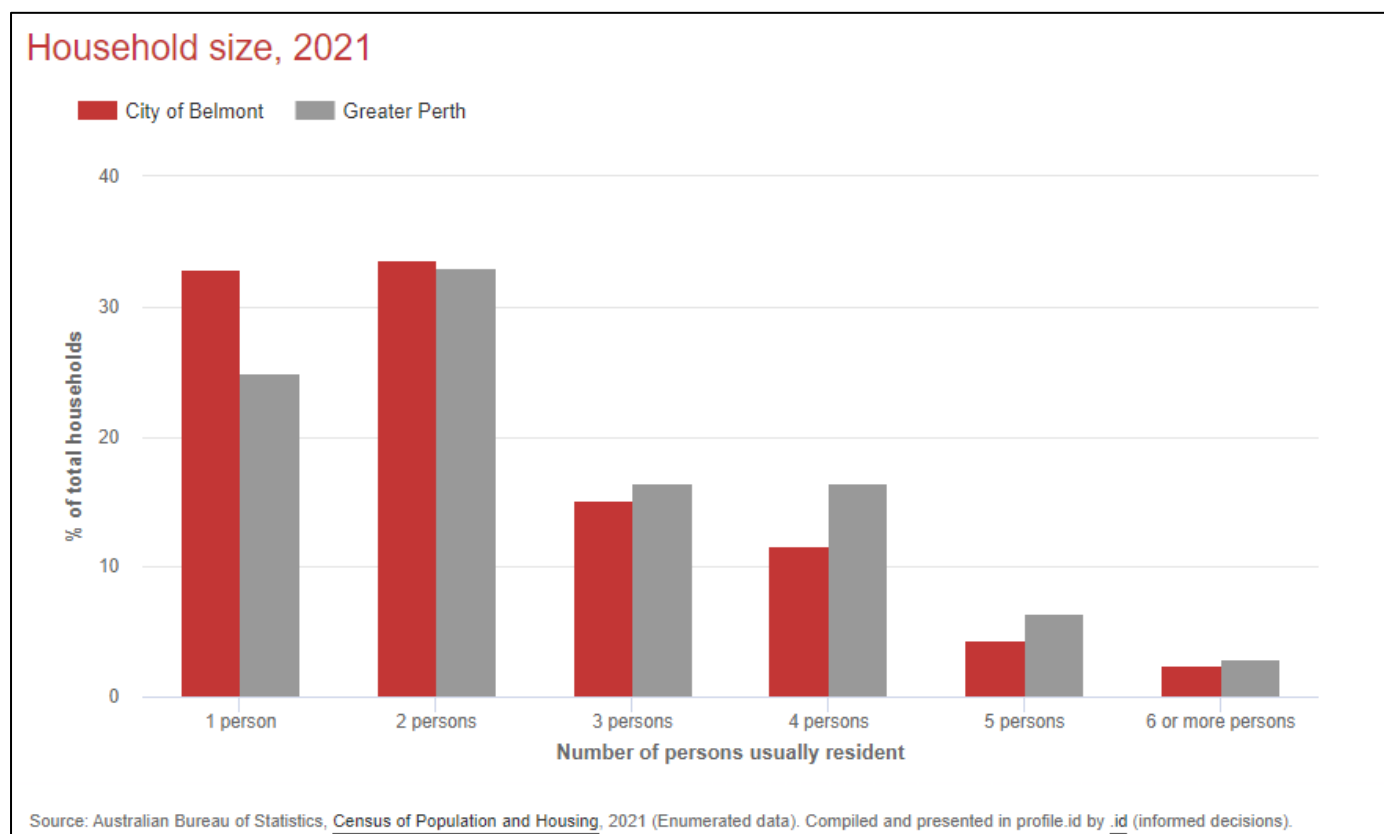


Figure 12: Household size in the City of Belmont and Greater Perth 2021

While the percentage of households of 2 or more people are slowly declining as visualised by Figure 13, it should be noted that the overall number is still increasing. Since 2011, the City has seen the following changes:

- +1,506 lone persons households.
- +987 two persons households.
- +349 three persons households.
- +361 four persons households.
- +66 five persons households.
- +52 six or more persons households.

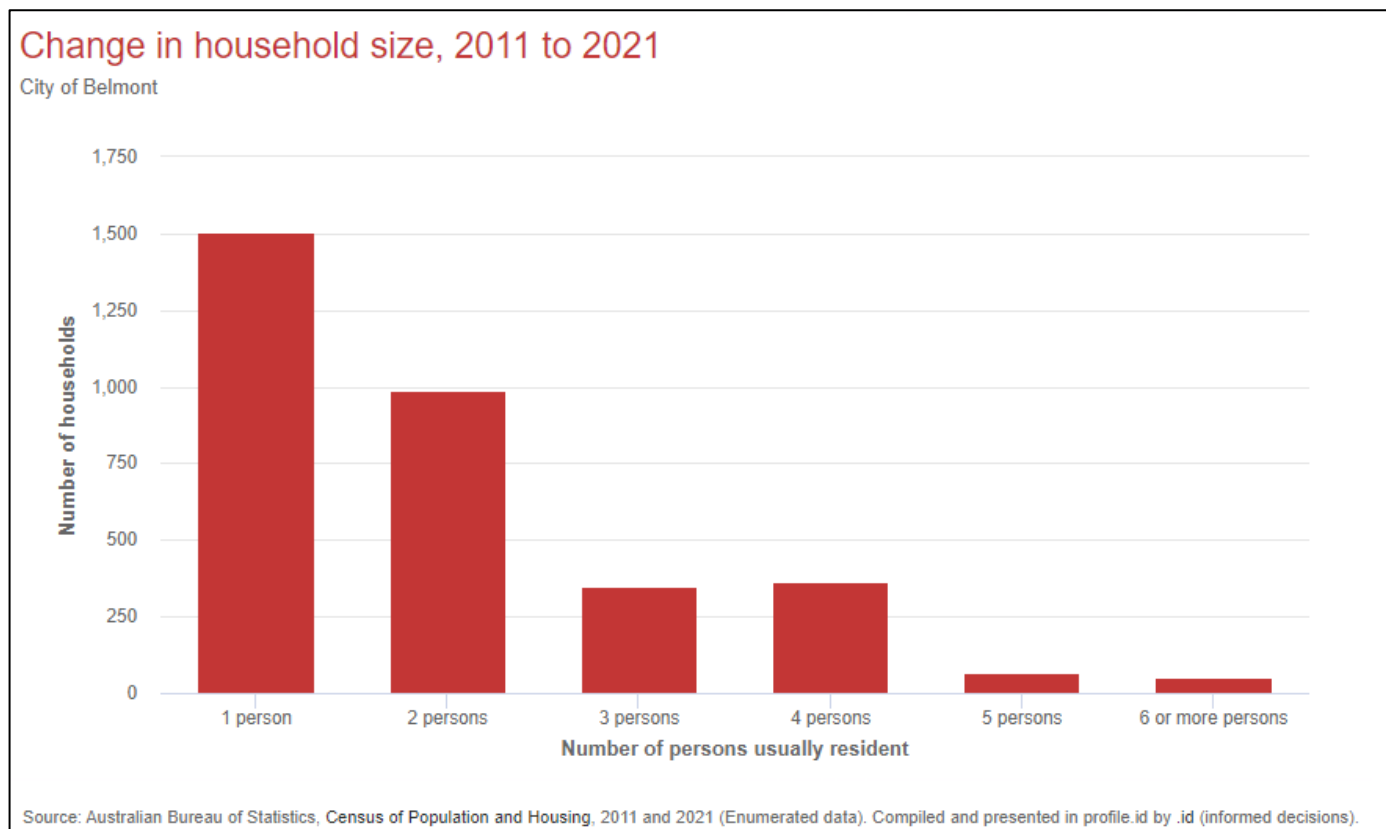


Figure 13: Change in Household Size 2011 to 2021

While forecasts indicate that lone person households will experience the largest increase between 2021 and 2031 and account for 33.5% of all households, the average number of persons per household is forecast to be 2.21.

Household Characteristics: Key Points

- Lone-person households are a significant and growing demographic in Belmont.
- Demand for family-sized homes is relatively low compared to Greater Perth.
- Household sizes are decreasing, with more one and two person households.
- Forecasts indicate continued growth in smaller households, especially lone-person households.

9.2 Dwelling Yield Analysis

Of the 800,000 new homes targeted to be constructed in the Perth and Peel area, approximately 215,000 (56%) of these are expected to be delivered in the central sub region. To achieve this, the *Central Sub-Regional Planning Framework* includes housing targets for local governments.

As demonstrated by Table 18 below, Belmont has been able to meet its additional dwelling targets thus far identified in the *Central Sub-Regional Planning Framework*.

Table 18 – Infill Targets

	Target	Delivered
2011-2016	1,860	2,346
2016-2021	1,410	1,899
Total 2011-2021	3,270	4,245 (975 surplus)
2021-2026	1,560	TBD
2026-2031	1,270	TBD
2031-2050	4,310	TBD
Total 2011-2050	10,410	4,245 (6,165 outstanding)

Whilst the City has been able to meet its additional dwelling targets to date this is largely attributed to development within The Springs precinct.

Modelling was undertaken to analyse the City's future dwelling yields. An overview of the modelling and associated considerations are outlined below:

- The modelling concentrates on areas within the City that have the potential for residential development. It specifically targets land within 11 planning areas, as well as 'Residential' zoned land outside these areas.
- The data includes the number of residential dwellings currently within each planning area, as well as those outside the planning areas, as identified by the Valuer General's Office.
- The modelling is based on the development potential of land. Therefore, for the purpose of the modelling the following density codes were applied:
 - In areas with existing flexible density codes, the highest applicable code was used. For example, in R20/50/100 areas, an R100 code was applied.
 - For land within the Golden Gateway precinct and subject to the Great Eastern Highway Urban Corridor Strategy, the density codes outlined in the Structure Plan and Strategy were applied.
 - For land within one street block of Great Eastern Highway, density codes ranging from R40-R160 were applied. This excluded the Residential and Stables area and land east of Tonkin Highway.
 - In planning areas where a structure plan has not yet been prepared, density codes ranging from R20 to R40 have been applied. This includes land within Development Areas 4, 5, and 7.
 - Consistent with the modelling undertaken for the Activity Centre Planning Strategy, an R60 density code has been applied to land within both local and neighbourhood centres.
 - An R10 density code has been applied to the Residential and Stables zone, aligning with the existing density for land within the precinct.

- For the Redcliffe Station Precinct, DPLH provided dwelling estimates, as they are currently preparing a draft Improvement Scheme to guide development in this area.
- For the purpose of the modelling, all land is assessed under three growth scenarios: low, medium, and high. The low scenario assumes a 25% development uptake, the medium scenario assumes 50%, and the high scenario assumes 75% of additional dwellings. The existing dwelling numbers have been considered in the City's analysis to facilitate in the accuracy of the data.
- Land identified as Urban Corridors by Perth and Peel @ 3.5 Million, but are not within a Planning Area of this Strategy have not been provided with an increased density code for the purpose of this modelling. Increased dwelling capacity is achievable in these Urban Corridors following future investigations.

Table 19 provides an overview of the dwelling yield analysis within and outside each of the Planning Areas based on low, medium and high growth scenarios.

Table 19: Dwelling yield analysis

Estimated Dwelling Yield (Net Yield)							
PLANNING AREA	INDICATIVE DENSITY CODE APPLIED FOR MODELLING	EXISTING DWELLINGS	DWELLING TOTAL CAPACITY	POTENTIAL ADDITIONAL DWELLINGS	LOW GROWTH (25% of Additional Dwellings)	MEDIUM GROWTH (50% of Additional Dwellings)	HIGH GROWTH (75% of Additional Dwellings)
A - Land Adjacent Stanton Road and Tonkin Highway	R30-40	12	121	109	28	55	82
B - Redcliffe Station Precinct	The potential of this land is being explored through the Redcliffe Station Precinct Improvement Plans/Schemes						
C - Lot 602 (55) Fauntleroy Avenue, Ascot	R20-30	0	129	129	32	65	97
D - Golden Gateway: Land generally bound by Great Eastern Highway, the Swan River, the Ascot Waters precinct, and Ascot Racecourse	R-AC0 (Plot ratio ranging between 3.0 and 5.0)	0	2,196	2,196	549	1,098	1,647
E - Great Eastern	R-AC0	1,107	29,045	27,983	6,985	13,969	20,954

Highway and adjacent transition areas	(Plot ratio ranging between 2.5 and 7.0)						
F - Orrong Road - Abutting Lots	R60 (50% multiple dwellings based on average site area of 85m2 and 50% grouped dwellings based on 150m2 average lot size)	279	1,048	769	192	385	577
G - Abernethy Road - Abutting Lots	R60 (50% multiple dwellings based on average site area of 85m2 and 50% grouped dwellings based on 150m2 average lot size)	52	315	263	66	132	197
H - Belmont Secondary Centre	R40, R60, R100 and R-AC1	1,778	10,935	9,157	2,289	4,579	6,868
I - Neighbourhood Centres	R40, R60 and R100	788	2,330	1,542	386	771	1,157
J - Local Centres	R40, R50, R60 and R100	2,205	5,397	3,192	798	1,596	2,394
K - Residential and Stable Area - Land generally bound by Hardey Road, Matheson	R10	241	455	214	54	107	161

Road, Ascot Racecourse, the Swan River foreshore, Tonkin Highway and Mixed Use zoned lots fronting Great Eastern Highway.							
Residential zone (outside Planning Areas)	R-Code as per LPS15	7,299	15,176	7,877	1,969	3,939	5,908
Total number of dwellings		13,761 existing	67,147 capacity	53,386 potential additional	13,348 additional	26,696 additional	40,042 additional

In considering the statistics contained within Tables 19 the following should be noted:

- Taking into account the City's existing dwellings and uptake rates, there is sufficient capacity to meet the dwelling targets outlined in the Perth and Peel @ 3.5 Million framework.
- Caution should be taken when considering the model outputs in isolation. It is necessary to consider that densities simply enable development and the actual uptake of development is influenced by a variety of factors including:
 - Landowner development intentions
 - The age and condition of existing housing stock
 - Market conditions
 - On-site constraints (such as servicing and lot shape)
 - Financial considerations
- Considering the various factors influencing development uptake, including landowner intentions, market conditions, and on-site constraints, the medium growth scenario provides a balanced and realistic basis for densities in the new local planning scheme.

While the medium growth scenario may project a dwelling yield beyond current targets, it is important to recognise that not all development potential will be realised due to factors such as landowner decisions, site constraints, and market conditions. For this reason, reducing densities is not considered appropriate. Maintaining and not reducing densities ensures there is enough capacity to accommodate growth over time.

9.3 Community, Urban Growth and Settlement

9.3.1 Housing

Current Density Codes

Residential zoned land within the City of Belmont is assigned various density codes ranging from R12.5 through to R100. These consist of single density codes and flexible density codes as detailed below and shown in Figure 14:

- R20, which is the most prevalent density code within the City of Belmont.
- R12.5 which was historically applied to land which is close to Perth Airport's cross runway.
- R30 which is located in a pocket of Rivervale bound by Knutsford Avenue, Esther Street, Acton Avenue and Campbell Street.
- R40 which is applied to a section of Kewdale bound by Keane Street, Belmont Avenue, Scott Street and Knutsford Avenue.
- R20/50/100 surrounding the Belmont Secondary Centre. Development of this land is subject to Local Planning Policy No. 1 – Town Centre Density Bonus Requirements.
- R20/40 surrounding local and neighbourhood activity centres and along roads containing high frequency bus routes such as Alexander Road, Kooyong Road and Hardey Road.
- R20/50 within a portion of Belmont located on Hehir Street, Barker Street and Lapage Street. Development within this area is guided by Local Planning Policy No. 4: Belgravia/Barker Streets.

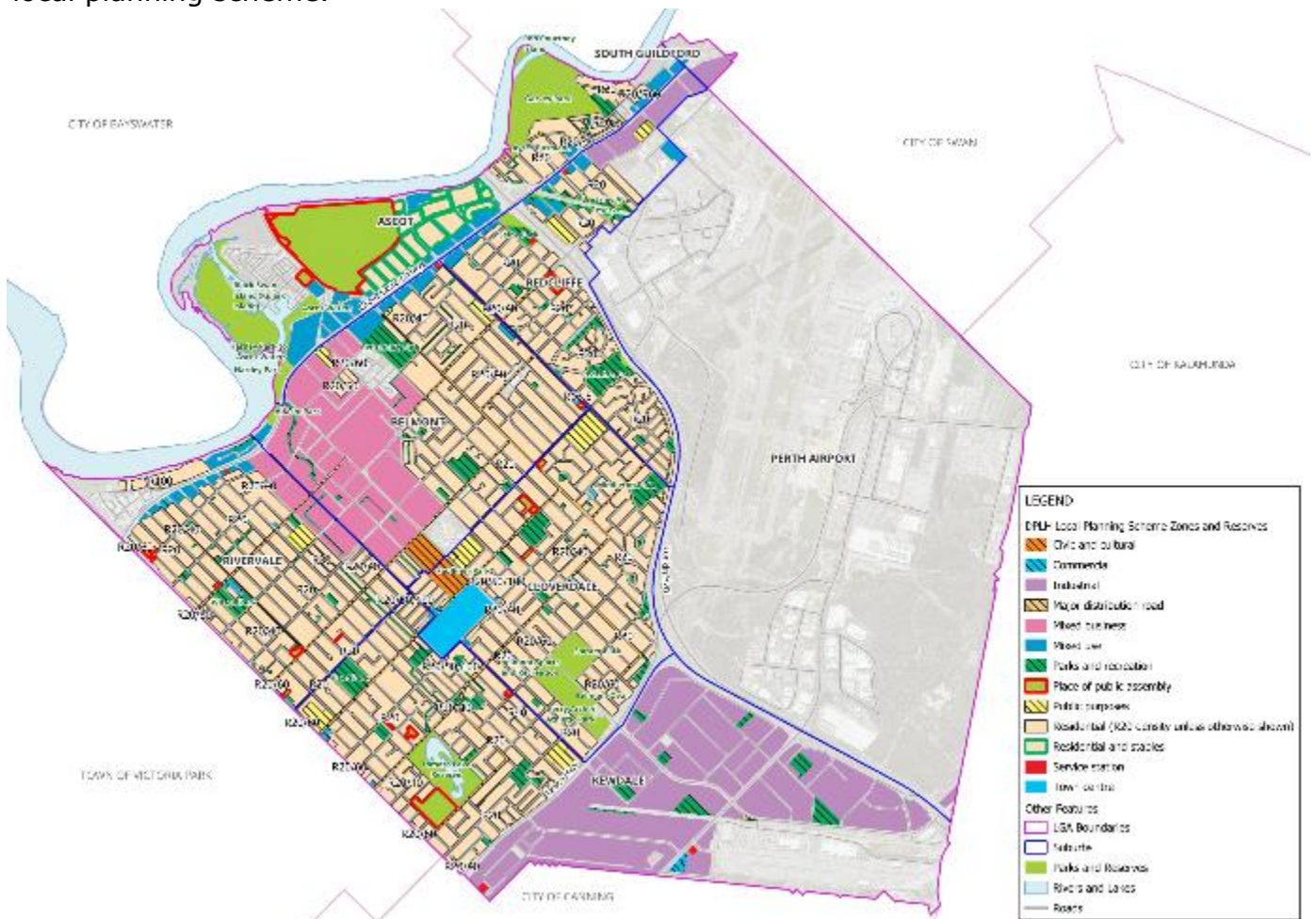
- R20/60 adjacent to a portion of Belgravia Street which is also subject to Local Planning Policy No. 4: Belgravia/Barker Streets.
- R20/60 adjacent to Abernethy Road and Orrong Road. This land is subject to either Local Planning Policy No. 2 Orrong Road or Local Planning Policy No. 3 Abernethy Road. These policies aim to achieve coordinated vehicle access and high-quality development.

Flexible density codes are not a contemporary approach, the City is to explore the application of singular density codes as part of preparing a new local planning scheme. During this process, the existing flexible density code provisions within LPS 15 and relevant local planning policies should be reviewed to determine whether any of these provisions should be incorporated into the new scheme.

The City should also review all other scheme provisions relating to subdivision and development. An example of this is the bonus of R30 for R20 coded corner lots. In such situations, subdivision can be proposed at the R30 code if the lot has frontage to two constructed roads and any dwellings which are of low quality and incapable of being upgraded or poorly sited are demolished. This provision has promoted positive outcomes, encouraging development that addresses both streets and enhancing street surveillance. Another example is the requirement to construct to plate height prior to subdivision in excess of R30. This requirement has facilitated coordinated development outcomes, avoiding ad hoc developments at the highest density code. Therefore, it may be appropriate for these provisions and others to be carried forward into a new local planning scheme.

There are other areas within the City which are not currently subject to a density code under LPS 15 and are capable of accommodating residential development. These include:

- The Residential and Stables zone, although LPS 15 currently requires land to be developed in accordance with an R10 density code.
- Mixed Use and Commercial zoned land
- The Belgravia Residential Estate – subject to Local Planning Policy 5
- The Springs – subject to Local Planning Policy 7
- Ascot Waters – subject to Local Planning Policy 6
- Inverlcoy Estate – subject to Local Planning Policy 8
- Belvidere Street Neighbourhood Centre – subject to Local Planning Policy 15



Areas subject to Future Planning

The City of Belmont currently contains several areas requiring further detailed planning to guide development. These include the City's Special Control Areas (Development Areas) which require an approved Structure Plan to guide subdivision and development. The necessity of each of these development areas will be further considered during the preparation of a new local planning scheme, considering comments included in previous sections of this Strategy. Additionally, the City will evaluate whether structure plans should be required for land outside existing development areas.

There are areas which align with the urban consolidation principles contained within Perth & Peel @ 3.5 Million which are not currently identified as requiring detailed planning instruments to be prepared to guide holistic and high-quality development outcomes. These include the Golden Gateway precinct and land within proximity to Great Eastern Highway. These areas have been identified within this Strategy, and will assist the City in continuing to meet its designated infill targets as well as providing diversity in dwelling types, particularly 1 and 2 bedroom dwellings.

Housing Stock

Housing and Population Needs

In 2021, dwellings in the City of Belmont primarily comprised of separate houses (65%), followed by semi-detached dwellings, townhouses (20.3%), and apartments (14.4%). Greater Perth followed a similar trend with 77.8% separate houses, 14.2% semi-detached dwellings and townhouses and 7.6% apartments.

Although separate houses remain the dominant housing type, has been notable growth in semi-detached dwellings, townhouses, and apartments. Between 2011 and 2021, the largest increase was in semi-detached dwellings and townhouses (+1,378), followed by separate houses (+1,075) and flats/apartments (+852). The proportion of separate houses decreased from 73% in 2011 to 65% in 2021, while semi-detached dwellings and townhouses rose from 15.1% to 20.3%, and flats/apartments increased from 11.6% to 14.4%. This trend is expected to continue as demand for more affordable medium- and high-density housing options grows.

Analysis highlights a significant contrast between the bedroom numbers and household sizes. As shown in Figure 15, the City of Belmont has a larger number of 3 and 4 bedroom dwellings (44.4%) than households with 3 or 4 residents (15.1%). In contrast, 32.9% of households are lone-person households, while 7.7% of dwellings are one-bedroom units. This data reveals a shortfall of one and two-bedroom dwellings to meet the demand, alongside an oversupply of larger homes. As Belmont's population grows, particularly with an increase in lone-person households, it is essential for the City's new local planning scheme to facilitate housing types that address this demographic shift.

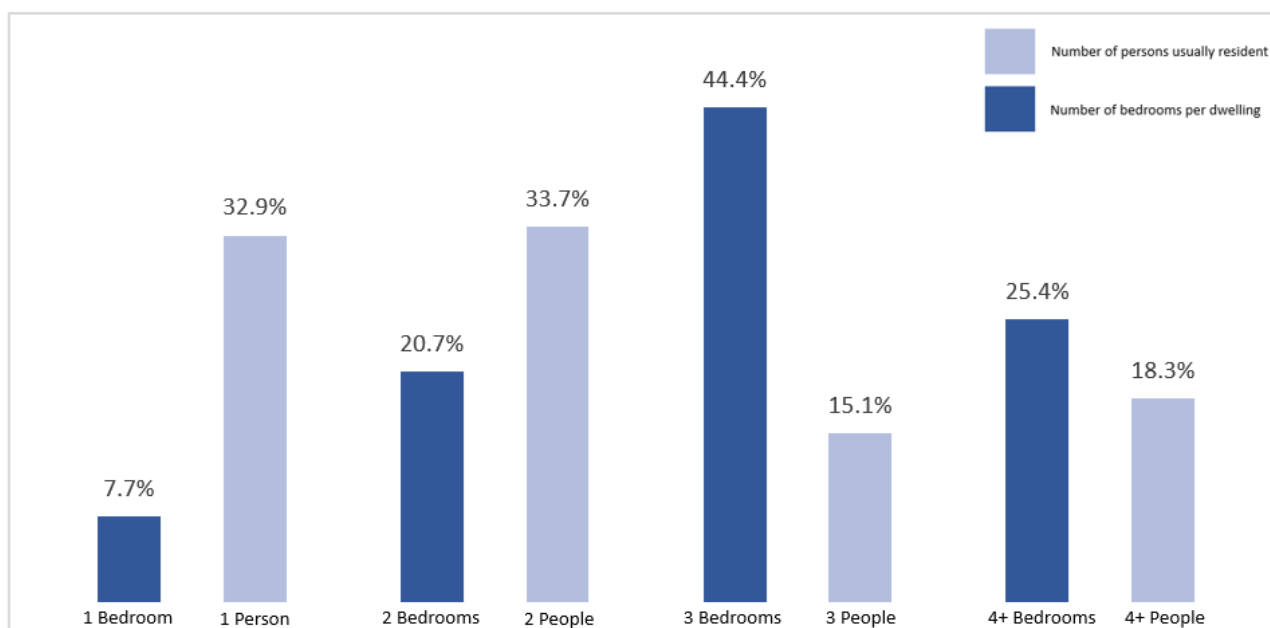


Figure 15: Size of Houses and Number of residents (ABS, 2021)

Housing diversity is a key consideration in planning for the City's future housing needs. While Belmont is expected to see a large number of lone-person households, there is currently a shortage of single-bedroom dwellings. To address this, the City should focus on encouraging smaller dwelling types, particularly within walkable catchments of activity centres and public transport stops. This could include promoting ancillary dwellings, single-bedroom units, and smaller homes, which are more affordable options for many residents.

Additionally, with Australia's ageing population there is an increasing demand for aged persons' dwellings. Projections indicate a significant rise in the senior population, with Belmont expecting a 41.4% increase in its retirement-age population between 2021 and 2031. Housing for seniors should be well-connected to public transport and services to ensure convenient access to essential amenities.

Shared Living

In recent years, the City has seen an increase in 'Residential Building' proposals, often involving six bedrooms, each with their own ensuite, kitchenette and external access all under one roof. However, the current local planning framework and R-Codes lack clear guidelines for assessing such proposals. The City may need to consider a local planning policy to provide guidance for decision-making in these cases.

The City of Belmont has also seen an increase in proposals for 'Community Homes.' These facilities provide accommodation for individuals who are physically or intellectually handicapped or socially disadvantaged. Residents may live together with or without paid supervision or care, with operations managed by a constituted community-based organisation, a recognised voluntary, charitable, or religious organisation, or a government department or agency of the State or local government.

While 'Community Home' is not a defined use under the Model Provisions, it may align with the definition of 'Community Purpose.' Appropriate land use definitions and permissibility will be further considered through the preparation of a new local planning scheme.

Short-Term Rental Accommodation

Short-Term Rental Accommodation (STRA) has grown in Belmont, driven by proximity to Perth Airport, the CBD, Optus Stadium, and the Swan River. This rise has largely been facilitated by online platforms and has reduced long-term housing availability, exacerbated affordability challenges, and undermined residential density goals in flexible density-coded areas. STRA uses have also caused land use conflicts, particularly in residential areas.

Key issues with STRA in Belmont include:

- An adequate supply of visitor accommodation already exists.
- STRA reduces long-term housing stock and affordability.
- STRA undermines intended residential density outcomes.
- STRA creates conflicts, especially in areas without tourist amenities or transport access.

In response, the City adopted a STRA Local Planning Policy on 25 July 2024. The policy supports STRA within 400 metres of high-frequency public transport on Great Eastern Highway and an existing tourist accommodation use. This approach aims to protect long-term housing supply and reduce amenity impacts associated with these uses.

9.3.2 Built Form and Character

Until the 1930s, Belmont was largely rural, characterised by varied agricultural activities. Post-war immigration fuelled rapid population growth, followed by signs of industrialisation in the 1930s when land east of the Highway between Hardey Road and Knutsford Avenue was designated as a factory area, marking the start of Belmont's industrial activities.

Belmont's residential growth surged in the 1950s and 1960s, fuelled by the State Housing Commission's post-war construction programme in Rivervale and Belmont. Much of the housing stock was developed during this period, driving population growth and demand for services. While many original homes have since been demolished and redeveloped, Belmont predominantly remains characterised by low-density single houses, though grouped and multiple dwelling developments have also occurred.

In the early 1950s, the State Government designated Welshpool for heavy industry, leading to the construction of railway marshalling yards in Kewdale and Forrestfield. This area became the Kewdale Industrial Area, which remains a key industrial hub.

In 1951, an 80-hectare area north of Alexander Road was designated for industry. While historically industrial, it has since evolved to accommodate commercial and large-format retail uses, forming today's Belmont Business Park with more appealing built forms.

Organised horse racing in Belmont began with a temporary track in 1948, followed shortly after by a permanent track at the current Ascot Racecourse site. Under Town Planning Scheme No. 4, the Belmont Roads Board restricted all training stables to the north side of Great Eastern Highway near Ascot, shaping the area into the racing precinct it is known as today. The area generally contains larger lots that accommodate both residential and stables uses with development in this area guided by the City's Local Planning Scheme No. 15 and

the City of Belmont Consolidated Local Law 2020. The future planning of this area is discussed in Planning Area L.

Historically, land along Great Eastern Highway was developed for single homes, warehouses, and light industry. Today, it hosts a mix of shops, hotels, restaurants, residential units, offices, and showrooms. Planning Area E addresses its future development.

Local Planning Scheme No. 15 delineates five special development precincts on the Scheme Map, each guided by specific local planning policies:

- **Ascot Waters:** The Ascot Waters residential estate is generally bound by Grandstand Road, Resolution Drive, and the Swan River in Ascot. Development has been guided by Local Planning Policy No. 6 – Ascot Waters Special Development Precinct, facilitating high-quality built form outcomes that reflect designs from the 1990s and early 2000s. The precinct has largely been developed, with fewer than ten vacant lots remaining.
- **Invercloy Estate:** Invercloy Estate is generally bound by Hay Road, Fauntleroy Avenue, and Great Eastern Highway in Ascot. Local Planning Policy No. 8 – Invercloy Estate Special Development Precinct guides development within the precinct, ensuring high-quality built form outcomes that respect the State and local heritage-listed property at 4 Wedderburn Place. The precinct is fully developed for residential purposes.
- **The Springs:** The Springs precinct is generally bound by Graham Farmer Freeway, Great Eastern Highway, Brighton Road, and the Swan River in Rivervale. Development has been guided by The Springs Structure Plan and the design guidelines in Local Planning Policy No. 7 – The Springs Design Guidelines, supporting mixed-use and residential development. These guidelines were prepared prior to the adoption of Volume 2 of the R-Codes.
- **Belgravia Residential Estate:** Belgravia Residential Estate is generally bound by Belgravia Street, Barker Street, Daly Street, and Mixed Business zoned lots fronting Daly Street and Belgravia Street. Local Planning Policy No. 5 – Belgravia Residential Estate was prepared in 2003 and adopted under the City's previous Town Planning Scheme No. 14 in 2004, guiding development of the former Belmont Western Power Depot site. The precinct is almost fully developed, with only four vacant lots remaining. While it has produced high-quality built form outcomes, some provisions duplicate requirements of Local Planning Scheme No. 15 and/or the R-Codes.
- **Belvidere Main Street Precinct:** Local Planning Policy No. 15 – Main Street Precinct Design Guidelines guides development within the Belvidere Neighbourhood Centre, encouraging residential development above commercial land uses on the ground floor. Despite the policy's adoption in 2016, no development has occurred in accordance with it. However, a new commercial development was recently approved, which may lead to the relocation of the existing IGA supermarket to the southwest portion of the centre.

Through preparation of a new local planning scheme, the City should investigate rationalising these special development precincts and review existing local planning policies and scheme provisions to determine whether they should be retained (with modifications) or revoked. The City should also review existing provisions within Local Planning Scheme No. 15 and other local planning policies to ensure they effectively guide the built form and character of Belmont's residential and commercial developments.

In considering significant development proposals, the City of Belmont currently seeks advice from the City's Design Review Panel. Consistent with State Planning Policy 7.0 – Design of the Built Environment, the City should continue to seek constructive feedback from the Panel regarding the built form and character of proposed developments.

9.3.3 Historic Heritage

The City acknowledges its rich and diverse heritage and has measures in place to protect key sites, enhancing quality of life and strengthening cultural identity.

There are a number of registered Aboriginal Heritage Sites located within the City of Belmont. These sites are outlined in Table 20 below. These are administered under the Aboriginal Heritage Act 1972.

Table 20 – Aboriginal Heritage Sites located within the City of Belmont

Registered Aboriginal Site No.	Name	Location description/address	Type
3536	Swan River	-	Mythological
16694	Redcliffe Wetlands	Redcliffe Road, Redcliffe	Historical, Mythological, Camp, Meeting Place, Natural Feature, Water Source
37868	Modified Tree	Swan River banks, adjacent to the Tonkin Highway south bound lanes	Modified Tree
17061	Old Campsite 1	Swan River banks adjacent to 60 Great Eastern Highway, Rivervale	Camp
15916	Burswood Island	Balbuk Reserve, Rivervale	Artefacts/Scatter, Water Source
3717	Rivervale Camp	Wilson Park, Rivervale	Camp
31744	Pa1001	Located within the Perth Airport Estate (between Airport Drive, Anderson Place and Horrie Miller Drive	Artefacts/Scatter
3994	Kewdale: Abernethy Road	518 Abernethy Road, Kewdale	Artefacts/Scatter
3891	Aitken Way N W	Corner Kewdale Road and Aitken Way, Kewdale	Artefacts/Scatter
3936	Kewdale: Franco A & B	543 Abernethy Road, Kewdale	Artefacts/Scatter

These sites are located across various zones, including areas reserved for 'Parks and Recreation,' as well as land within the R100, R20, and Industrial zones. One of these sites is within the Perth Airport Estate, where Perth Airport implements practices outlined in their Master Plan 2020. Any subdivision or development on these sites is required to be in accordance with the requirements of the Aboriginal Heritage Act 1972.

The City's Local Heritage Survey and Heritage List were recently reviewed in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 and the Guidelines for Local Heritage Surveys 2022. The sites outlined in Table 21 below are contained on the City's Heritage List. Their location is shown in Figure 16.

Table 21 – Sites on the City of Belmont Heritage List

Inherit Place No.	Site	Description	Significance
16882	Bound by Wright Street, Abernethy Road and Robinson Avenue and Alexander Road	Faulkner Civic Precinct	Category 2
15629	Within Faulkner Civic Precinct - Bound by Wright Street, Abernethy Road and Robinson Avenue and Alexander Road	Belmont War Memorial	Category 2
11490	300 Belgravia Street, Cloverdale	All Saint's Anglican Church	Category 2
8638	324 Belmont Avenue, Cloverdale	Belmont Christian Fellowship Church	Category 2
13071	354 Daly Street, Cloverdale	Notre Dame Church	Category 2
8648	1 Epsom Avenue, Ascot	Ascot Hotel	Category 2
6122	254 Fulham Street, Cloverdale	Bell Residence	Category 2
6123	71 Grandstand Road, Ascot	Ascot Racecourse Complex	Category 1
868	80 Grandstand Road, Ascot	Bristle Kilns	Category 1
16779	Area bound by Hardey Road, Great Eastern Highway, Tonkin Highway and the Swan River	Ascot Residential and Stables Area	Category 2
8653	130 Great Eastern Highway, Belmont	Brisbane and Wunderlich Doll's House	Category 2
6124	213 Great Eastern Highway, Belmont	Belmont Primary School	Category 2
3123	517 Great Eastern Highway, Redcliffe	Tampina	Category 1
00138	13 Hehir Street, Belmont	St Anne's Church Complex	Category 2
24560	264 Kew Street, Kewdale	Kewdale Primary School	Category 2
8643	314 Kew Street, Cloverdale	Stella Hay's House	Category 2
27282	128 Kooyong Road, Rivervale	Wilson Park	Category 2
16785	91 Leake Street; Belmont	RAAF Headquarters Bunker (fmr)	Category 1
25897	34 Oats Street; Kewdale	Tomato Lake Park	Category 2
16850	67 Riversdale Road, Rivervale	The Taylor Place (fmr)	Category 2
27267	35 St Kilda Road, Rivervale	Residence, 35 St Kilda Rd	Category 2
25894	96 Sydenham Street, Kewdale	Peet Park	Category 2

4490	16 Tanunda Drive, Rivervale	Hill 60	Category 1
23642	72 Toorak Road, Rivervale	Residence, 72 Toorak Rd	Category 1
23642	74 Toorak Road, Rivervale	Residence, 74 Toorak Rd	Category 1
23642	77 Toorak Road, Rivervale	Residence, 77 Toorak Rd	Category 1
23642	78 Toorak Road, Rivervale	Residence, 78 Toorak Rd	Category 1
140	4 Wedderburn Place, Ascot	Nulsen Haven, (Invercloy)	Category 1
25910	11 Wedderburn Place, Ascot	Invercloy Park	Category 1
27284	1 Wright Street, Kewdale	Carlisle Primary Street	Category 2

Category 1 places are of exceptional significance, being essential to the heritage of the City of Belmont. These places are currently included, or recommended for inclusion, on the State Register of Heritage Places. Places included on the State Register are afforded statutory protection under the Heritage Act 2018. These places should be retained and conserved, and alterations or extensions should reinforce the significance of the place.

Category 2 places are of considerable significance, being very important to the heritage of the City of Belmont. These places have a high degree of integrity and authenticity, and conservation is highly desirable. Any alterations or extensions should reinforce the significance of the place.

Management of these places through the City's planning framework is undertaken in a manner consistent with the Heritage Act 2018 and the Planning and Development (Local Planning Schemes) Regulations 2015.

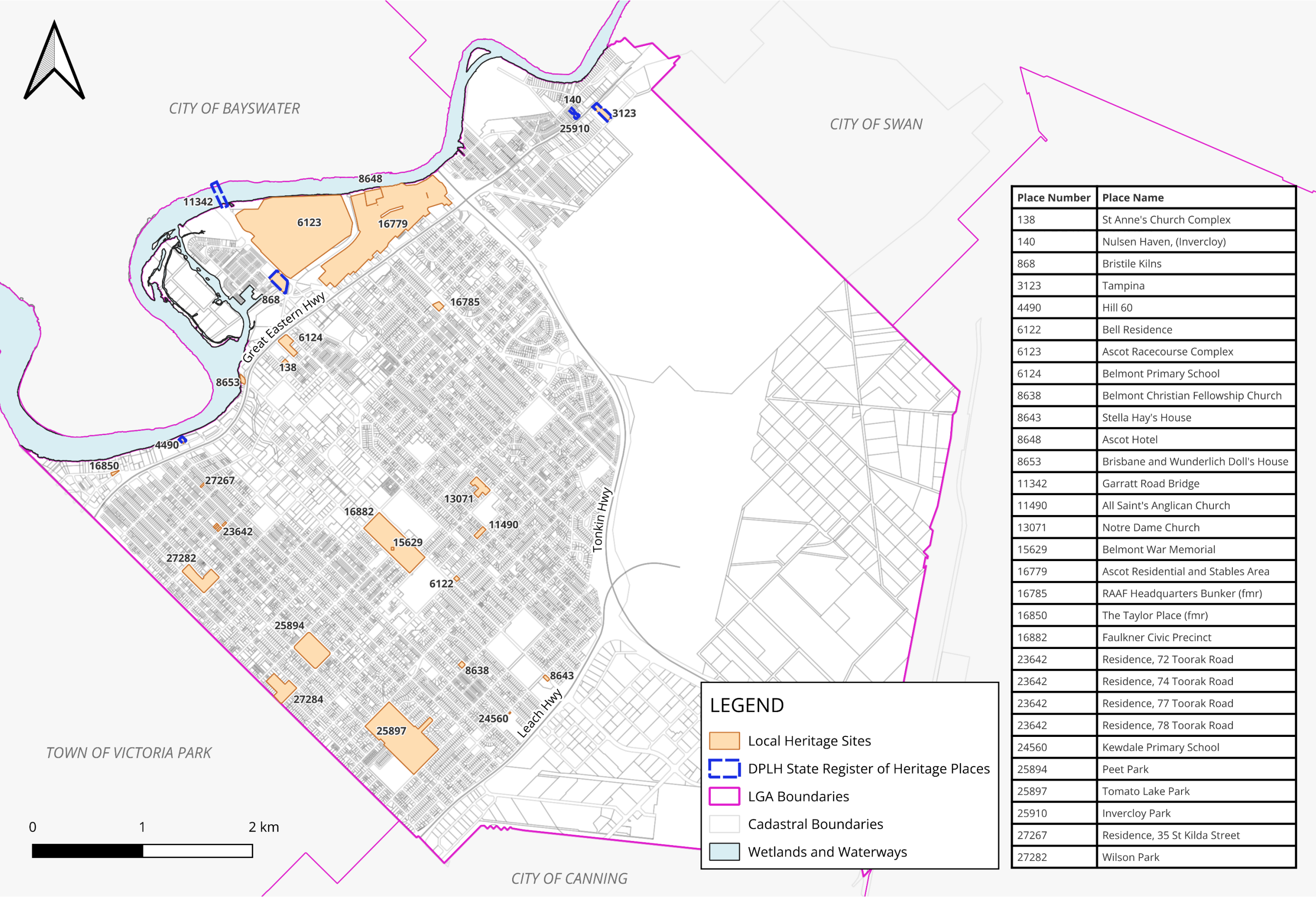


Figure 16 – Map of Heritage Listed Places

9.3.4 Activity Centres

Activity centres are community focal points, attracting people for a variety of reasons including to shop, work, study and live. Activity centres typically contain a range of land uses including retail, entertainment, tourism, civic/community, and medical services. They are often combined with a varying proportion of medium to high density housing and open space. Activity centres vary in size, role and function, and should be designed to maximise use of public transport and accessibility for pedestrians, cyclists and other modes of transport. This is with the exception of specialised centres which perform their own unique functions.

The City contains one secondary centre, four neighbourhood centres, nine existing local centres, one future local centre, one specialised centre and four other employment precincts as shown on Figure 17:

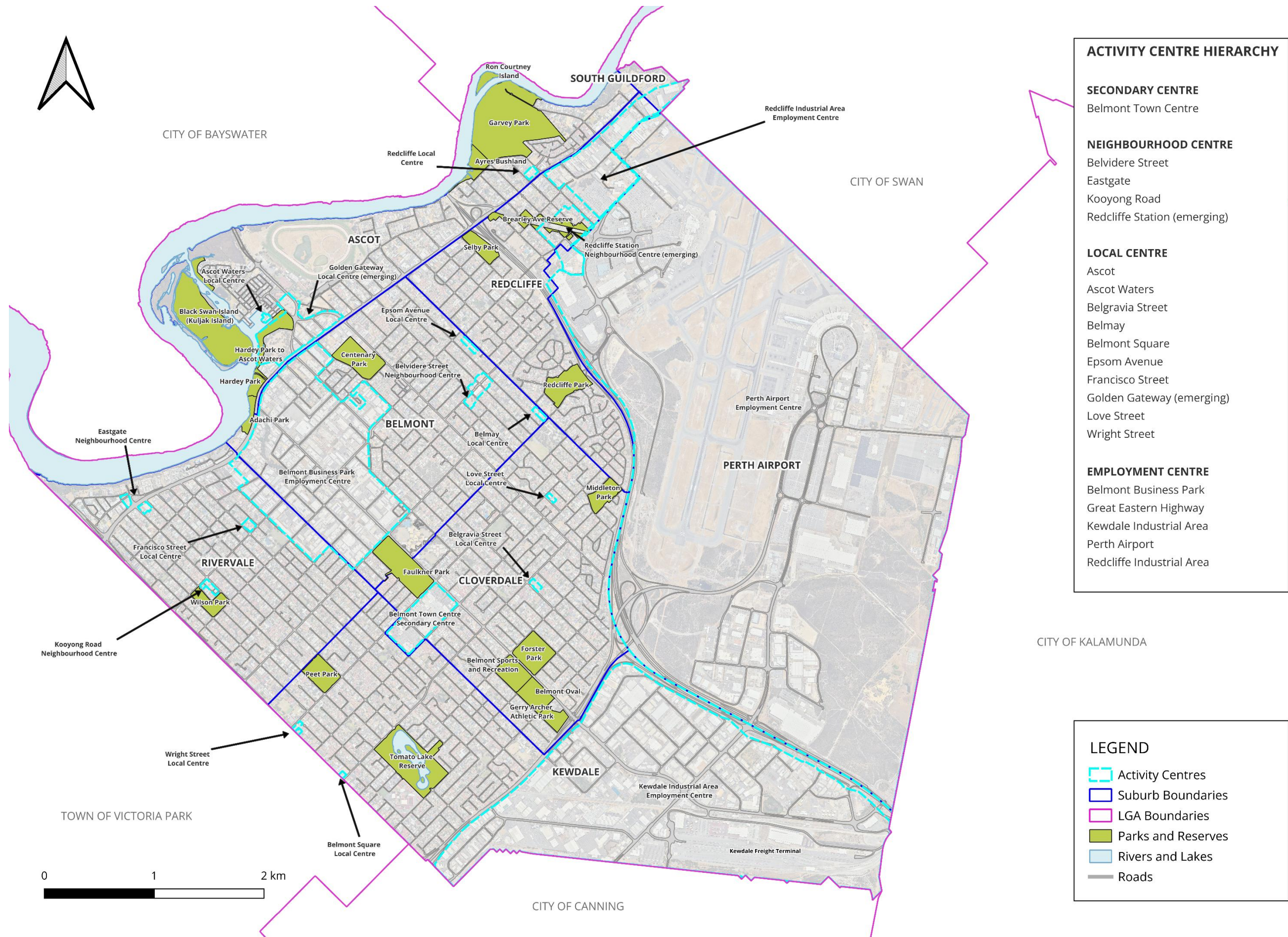


Figure 17: Activity Centre Locations

Belmont Secondary Centre

The Belmont Secondary Centre provides a mix of retail, dining, entertainment and commercial spaces, contained within a primary building under single ownership and several smaller buildings. Surrounding the Belmont Secondary Centre are businesses and residential properties that support the Centre's functions.

The future planning for Belmont Secondary Centre should align with Planning Area H. The Belmont Secondary Centre is currently zoned 'Town Centre' under the City's Local Planning Scheme. Through the preparation of a new Local Planning Scheme, the suitability of applying a 'Centre' zone to the land will be investigated.

To guide future use and development within the centre it may be necessary for a precinct structure plan to be prepared.

Local and Neighbourhood Centres

The City includes a range of existing Local and Neighbourhood Centres, with one future Local Centre and one future Neighbourhood Centre. These centres generally include supermarkets, personal services, convenience shops, and small-scale office spaces, typically arranged in smaller tenancies with fragmented ownership.

Future planning for neighbourhood centres should align with Planning Area I on the Strategy Map, while local centres should align with Planning Area J. These centres present opportunities for residential development; however, no density codes currently apply to land within them. To support residential growth, suitable density codes will be considered in the preparation of a new local planning scheme. The City will also investigate development controls to ensure that residential land uses do not undermine the centres' ability to provide essential convenience goods and services. Additionally, the City will assess the suitability of applying local and neighbourhood centre zones and the appropriateness of certain uses to ensure alignment with zone objectives.

Specialised and Employment Centres

Specialised and employment centres are further discussed in Section 9.4 - Economy and Employment.

9.3.5 Public Open Space and Community Facilities

Public Open Space

The City has a total of approximately 284 hectares of public open space as follows (refer to Figure 18 and Figure 19):

- 94 hectares of recreational space - Neighbourhood Open Space
- 47 hectares of sporting space - Regional Open Space
- 117 hectares of nature space - District Open Space
- 26 hectares of other space such as stormwater drainage.

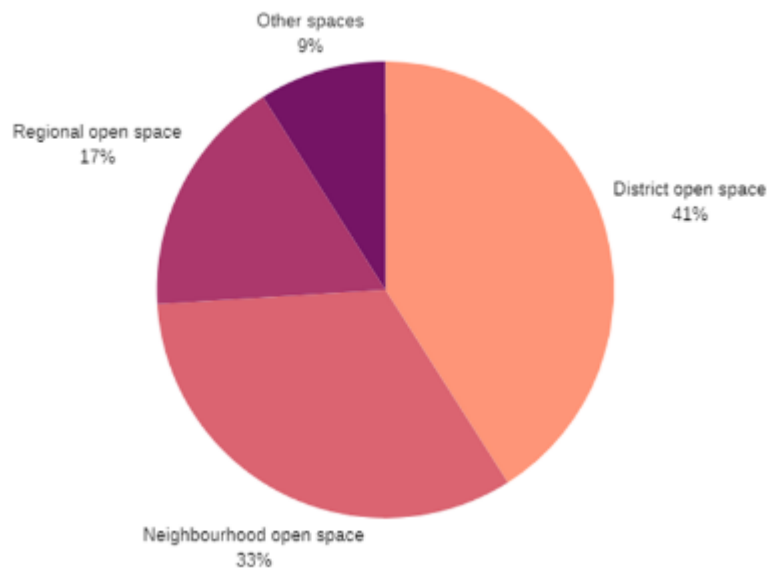


Figure 18: Public open space distribution within the City

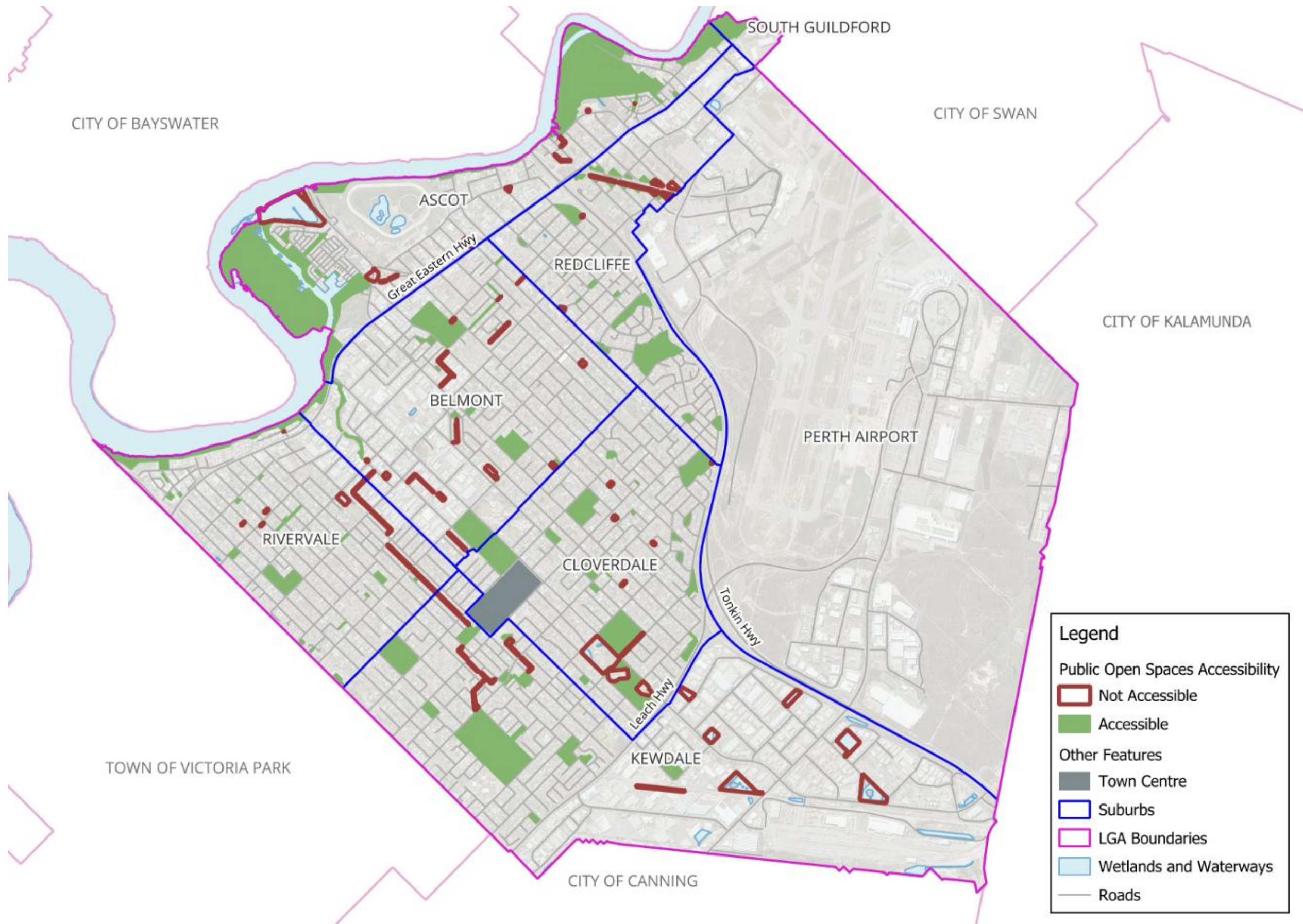


Figure 19: Net Public Open Space throughout the City of Belmont

Ascot contains the largest amount of the City's public open space, with 43%, while Rivervale and Redcliffe have the lowest public open space cover, with 7% each (as shown in Figure 20).

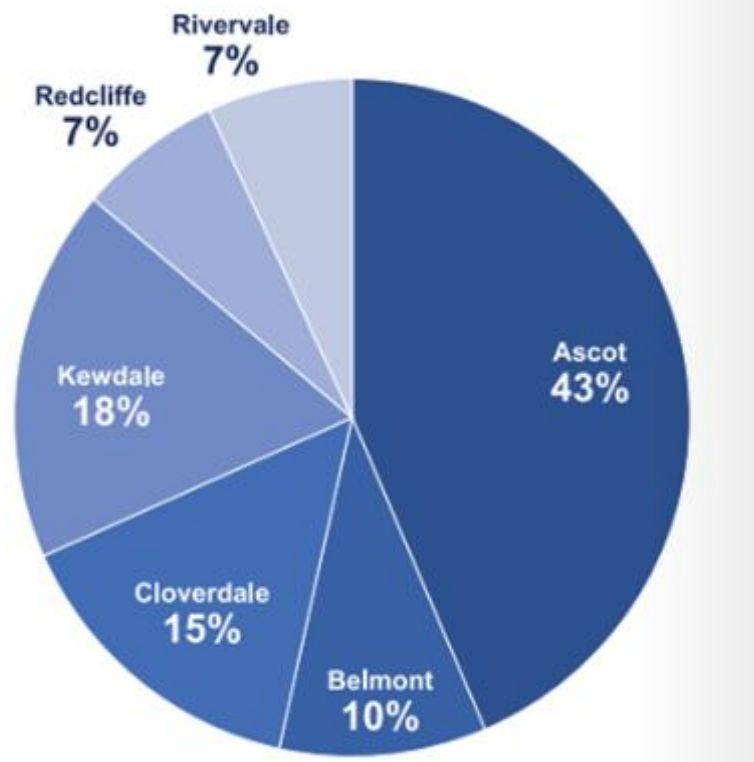


Figure 20: Public Open Space across suburbs, as a percentage of the City's total public open space.

Ascot's public open space is attributed to land along the Swan River foreshore, Kuljak Island (Black Swan Island) and Garvey Park. In terms of public open space within Rivervale and Redcliffe, there are currently upgrades proposed to Wilson Park and there may be upgrades to public open space as part of the future planning for the Redcliffe Station Precinct. The City should seek to enhance the quality and usability of public open space by:

- Investigating opportunities to upgrade areas of existing public open space to increase amenity and usability
- Investigating opportunities to convert or enhance existing land used for water supply, sewerage, and drainage for public open space
- Seeking opportunities for activity centres and schools to serve a public open space function.
- Investigating opportunities to expand public open space
- Investigating developer contributions to support the above matters. This includes considering the potential forms of levying contributions, and the potential impact of such contributions on the financial viability of development and subdivision.

Accessibility to public open space

The standard assessment for adequate amounts and accessibility to public open space is based on the proximity of residential dwellings to open space, defined as follows:

- Local Open Space: Within 400m or a 5 minute walk
- Neighbourhood Open Space: Within 800m or a 10 minute walk

- District Open Space: Within 2km or a 5 minute drive

In terms of accessibility:

- 28% of residential properties within the City are located within 100 metres of some form of public open space.
- 88% of properties are within 400m of public open space.
- In the suburb of Belmont, 36% of properties require travel beyond 400m to access open space, with 2.5% of properties situated more than 700m away.

Passive Surveillance

Improvements to the connection between public open space and private properties has been identified as an objective in the City's Public Open Space Strategy. However, the current local planning framework and R-Codes lack clear guidelines for such measures. The City may consider incorporating appropriate mechanisms and associated provisions during the preparation of the new local planning scheme to improve the visual permeability of fences facing public open space, thereby improving the connectivity and passive surveillance.

Community facilities

Community facilities play an essential role in enhancing community life and supporting social interaction and engagement. The City has a range of community facilities including; community centres, a leisure centre, a library and museum.

The City of Belmont Community Infrastructure Plan 2022-2040, identifies the following considerations to ensure infrastructure continues to meet community needs:

- Establishing an additional dedicated art centre/space.
- Providing more flexible, smaller community centre spaces with improved amenities such as heating, carpeting and audio and visual equipment.
- Adding a second youth centre facility.
- upgrading and renewal of independent living units and related services for seniors.
- Ensuring provision is made for tennis courts, lawn bowls and indoor courts.
- Reviewing Belmont Oasis and the services it provides as it ages.
- Designing community spaces to support passive recreation activities.

It is considered that these opportunities can be accommodated within land across the City without any changes to zones or reserves. However, as outlined in Part 1, there is an opportunity to introduce the private clubs, institutions and places of worship zone, consistent with the Planning and Development (Local Planning Schemes) Regulations 2015.

9.3.6 Hazards

Bushfire

There are some properties within the City designated as bushfire prone, primarily located near Tonkin Highway, Leach Highway and the Swan River (refer to Figure 21).

Future planning proposals within bushfire prone areas will be assessed against *State Planning Policy 3.7-Bushfire* and appropriate management measures will be implemented as required.

Land within Planning Areas B, C and E are identified as being bushfire prone. Therefore, future investigations for these areas must consider and address bushfire risk.

Flood

Several properties near the Swan River are located within the floodway and flood fringe of the 100-year flood level, as shown in Figure 22. Additionally, areas containing Water Corporation drains, such as the Southern Main Drain, Smythe Lake Park, and Centenary Park, may present flooding hazards to nearby properties during extreme rainfall events. These drains are reflected in Figure 22.

To address these risks, the City will incorporate appropriate mechanism and/or provisions within the new local planning scheme to ensure the ongoing protection of properties and infrastructure within flood-affected areas.

Climate Change

Climate change may influence the extent and behaviour of natural systems across the City, including water resources such as wetlands, groundwater and drainage networks. This may have implications for how land is planned and developed over time.

Consistent with State Planning Policy 2.9 – Water, it may be appropriate for future planning to consider these potential changes where relevant, including the protection of water-dependent environments and the function of drainage systems.

The preparation of a new local planning scheme may provide an opportunity to further investigate mechanisms that respond to these matters, including supporting water-sensitive urban design, maintaining natural hydrological processes, and ensuring development considers potential constraints associated with water resources.

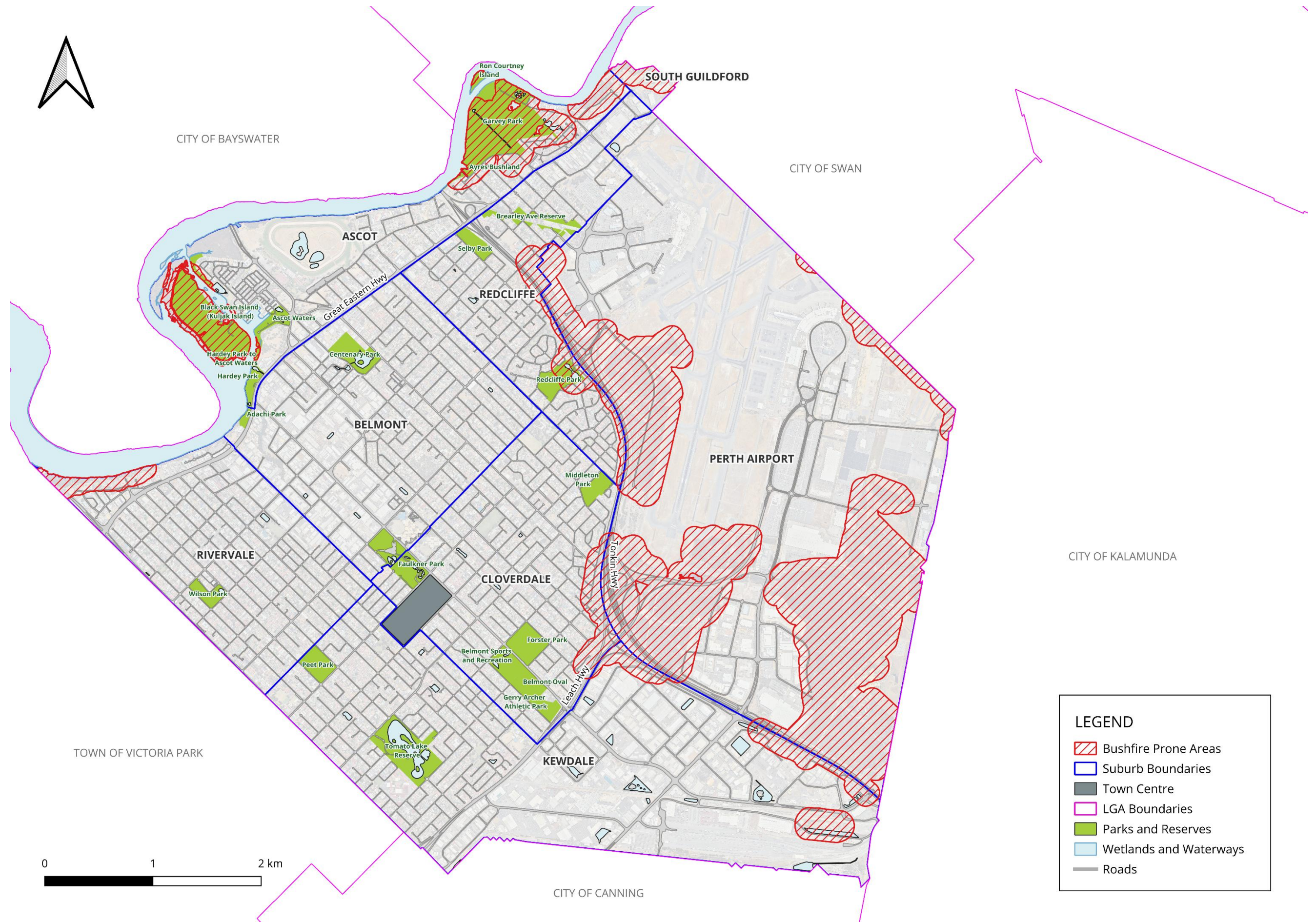


Figure 21: Bushfire Prone Areas within the City of Belmont

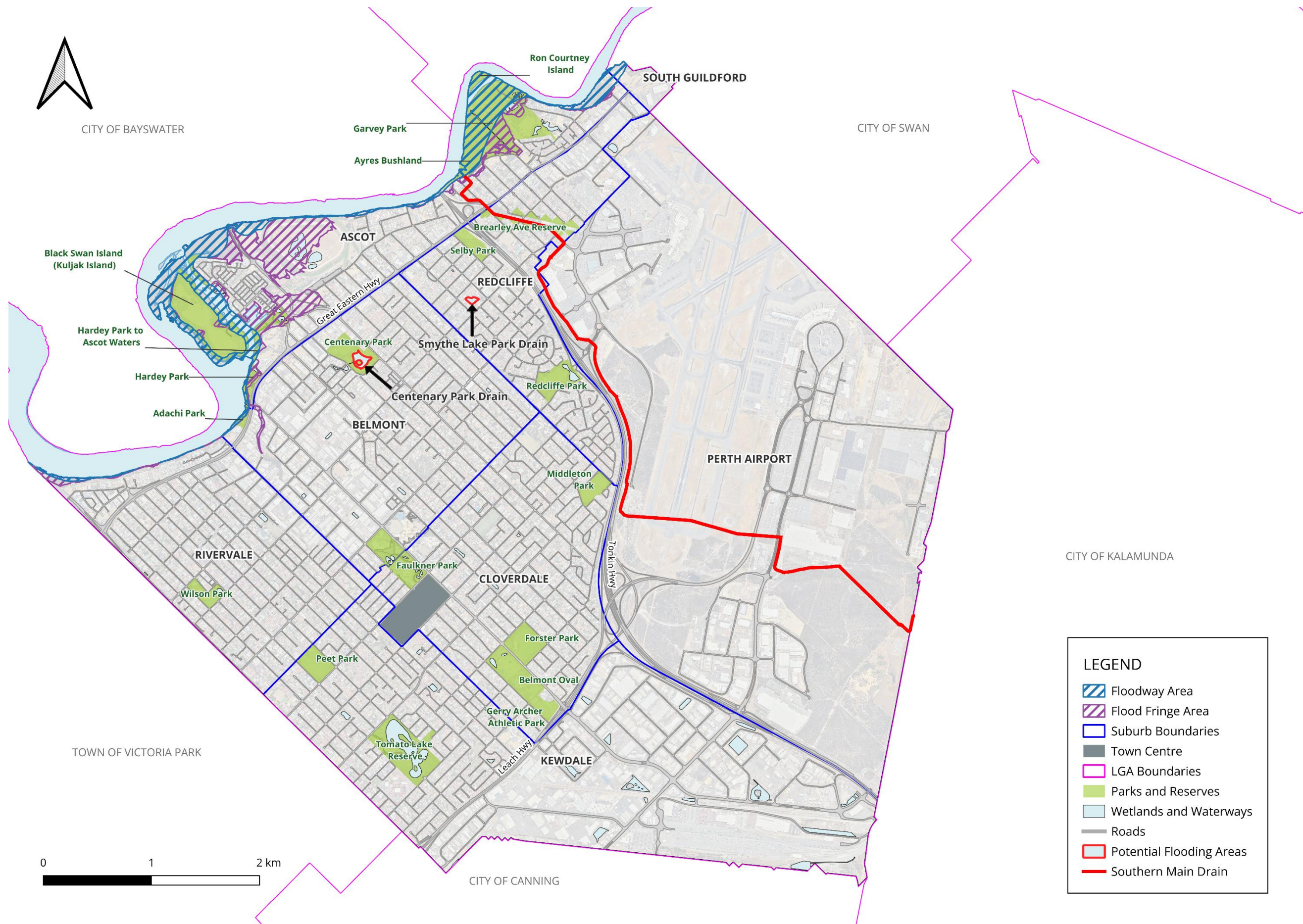


Figure 22: 100 Year Flood Level

9.4 Economy and Employment

The Strategy aims to maintain appropriate zoning to support business and employment growth while protecting these areas from incompatible land uses. With a strong locational advantage only 6 kilometres from the Perth CBD and access to major highways, the City is well-positioned for economic activity, particularly in freight and logistics.

Unlike most local governments, the City has more local jobs (62,684, National Institute of Economic and Industry Research 2025) than employed residents (26,509, NIEIR 2025). This represents 2.4 jobs for every 1 employed resident from within the City. The Central Sub-regional Planning Framework identifies a target of 1.4 jobs per employed resident within the sub-region. A large proportion of the jobs within the central sub-region are located within the City of Perth (240,000, NIEIR 2025) which has 11.5 jobs per employed resident.

Transport, Postal and Warehousing is the largest employment sector (21.4%), followed by Mining (15.1%), Retail Trade (8.4%) and Health Care and Social Assistance (8.3%), reflecting the area's economic diversity. The City's Gross Regional Product is \$12 billion (NIEIR, 2025), equating to 2.7% of Western Australia's GRP and reflecting strong growth, with a 27% increase in GRP compared to the WA average of 18% in the last 10 years.

The Central Sub-regional Planning Framework has identified anticipated job numbers for activity and industrial centres (employment precincts) that are wholly or partially within the City of Belmont as shown in Figure 22 below.

Table 22 – Anticipated job numbers for Activity and Industrial Centres

Centre	2011	2050	Additional
Belmont Secondary Centre	2,460	3,510	1,050
Perth Airport Specialised Centre	12,900	20,390	7,490
Belmont Industrial Centre (Belmont Business Park)	3,967	4,047	80
Kewdale/Welshpool Industrial Centre	28,052	28,775	723

9.4.1 Specialised Activity and Employment Centres

Specialised activity and employment centres play a valuable role in the City's economy, significantly contributing to both local and broader metropolitan and state economies. These centres support key industries that drive employment and economic output. An overview of these centres is provided below:

Belmont Business Park

Centrally located in the City of Belmont, the Belmont Business Park, bound by Daly Street, Fisher Street, Great Eastern Highway, and Knutsford Avenue serves as a major employment and activity hub, offering a diverse range of land uses (refer to Figure 23). It consists of approximately 800 businesses, representing 15% of all businesses within the City of Belmont.

The area is currently zoned 'Mixed Business' under LPS 15, which is not a standard model provision zone contained within the Regulations. The 'Mixed Business' zone objective provides for a variety of compatible business uses such as offices, showrooms, eating establishments and low-impact industrial activities. Additionally, buildings are required to be of a high

standard of architectural design, with landscaped surroundings and limited direct access to primary roads.

Whilst still home to light industrial operations and warehouses, the area has diversified overtime to include offices and other commercial activities. There are also a several residential dwellings located within the area.

The City has a Local Planning Policy (LPP No. 10 – Residential Landuses in the Mixed Business Zone) which outlines locations on the periphery of the Belmont Business Park which may be appropriate to accommodate residential land uses. However, Single House, Grouped and Multiple Dwellings are currently an 'A' use within this zone.

The appropriateness of rezoning the area to 'Service Commercial' will be explored through the preparation of a new local planning scheme, aligning with the Model Provisions. While this zone supports various commercial uses, it may be appropriate for additional objectives to include reference to low-scale light industrial activities. Residential land uses are not considered appropriate within the Model Provision 'Service Commercial' zone.

Additionally, the appropriateness of rezoning lots fronting Great Eastern Highway from 'Mixed Business' to 'Mixed Use' should be investigated to support a mix of commercial and residential uses. This is consistent with the approach of Perth and Peel @ 3.5 million, which advocates for more intensive mixed-use development and higher density residential development along urban corridors.

Great Eastern Highway

Great Eastern Highway is a primary regional road which runs east to west along the northern part of the City of Belmont, intersecting the suburbs of Rivervale, Ascot, Belmont, Redcliffe and South Guilford. It is also designated as an urban corridor under Perth and Peel@3.5 Million. Land along the Highway is subject to various zonings including 'Residential,' 'Mixed Use,' 'Mixed Business,' 'Commercial,' 'Industrial,' 'Service Station,' and 'Special Development Precinct,' supporting a diverse range of land uses. To continue to encourage appropriate and compatible land uses, suitable zones and land use permissibility should be applied to land adjacent to the Highway through the preparation of a new local planning scheme.

Kewdale Industrial Area

The Kewdale Industrial Area is located between Leach Highway and Tonkin Highway (refer to Figure 24). This area occupies a significant portion of Kewdale and is positioned in the southern corner of the City, forming part of a strategic transport and logistics hub.

The Kewdale Industrial Area contains a mix of land uses such as general industry, noxious industry, offices, warehouses, and transport depots. The lots within this area are mostly zoned 'Industrial,' which is inconsistent with the Model Provisions. The 'General Industry' zone is considered more appropriate, given the area's role in freight and logistics. Additionally, some parcels within the Kewdale area include non-industrial uses and have additional use rights (A4, A13, A15, A16, and A17). The City should evaluate these existing uses and consider potential rezonings, as well as reviewing land use permissibility, to ensure continued support for the area's industrial function during the development of the new local planning scheme.

The City of Belmont, along with Kalamunda, Swan, and Canning, regularly collaborate and have commissioned reports to streamline development provisions for key industrial areas. These reports have identified inconsistencies between local planning schemes and development provisions for major industrial zones, including the Kewdale Industrial Area.

Recommendations from these reports will be considered by each local government when preparing new schemes, with the aim of simplifying the planning process. These considerations will be further integrated into the preparation of Belmont's new local planning scheme.

Redcliffe Industrial Area

The Redcliffe Industrial Area is located along the eastern boundary of the City, between Great Eastern Highway, Coolgardie Avenue, and the Perth Airport (refer to Figure 25). This area includes a range of land uses, with more intensive industrial activities situated east of Ivy Street and lower-intensity uses to the west.

The Redcliffe Industrial Area is located in close proximity to existing residential development. This Strategy aims to protect industrial areas from incompatible land uses. To achieve this, appropriate zoning and land use permissibility will be considered, with careful management of transitions through zoning and development controls. This approach helps support industrial activities, maintain long-term viability, and reduce conflicts with nearby non-industrial areas.

As with the Kewdale Industrial Area, the Redcliffe Industrial Area is currently zoned 'Industrial,' which does not align with the Model Provisions. In this case, it may be more appropriate to zone land west of Ivy Street as 'Light Industry' and land to the east as 'General Industry.'

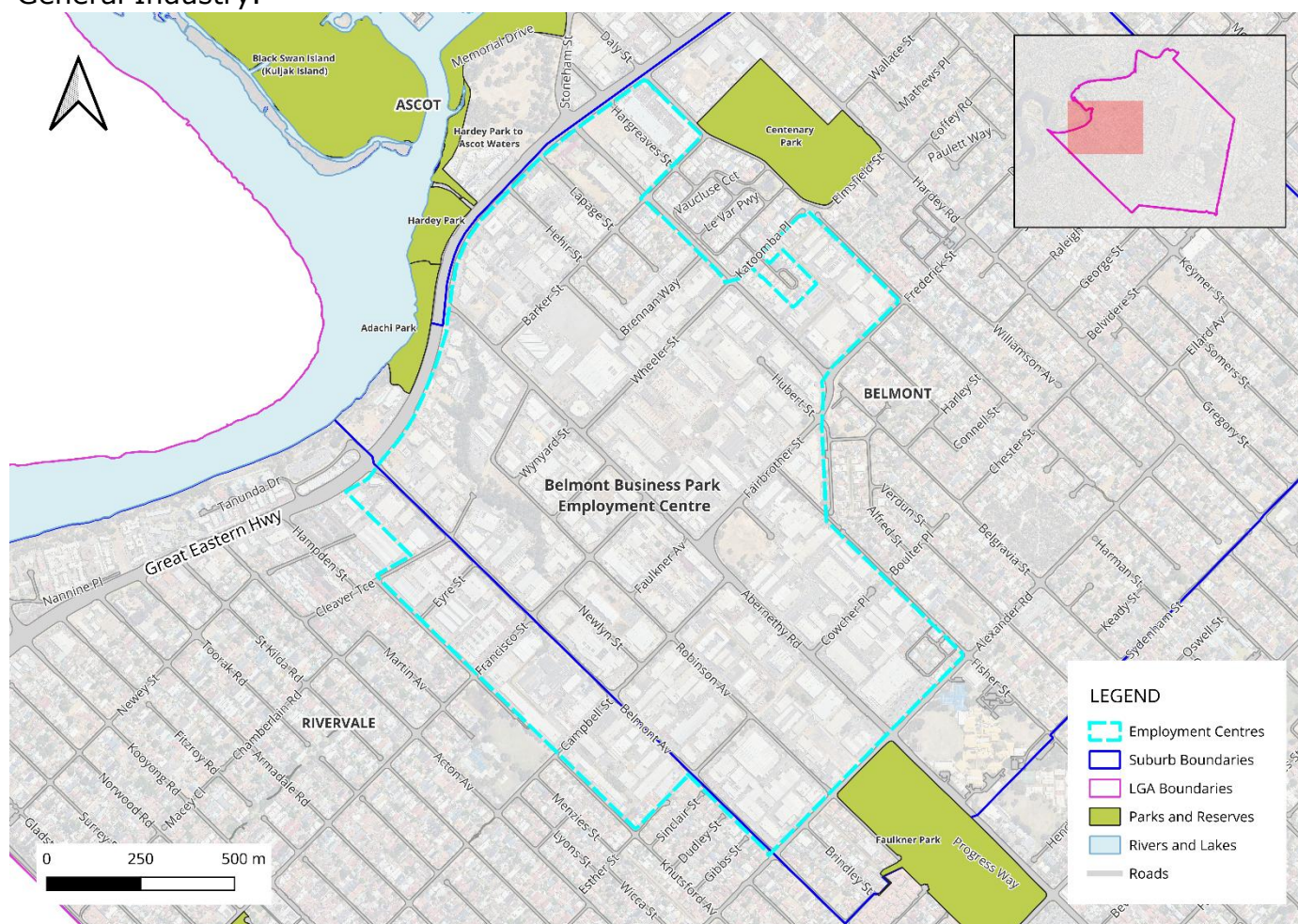


Figure 23: Belmont Business Park Location Plan

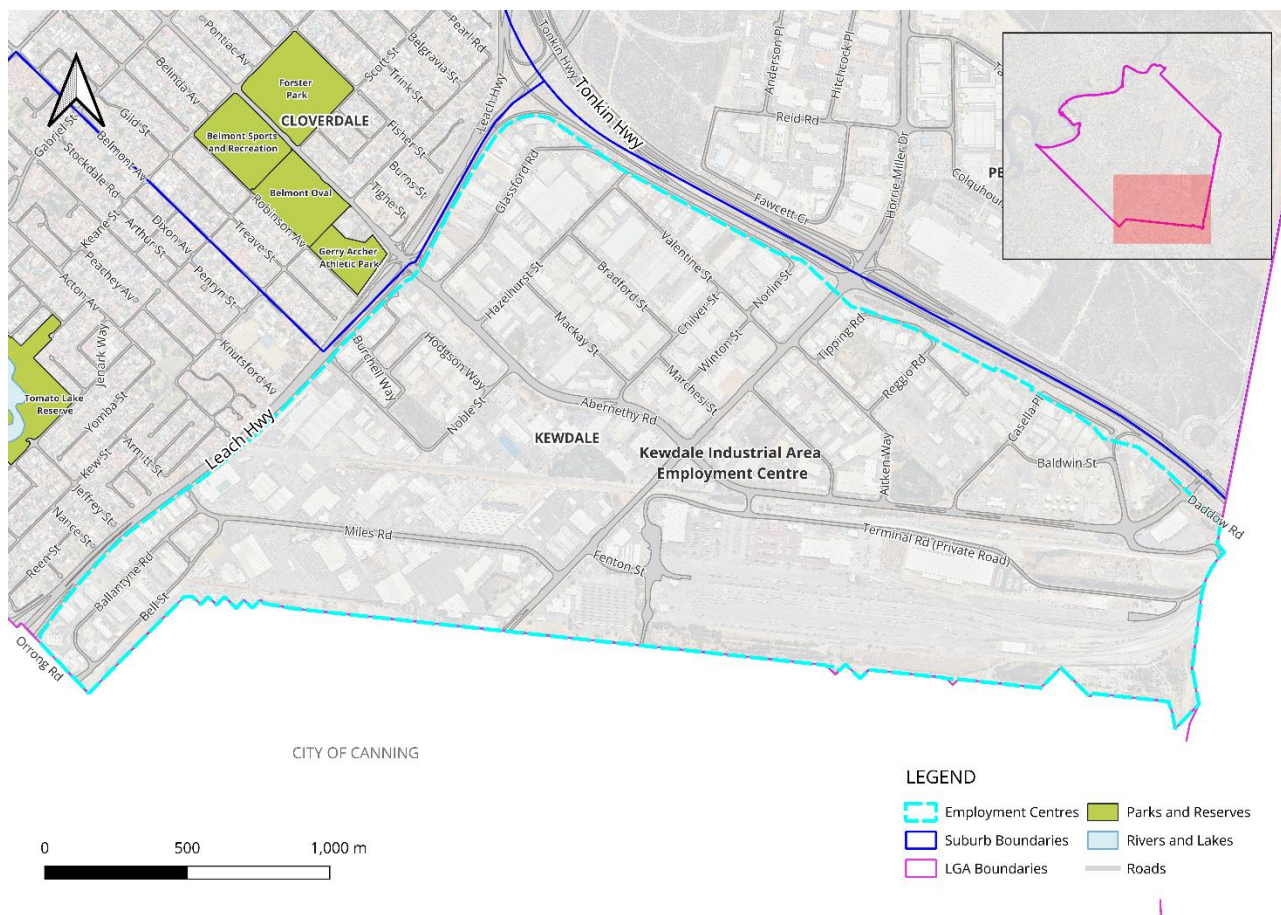


Figure 24: Kewdale Industrial Area Location Plan

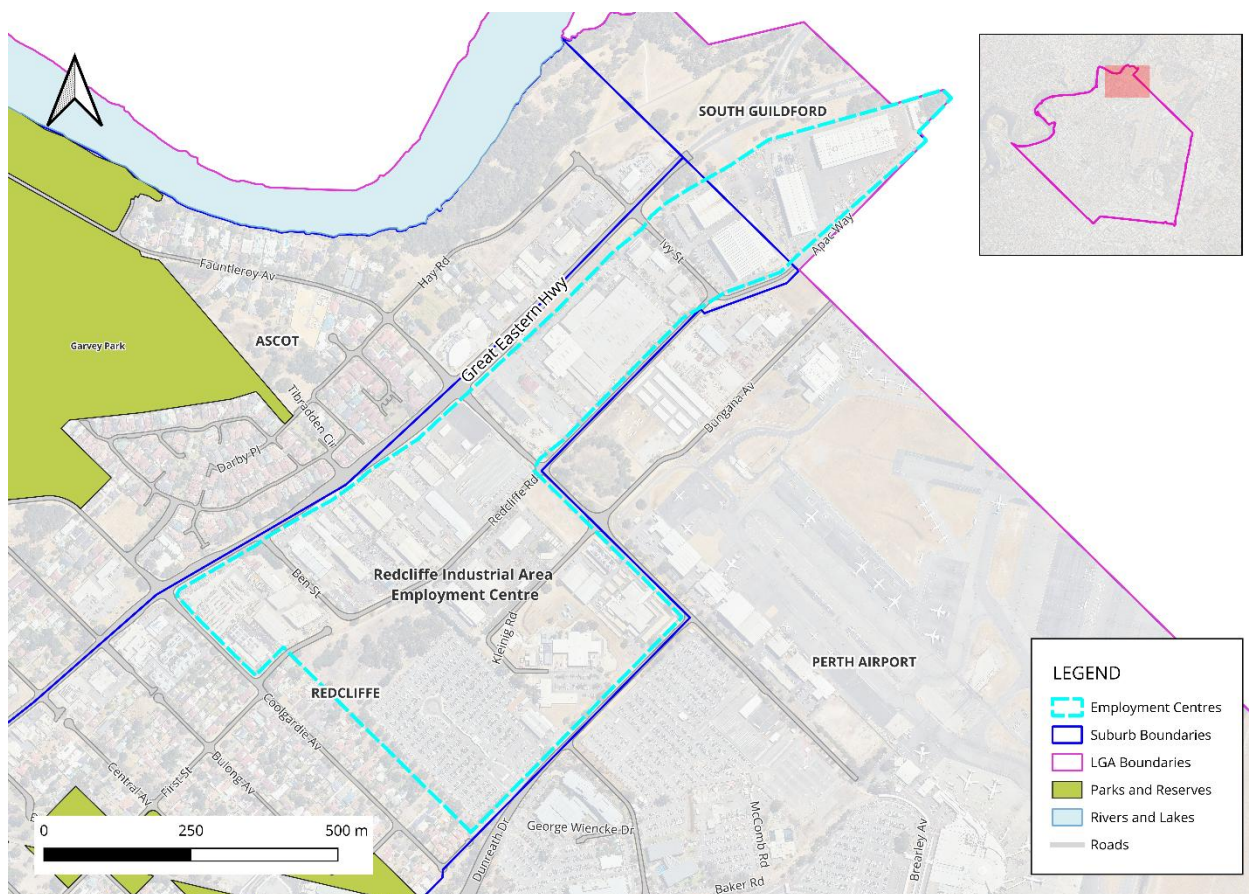


Figure 25: Redcliffe Industrial Area Location Plan

9.4.2 Tourism

The City does not have any specific tourist sites, however it considered the following sites provide local and regional tourism values:

- **Perth Airport:** As the primary entry point for most visitors to WA, the City of Belmont is often the first place travellers experience, even if just passing through. This offers an opportunity to establish Belmont as a key player in the metropolitan tourism market by developing destination attractions that encourage visitors to stay and explore rather than simply transit.
- **Swan River Foreshores:** There is potential to enhance riverfront and foreshore experiences, with a focus on partnering with Aboriginal stakeholders to explore opportunities for cultural and natural attractions.
- **Great Eastern Highway:** This urban corridor, with a mix of accommodation and hospitality options, presents strong economic development potential. Areas currently characterised by lower-quality or low-intensity uses could be redeveloped to maximise river views and create enhanced amenities.
- **Ascot Racecourse:** Ascot Racecourse attracts both local and regional visitors and serves as a major draw for the City of Belmont.
- **Ruth Faulkner Library and Belmont Museum:** Key venues for events and community gatherings, offering spaces for social and cultural engagement within the City.
- **Recreational activities** including iFLY Indoor Skydiving and go-karting strengthen the City's tourism appeal by offering experiences for both residents and visitors.

Through the preparation of the new local planning scheme, the City should ensure that zones and reserves applied to the above areas under the local planning framework are consistent with the model provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. Where zones and reserves are applied, they should align with the intended use of each area. For example, it may be appropriate to apply a 'Special Purpose' or 'Recreation' reservation to Ascot Racecourse and a 'Civic and Community' reserve to the Ruth Faulkner Library and Belmont Museum, replacing the existing 'Place of Public Assembly' zone and 'Civic and Cultural' reserve. These efforts combined with policies like Local Planning Policy No. 19 – Short-Term Rental Accommodation, discussed in Section 3.3.2 of Part 1, aim to balance tourism development with community needs and sustainable housing outcomes.

9.5 Environment

The City recognises the value of protecting and conserving the natural environment. These values include those of clean air and water, landscape amenity and recreation. This strategy, the Public Open Space Sub-Strategy and the Environment and Sustainability Sub-Strategy promote the continued protection of our natural assets, most notably the Swan River and Foreshore areas, that act as our corridor, linking the Swan Coastal Plain to the Eastern Hills.

9.5.1 Natural Areas

The City contains 117 hectares of natural spaces, including remnant bushlands, waterways, wetlands and the Swan River (refer to Figure 26). The Swan River runs from north-east to south-west, forming the north-western boundary of the City. With 11 kilometres of river frontage, the river foreshore remains one of the City's key natural assets.

Other natural areas of environmental significance within the City include:

- **Black Swan Island (Kuljak Island)**

- Garvey Park
- Severin Walk
- Centenary Park
- Signal Hill Bushland
- Tomato Lake Reserve

These areas are reserved as Parks and Recreation under either the Metropolitan Region Scheme or Local Planning Scheme and are managed by the City or the Department of Planning, Lands and Heritage. As part of a new Local Planning Scheme, an appropriate reservation for these areas will be considered.

To further preserve and enhance natural areas, promote sustainability, and mitigate environmental impacts, the City has developed an Implementation Plan to support the objectives and strategies outlined in the Environment and Sustainability Strategy. The Strategy provides a framework for sustainable environmental management and includes initiatives such as the development of a local Bushland Protection Plan and a Foreshore Management Plan. These plans aim to continue foreshore restoration programs, enhancing habitat, connectivity, and parkland amenity.

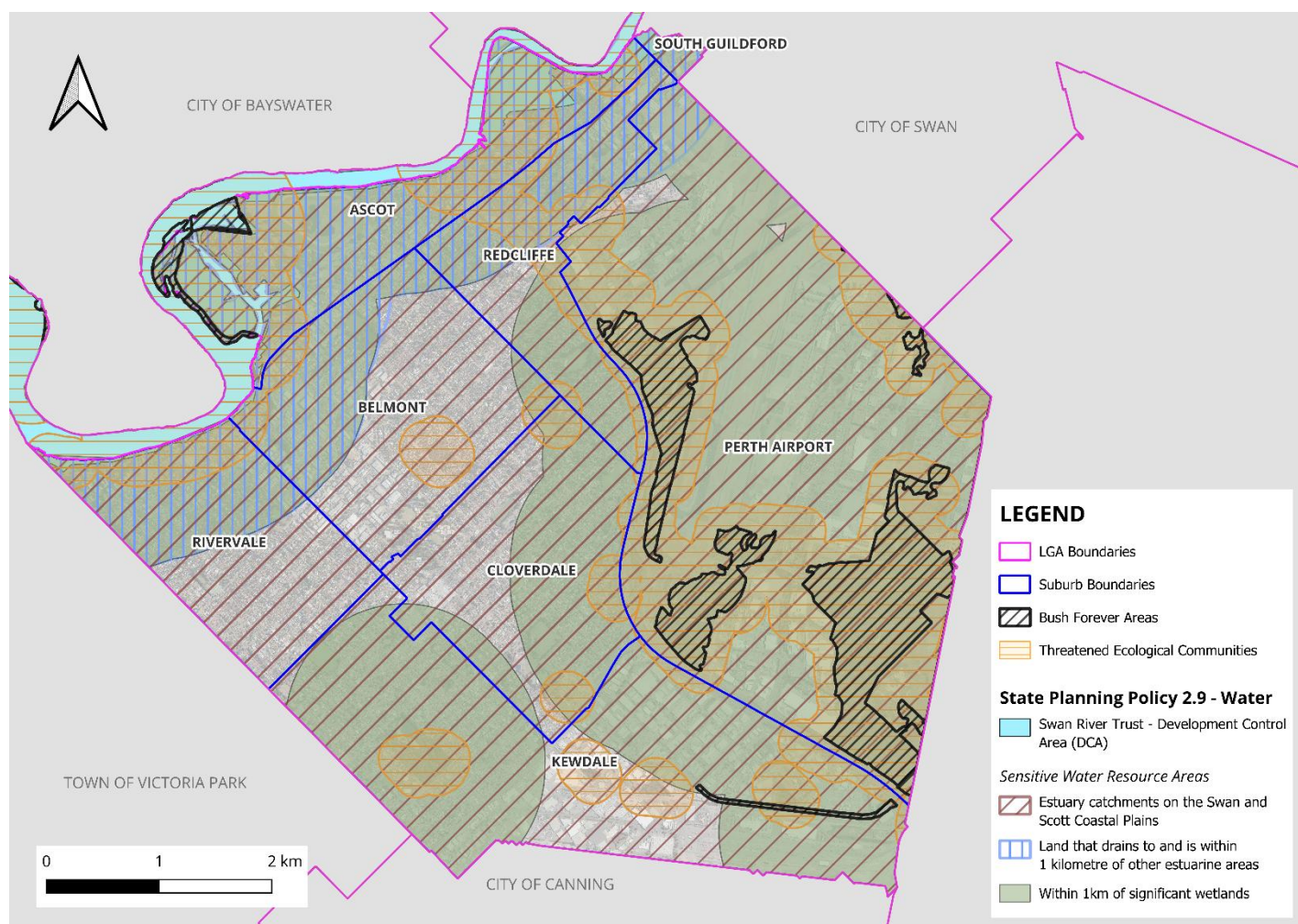


Figure 26: Natural Areas

9.5.2 Climate Change/Tree Protection

Trees

Tree Preservation Orders

Trees are a valuable asset to our community, enhancing landscapes, providing weather protection, supporting habitats for flora and fauna, and contributing to a healthy, diverse natural environment that promotes community well-being and sustainability.

Under Clause 13 of the Supplemental Provisions to the Deemed Provisions in the City's Local Planning Scheme No. 15, a Tree Preservation Order offers a tool to protect trees on private land. This provision is applied when appropriate to safeguard trees of significant environmental, heritage, or cultural value that are at risk of removal.

The City's Tree Preservation Order Council Policy allows property owners to nominate trees on their land for protection, or for neighbouring landowners to nominate a tree if its canopy extends onto their property. Each nomination is assessed against criteria within the Policy and inspected by an arborist before it is considered for protection.

Recent local planning schemes have introduced a Significant Tree Register as an alternative to Tree Preservation Orders, with trees required to be protected where included on the register. This is understood to be the State's preferred approach to tree retention. As such, it may be appropriate to investigate replacing the current Tree Preservation Order mechanism with provisions to establish a Significant Tree Register within a new local planning scheme.

Tree Planting Opportunities

The preparation of a new local planning scheme presents an opportunity to prioritise additional tree planting across the City. Currently, several parking areas within the City feature limited tree cover and landscaping. To enhance the urban environment and align with the City's sustainability objectives, it may be appropriate to introduce a planning provision that mandates the inclusion of trees in parking areas. This approach will not only improve the aesthetic quality of these spaces but also contribute to broader environmental goals, such as mitigating the urban heat island effect.

The City currently applies uniform landscaping requirements for all lot sizes (3m landscaping strip within the front setback), regardless of site area, which can limit landscaping outcomes. Therefore, the City may investigate introducing deep-soil requirements for non-residential development based on lot size, ensuring meaningful landscaping and adequate space for tree planting. Additionally, consideration should be given to developing policies or guidance, such as an information sheet on managing street trees in relation to new crossovers, to promote effective integration of tree planting within the built environment.

Sustainable design

Integrating sustainability initiatives into urban development not only mitigates environmental impacts but also helps reduce living costs by lowering energy and water consumption. Currently, the City's Local Planning Scheme mandates the incorporation of solar design principles in the design and orientation of dwellings proposed above the base density code. Several Local Planning Policies further support sustainability, addressing key areas such as

energy efficiency, renewable materials, solar access, water management, vegetation, and green roof design.

As part of the development of a new Local Planning Scheme, it may be appropriate to explore opportunities to enhance sustainable design outcomes. This could include investigating the potential for development incentives when certain sustainability criteria are met or when significant trees are retained. Additionally, it may be appropriate to consider the introduction of a policy or guidance that encourages the incorporation of sustainability measures in both residential and commercial development.

It is also appropriate to continue supporting higher-density development within and around activity centres, particularly in areas near high-frequency public transport routes, such as those surrounding Redcliffe Station. This approach would help promote sustainable urban growth and reduce reliance on private cars.

9.6 Infrastructure

9.6.1 Transport Network

Public Transport

The Airport Train Line runs through the City of Belmont, featuring two stations, Redcliffe Station and Airport Central Station, that connect commuters between High Wycombe and Claremont via the Perth CBD. The Redcliffe Station precinct has been recognised as a suitable location for more intensive residential and mixed-use development. In response, the State Government initiated preparation of an Improvement Plan and Improvement Scheme in March 2023, informed by the City's draft Activity Centre Plan, to guide future subdivision and development in the area.

In addition to rail services, the City is served by several bus routes, including high-frequency options connecting key destinations within the City of Belmont and surrounding areas. Figure 27 illustrates the City's bus network.

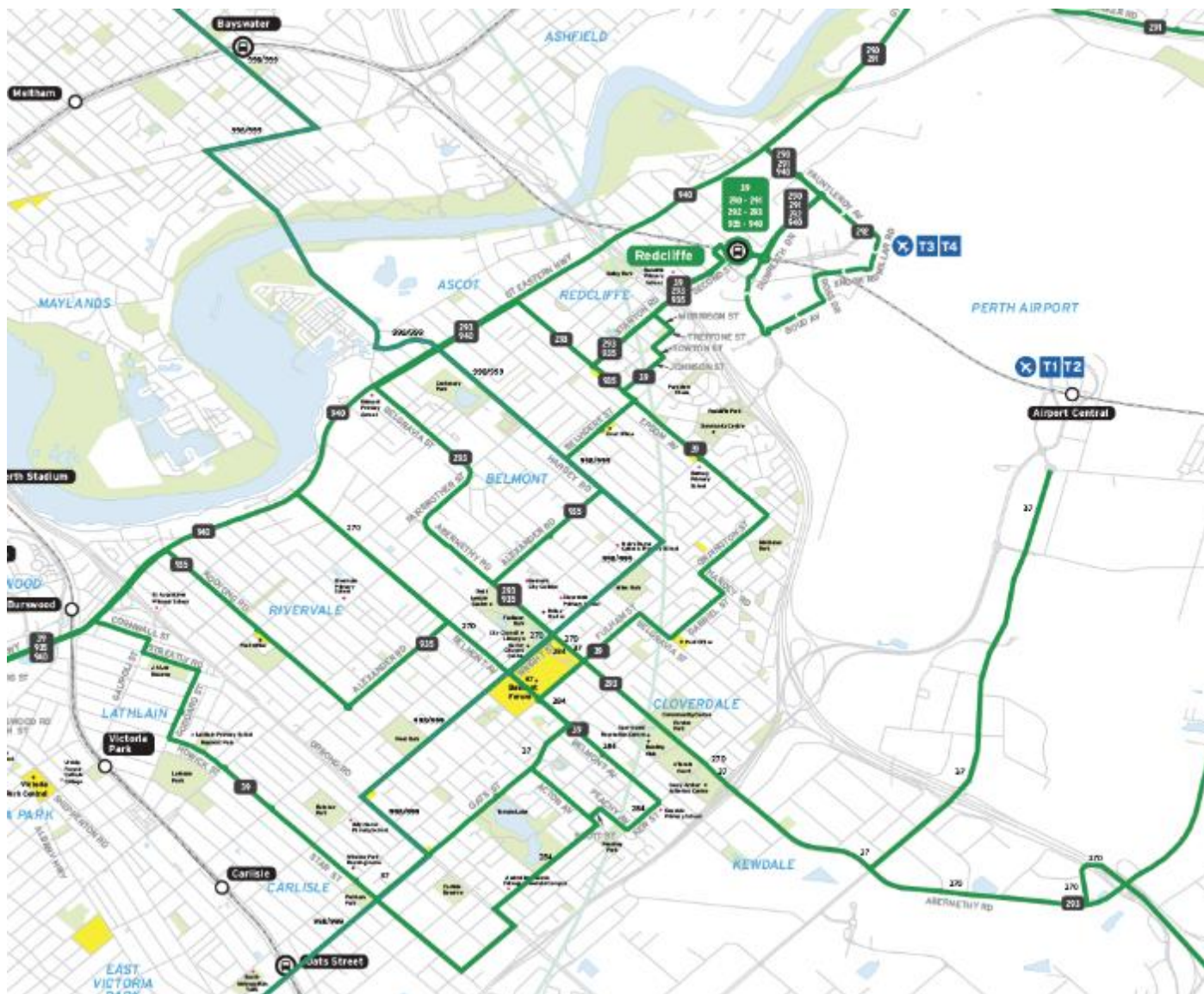


Figure 27: Public Transport Network Map

Great Eastern Highway, which benefits from high-frequency bus routes, is identified as an urban corridor in the *Perth and Peel @ 3.5 million* framework, making it well-suited for mixed-use, residential, and commercial development. To guide growth along this corridor, the City has prepared the Great Eastern Highway Urban Corridor Strategy, which will inform planning instruments and support the corridor's development into a vibrant, integrated urban area.

The City will continue to monitor development throughout the municipality and, where necessary, engage with the Public Transport Authority to assess the adequacy of public transport services.

Road Network

The City of Belmont is largely arranged in a grid pattern, interconnected by primary regional roads such as Graham Farmer Freeway, Great Eastern Highway, Leach Highway, and Tonkin Highway, along with smaller regional roads like Orrong Road, Abernethy Road, Fairbrother Street, Kewdale Road, and Belgravia Street. These roads provide major transport linkages, supporting both local and regional travel but also presenting challenges, including safety concerns for access and egress, congestion, and noise.

As part of preparing a new local planning scheme, the City will continue to minimise direct vehicle access onto primary and other regional roads to enhance road safety and traffic flow. The City will also continue to engage with and monitor the progress of the Orrong Road connect project. Through this project, Main Roads is investigating ways to improve safety, reduce congestion and enhance connectivity and liveability for people who travel along or live near Orrong Road.

At the same time, while retaining the functionality of these roads as major transport networks, there is a need to promote alternative transport modes to reduce dependency on private vehicles and improve sustainability.

Regarding traffic noise, an ongoing focus on noise mitigation measures will be important. In this respect, the City will continue to implement *State Planning Policy 5.4 – Road and Rail Noise* where required, ensuring effective noise management during the assessment of development applications.

Parking

For residential development within the City of Belmont, the standards under the Residential Design Codes are currently applied and will continue to be used.

For non-residential development, Table 2 – Car Parking Requirements of Local Planning Scheme No. 15 outlines the standards for various uses. The Department of Planning, Lands and Heritage has recently released the WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel. This guidance, approved by the WAPC, supports the review of existing non-residential parking rates in these regions and provides minimum and maximum car parking rates that can be applied in the following areas:

- Commercial and mixed-use areas in activity centres and precincts
- Service commercial zones
- Industrial zones, including light industry, general industry, strategic industry, and industrial development

The guidance aims to establish a consistent, State-wide approach to car parking to make it easier for businesses to establish. As part of preparing a new local planning scheme, the City will review its existing parking standards and apply appropriate standards with regard to the WAPC's Planning Manual.

Recent amendments to The Regulations also allow local governments to impose a condition requiring a landowner to make a payment in lieu of meeting minimum on-site parking requirements. This is subject to a payment in lieu of parking plan that sets out the purposes for which the funds will be used. Through the preparation of a new local planning scheme, the City should investigate the appropriateness of preparing a payment in lieu of parking plan for Belmont.

Walking and Cycling

The walking and cycling network within the City is shown in Figure 28 and Figure 29.



Figure 28: Walking Network

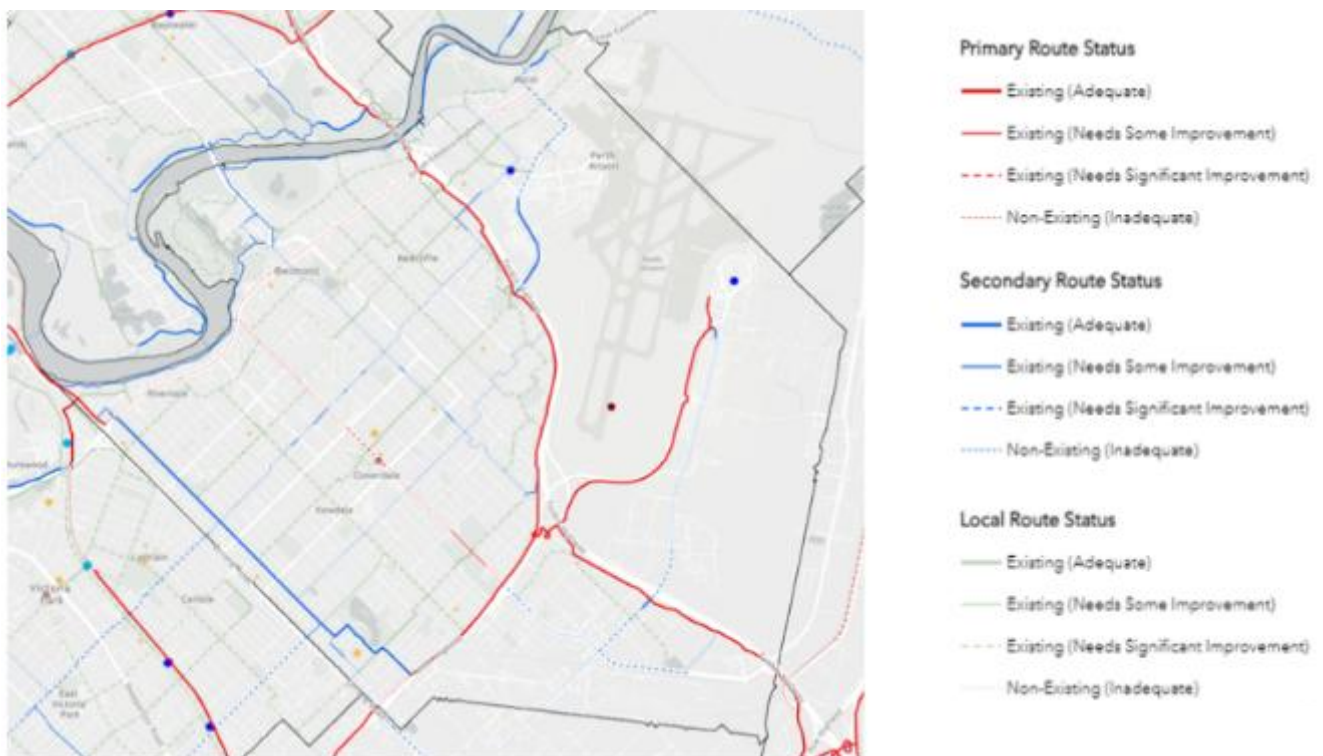


Figure 29: Cycling Network

Additionally, the Great Eastern Highway Urban Corridor Strategy aims to promote safe, direct and convenient access for pedestrians and cyclists. The Strategy proposes a principle shared path on the northern side of Great Eastern Highway (Figure 30), providing a direct route for pedestrians and cyclists. Currently, Great Eastern Highway only contains on-road cycle lanes from Graham Farmer Freeway to the Tonkin Highway, which are rarely used due to the volume and speed of passing traffic.

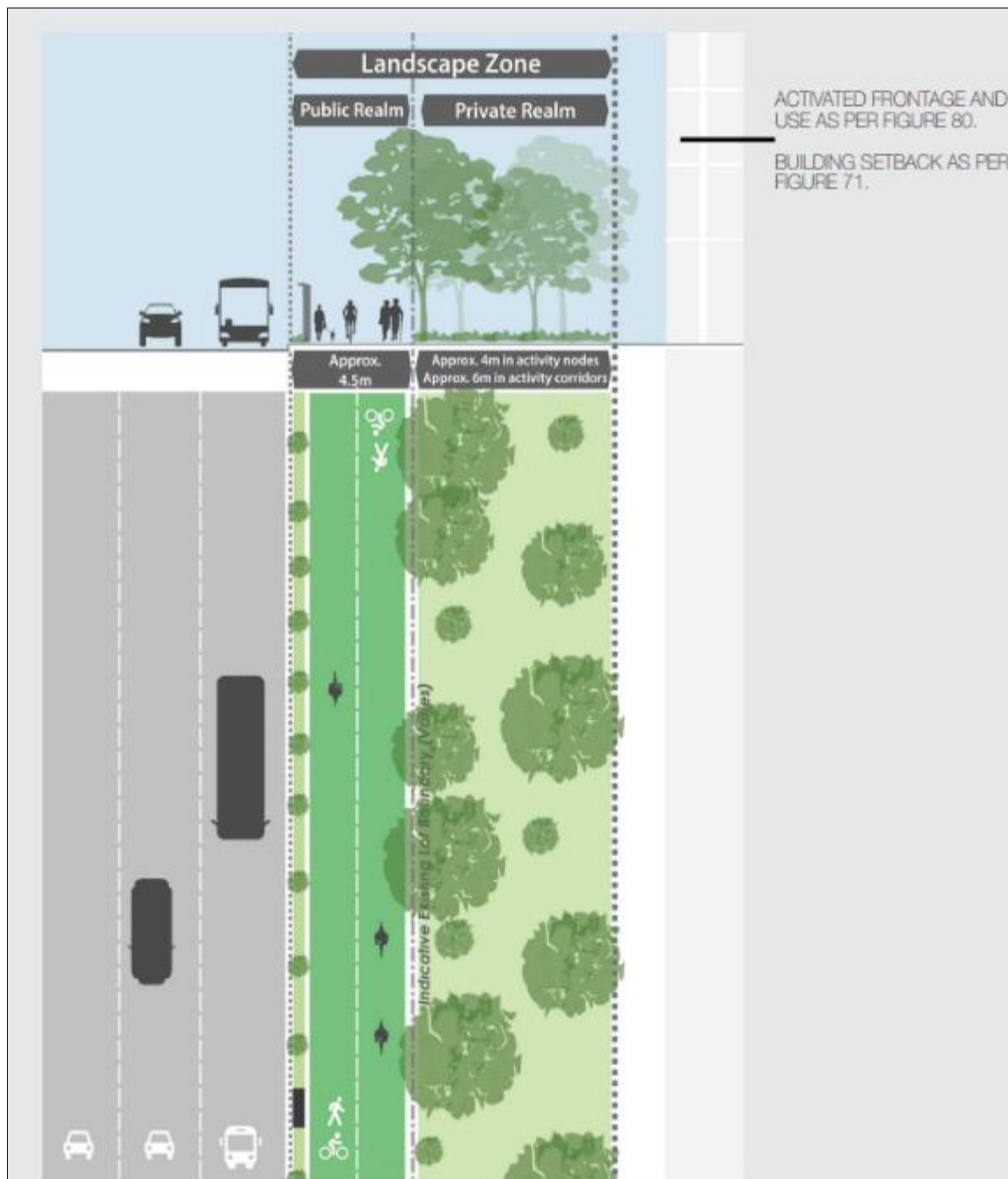


Figure 30: Potential principle shared path

9.6.2 Airports and Aviation

Perth Airport, spanning 2,105 hectares in the City of Belmont, is Western Australia's primary domestic and international airport, playing a vital role in the State's economy. Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose – Commonwealth Government.'

While the airport seeks to accommodate a range of uses, including hotels, fast food outlets, car washes, and bulky goods showrooms, it is important that these developments do not interfere with the airport's primary function as Perth's gateway to the world. Therefore, the City should continue to liaise with Perth Airport regarding future airport developments and ensure these are consistent with the Perth Airport Masterplan.

A portion falls under Development Area 6 in Local Planning Scheme No. 15, requiring a structure plan for subdivision or development. The need for this requirement will be reviewed as part of the new local planning scheme, considering recent developments and the State's Improvement Scheme, which does not apply to this area.

Additionally, to protect airspace and flight paths associated with Perth Airport, while minimising the impact of airport operations on communities, the City will investigate and appropriate mechanism or provisions within the new local planning scheme.

9.6.3 Telecommunications

The City's current Local Planning Scheme designates telecommunications infrastructure as 'P' (permitted) in all zones and does not provide specific guidance for their design. Recognising the potential amenity impacts that telecommunications infrastructure can have, the City should, through the preparation of a new Local Planning Scheme, investigate the appropriateness of encouraging this use in the industrial areas by designating it as 'P' in those zones. The permissibility in other zones will be further investigated through the preparation of a new local planning scheme. In zones where telecommunications infrastructure is designated as 'P,' the scheme should provide clear guidance on development approval exemptions and ensure alignment with State Planning Policy 5.2 – Telecommunications Infrastructure.

This approach is consistent with SPP 5.2, which advises that local governments should not outright prohibit telecommunications infrastructure across the entire scheme area. By focusing the land use in the industrial zones, the City can manage potential amenity impacts more effectively.

9.6.4 Servicing

Sewerage

The City of Belmont is predominantly serviced by a reticulated sewerage system, covering most residential and commercial areas. However, there are significant gaps within industrial zones.

In the Kewdale industrial area, large sections remain unsewered, restricting future development. Properties in unsewered areas must rely on onsite septic tanks, which consume substantial land area, limiting effective land utilisation and reducing overall development potential.

In the Redcliffe Area, most properties are connected to the reticulated sewerage network. However, a portion of land adjacent to Redcliffe Road, is not provided with this infrastructure. In Ascot, land within the Development Area 9 precinct (except for 101 Fauntleroy Avenue) is not serviced by reticulated sewerage. This includes adjacent 'Mixed Use' zoned land fronting Great Eastern Highway. Developers of properties in these unsewered sections are responsible for connecting to the reticulated sewerage system in alignment with State policy.

The City will review the appropriateness of carrying forward clause 4.7.2 provisions relating to sewerage requirements for residential development as part of the preparation of a new local planning scheme.

Drainage and stormwater management

The City of Belmont operates a robust drainage network with over 10,219 stormwater pits, 216.38 km of pipes, 42 sumps/ detention basins and 24 pollutant traps valued at approximately \$109 million, designed to manage up to 1-in-20-year storm events. However, challenges such as high-water tables, clay soils, and increased impervious surfaces from urbanisation necessitate ongoing upgrades to maintain and enhance its functionality. Upgrades across Belmont, such as retrofitting drainage systems with water sensitive urban design and installing gross pollutant traps, actively improve stormwater quality and reduce pollutants entering the Swan River. Transforming drainage corridors into living streams and converting underutilised land, such as drainage basins, into dual-use spaces for recreation and stormwater management are also key priorities.

Power

Most of the City is serviced by above-ground power infrastructure. While this system is functional, it presents challenges in terms of maintenance, streetscape aesthetics, and public safety. A key focus for the City is the undergrounding of power lines in selected areas. This initiative aims to improve streetscape aesthetics, enhance public safety, and reduce the maintenance costs associated with overhead infrastructure. In addition, the City is committed to sustainable energy practices. Solar photovoltaic systems have been installed on several City-owned buildings, and retrofitting efforts, such as transitioning to LED lighting continue to reduce emissions and energy consumption.

Gas

The City of Belmont is generally serviced by a network of Medium and/or Low pressure reticulated gas pipelines, ensuring a reliable and efficient energy supply for residential, commercial, and industrial areas. Medium-pressure gas mains (70kPa) run along most roads in the Golden Gateway area, while the Perth Airport precinct is supported by a high-pressure gas network operating at 1900kPa to meet its substantial energy demands.

Future improvements to the network will be guided by the demands of redevelopment and urban growth, particularly in key areas such as Golden Gateway and the Redcliffe Station Precinct. These upgrades will ensure the gas infrastructure continues to meet increasing capacity requirements. By coordinating closely with ATCO Gas and other utility providers, the City will ensure the gas network remains robust and adaptable to support future development needs efficiently.

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