

Draft Local Housing Strategy

Part 1

Acknowledgement of Country

“The City of Belmont acknowledges the Noongar Whadjuk 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.”

Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hard copy both in large and standard print and in other formats as requested.

Executive Summary

A Local Housing Strategy guides the development of housing across a local government area and aims to facilitate housing choices that meet the needs of both existing and future residents.

The City adopted its existing Local Housing Strategy in 2011. This Strategy informed the inclusion of various provisions within Local Planning Scheme No. 15 (LPS 15), which have guided residential development and subdivision across the City of Belmont.

There have since been changes in population, housing needs and the economy. This Strategy outlines several aspects that need to be considered when planning for the delivery of future housing for our growing population. These include:

- State Government Infill Dwelling Targets

Whilst the City has met the State's minimum infill housing targets to date, this is largely due to development within The Springs precinct. It will be important for the City to continue to provide a diverse range of housing in areas close to activity centres, Redcliffe Station and Great Eastern Highway.

- Housing Diversity

Through a review of future housing needs and demographics, it has become apparent that the City has a large discrepancy between dwelling size and household composition. Through this Strategy, the City aims to facilitate the delivery of a diverse range of dwelling types.

- Transition between development at different densities

More intensive development is currently provided for adjacent to Great Eastern Highway and surrounding the City's activity centres. To facilitate an appropriate interface to adjacent lower density residential development, this Strategy will investigate appropriate transition areas.

- Sustainability

Sustainability initiatives have become a key aspect of high-quality developments. This Strategy considers ways in which sustainability initiatives could be encouraged and facilitated within developments across the City.

- Development Provisions

The City's Local Planning Scheme currently contains various provisions which need to be met to develop. These provisions have meant that several lots subject to higher density codes cannot be developed, particularly those with frontage less than 16m.

These provisions also pre-date modifications to the Residential Design Codes (R-Codes). Therefore, some of these may be adequately covered by the R-Codes and no longer needed within the local planning scheme.

The Local Housing Strategy is the first step in the process of reviewing subdivision potential and housing opportunities within the City. Any recommendations explored through the Local Housing Strategy will be implemented through a new Local Planning Scheme which will ultimately be approved by the Minister for Planning. The timing of this is dependent on the finalisation of the Local Housing Strategy, Great Eastern Highway Urban Corridor Strategy and overarching Local Planning Strategy.

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1 Introduction

The City of Belmont Local Housing Strategy (the 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.

This Local Housing Strategy will replace the City's 2011 Local Housing Strategy and has a guidance timeframe of approximately 10 to 15 years after which it is expected to be reviewed.

The City's Local Planning Scheme remains the primary planning instrument for planning and development control.

1.1 Structure

The Strategy is presented in two parts as detailed below.

Part 1

Part one of the Strategy contains:

- An Introduction;
- A vision, objectives and strategies;
- An overview of the planning and strategic context;
- An analysis of demographic and housing trends;
- An overview and assessment of key housing implications; and
- An overview of the local planning scheme review community engagement.

Part 2

Part two of the Strategy focuses on individual areas, containing:

- An analysis of housing within each of the City's suburbs, and cross-suburb focus areas;
- An analysis of City-wide housing initiatives; and
- Accompanying actions.

2 Study Area

The City of Belmont covers an area of approximately 40 square kilometres and is located 5.5 kilometres from the Perth Central Business District. The City contains seven suburbs being Ascot, Belmont, Rivervale, Cloverdale, Kewdale, Redcliffe and a portion of South Guildford (**Figure 1**).

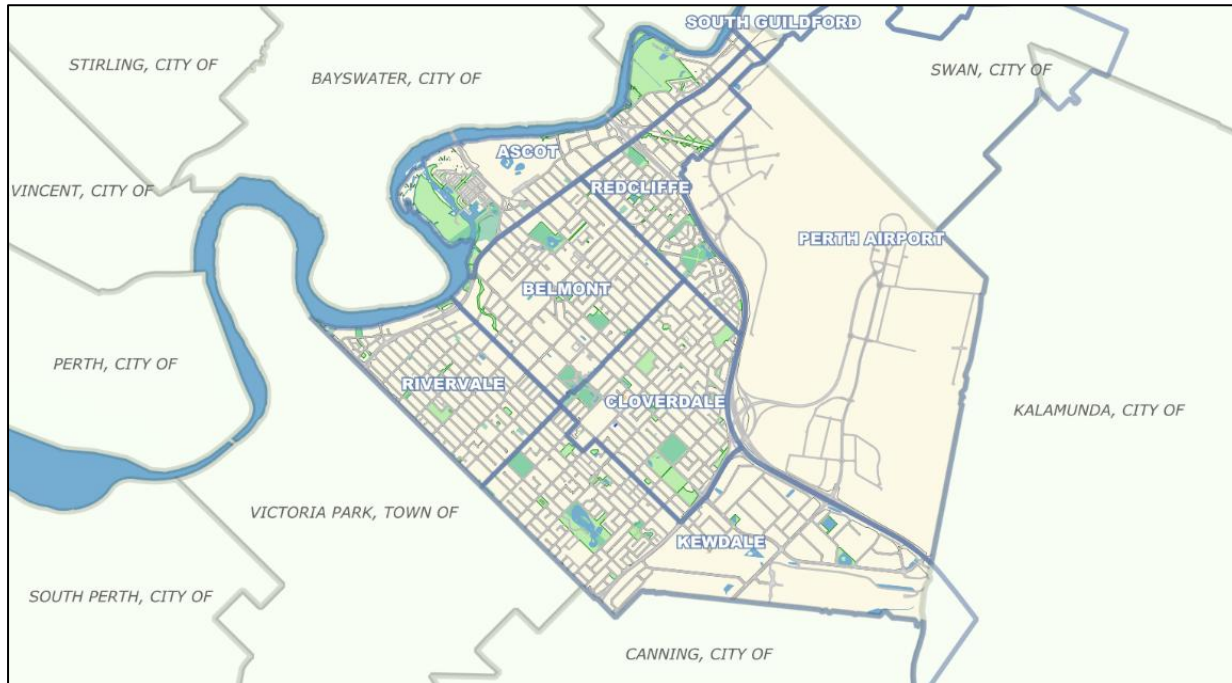


Figure 1: City of Belmont Local Government Area

The City of Belmont is bound by the Swan River, Orrong Road, the Kewdale Freight Terminal and Perth Airport (Figure 2).

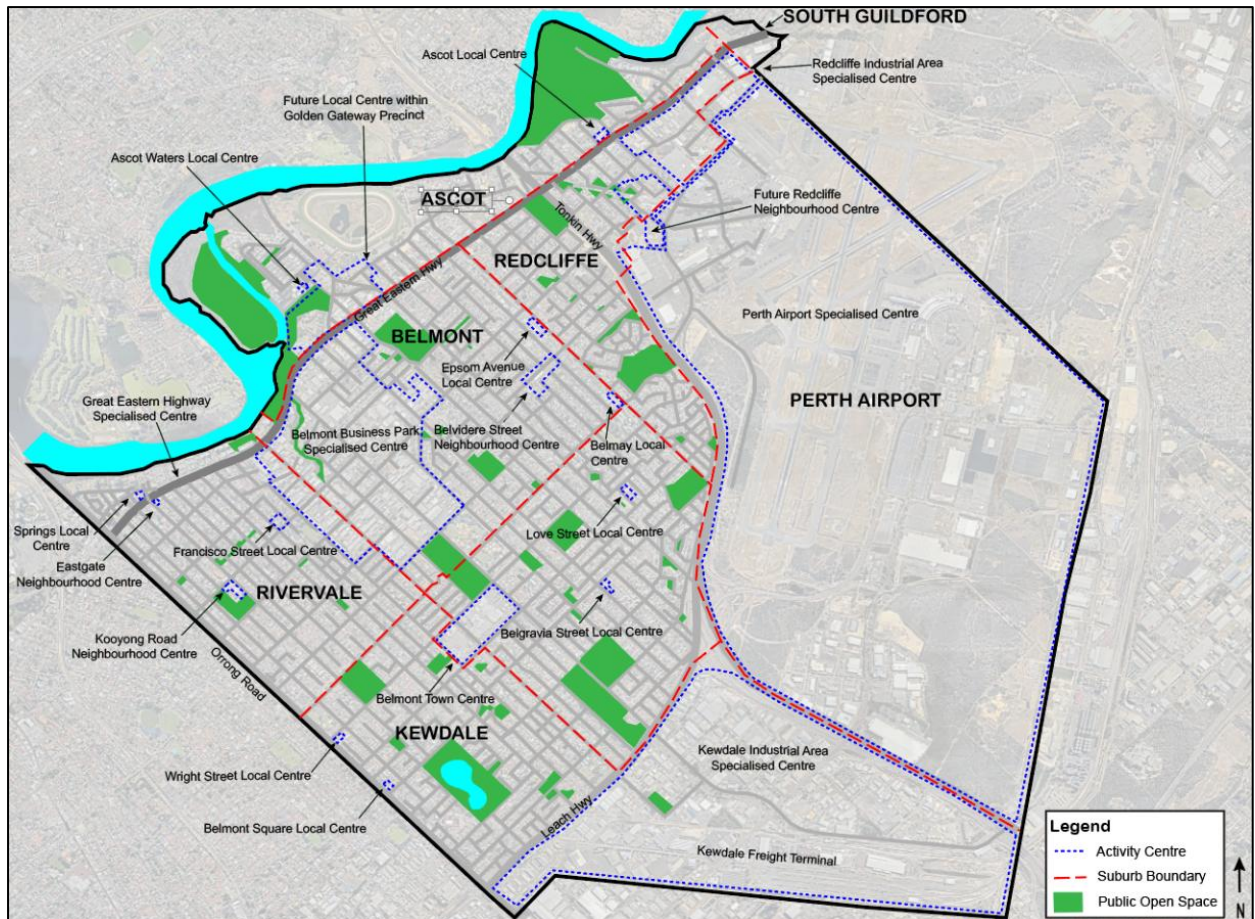


Figure 2 – City of Belmont Locality Map

This Strategy will address all land that can accommodate housing within the City of Belmont.

2.1 Snapshot

A snapshot of the City's key population and housing statistics is included below. A further review of these statistics is analysed later in this document.

Data to inform the findings of this Strategy have been taken from two primary resources being Informed Decisions (Profile Id and Forecast Id) and the Australian Bureau of Statistics.



7,048 additional people (20%) since 2011



Dwelling Structure:

65% Separate House (Greater Perth 77.8%)
20.2% Semi-detached dwelling (Greater Perth 14.2%)
14.4% Apartment (Greater Perth 7.6%)



42,257 people living in the City of Belmont (2021)



Household Composition:

60.9% Family Households (Greater Perth 71.5%)
32.9% Single Person Households (Greater Perth 24.9%)
6.3% Group Households (Greater Perth 3.5%)



Median Age of **36** (Greater Perth 37)



11.4% of private dwellings unoccupied (Greater Perth 8.5%)



40.9% of people born overseas (Greater Perth 30.6%)



Number of Bedrooms:

7.8% One bedroom (Greater Perth 3.8%)
19.8% Two bedrooms (Greater Perth 12.3%)
42.4% Three bedrooms (Greater Perth 35.6%)
21.4% Four bedrooms (Greater Perth 20.2%)
2.7% Five bedrooms or more (Greater Perth 6.3%)



2.25 Average people per household (Greater Perth 2.5)



Tenure Type:

22.2% Owned Outright (Greater Perth 28.5%)
31.1% Mortgaged (Greater Perth 41.9%)
44% Rented (Greater Perth 26.6%)



Number of Motor Vehicles

7.6% None (Greater Perth 4.9%)
42% One (Greater Perth 34.6%)
34.9% Two (Greater Perth 39.4%)
14% Three or more (Greater Perth 19.9%)

Source: 2021 Census – Australian Bureau of Statistics and Profile id - .id community

3 Vision, Objectives and Strategies

3.1 Vision

The City of Belmont will facilitate the creation of diverse, sustainable and functional dwellings which meet the needs of our diverse and growing community, whilst retaining and improving the character, amenity and liveability of established urban areas.

3.2 Objectives

The key objectives of the Local Housing Strategy are to:

- Provide a long-term strategic direction for residential development across the City of Belmont.
- Promote a diverse range of housing options that accommodate varying income levels and household types to address the current and future requirements of our diverse and growing population.
- Foster innovative infill development in suitable areas.
- Promote development which respects heritage values and the character of existing neighbourhoods.
- Facilitate and encourage sustainable growth.

The key objectives of the Local Housing Strategy will be achieved through the specific strategies and associated actions as detailed below and included in Part 2 of this Strategy.

3.3 Strategies

Planning Framework

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
2. Protect residential development from inappropriate land uses and conversely protect non-residential land uses from encroachment of residential development.
3. Apply appropriate zonings and density codes to land in close proximity to transport corridors and activity centres.

Housing Diversity

4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
5. Encourage development of underutilised 'Urban' zoned land.

6. Balance the delivery of sufficient permanent housing supply with short-term rental accommodation.

Built Form

7. Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape.
8. Facilitate the preservation of properties which contain significant heritage values.
9. Facilitate development overlooking public open spaces to provide surveillance and amenity for residents.

Sustainability

10. Encourage sustainable design principles to be incorporated into developments.
11. Facilitate higher density development near high frequency public transport stops and stations with an aim to reduce private vehicle reliance.
12. Through land use planning and development controls, consider the impact of future development on the environment, including potential offsite environmental impacts.

4 Actions and Implementation

4.1 Actions

This Strategy has designated a range of actions, aimed at achieving the objectives and strategies listed above. Actions are detailed within Part 2, along with more detailed analysis.

4.2 Implementation

Actions within this Local Housing Strategy are intended to guide the future direction of the City's residential development. The majority of these actions will be investigated through the preparation of the City's new local planning scheme.

5 Monitoring and Review

Monitoring of the Strategy will be managed through the continued operational reporting of the Corporate Business Plan.

This Strategy will be reviewed periodically to ensure that the objectives, strategies and actions are implemented. A formal review should be undertaken prior to the five-year review period for the City's local planning scheme, as set out by the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) Regulations.

6 Planning and Strategic Context

This Strategy has been prepared having due regard to the principles and objectives contained within a range of State planning documents as outlined in Figure 3 below, in addition to the City's Strategic Community Plan.

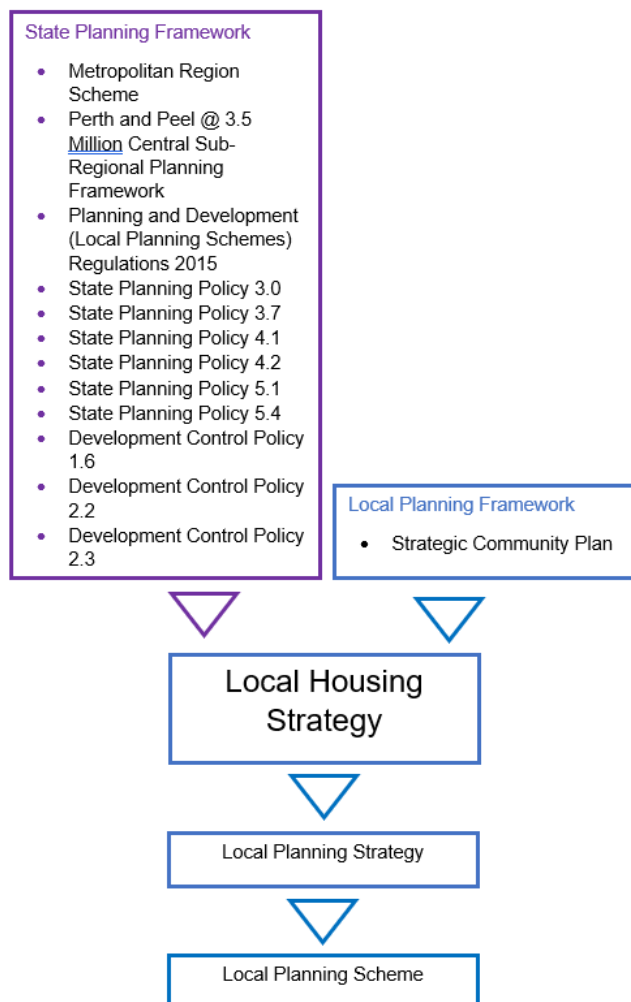


Figure 3: Planning and Strategic Context

An overview of these key documents and their relevance to this Local Housing Strategy is provided in the following section.

6.1 State Planning Context

6.1.1 Perth and Peel @ 3.5 million: Central Sub-regional Planning Framework

The Perth and Peel @ 3.5 million suite of documents provides guidance on future land use planning and infrastructure provision. The document divides Perth and Peel into four sub-regions. The City of Belmont is located within the Central Sub-Region as can be seen in **Figure 4**.



Figure 4: Map of the Central Sub Region (Department of Planning, Lands and Heritage, 2024)

The document aims to facilitate a more consolidated urban form for the Perth and Peel region in order to accommodate projected population growth, as opposed to relying on new greenfield developments. To achieve this, the document contains ten urban consolidation principles, including focusing higher density residential development within and along urban transport corridors, station precincts and activity centres. The document also aims to protect key employment areas (industrial areas) from residential encroachment.

Infill housing targets for each local government area are contained within the document, with Belmont's shown in **Table 1** below. The City's progress towards meeting the targets set by Perth and Peel @ 3.5 Million will be discussed later in this Strategy.

Local Government	2011-2016	2016-21	2021-26	2026-31	Total 2031	Post 2031	Total
Belmont	1,860	1,410	1,560	1,270	6,100	4,310	10,410

Table 1: Additional Urban Infill Housing Targets by Local Government (Dwellings)

Relevance to the City of Belmont:

- The City's Activity Centre Planning Strategy, Great Eastern Highway Urban Corridor Strategy and Golden Gateway Structure Plan, in addition to the State's Redcliffe Station Precinct Improvement Scheme guide and facilitate higher density residential development within and surrounding activity centres, Redcliffe Station and Great Eastern Highway.

6.1.2 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a statutory planning tool that designates zones which provide for various forms of development and reserves for public open space, environmental protection, schools and regional roads. Local government planning is required to align with the broad zones and reserves designated under the MRS.

Relevance to the City of Belmont:

- The City of Belmont is located within the metropolitan area and the new Local Planning Scheme should align with the Metropolitan Region Scheme Map.

6.1.3 Planning and Development (Local Planning Schemes) Regulations 2015

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) are responsible for governing the way in which local planning strategies and local planning schemes are prepared. There are two Schedules which comprise the Regulations:

Schedule 1 – Model provisions sets out the standard local planning scheme provisions, zones, zone objectives and land use definitions.

Schedule 2 – Deemed provisions sets out the procedures relating to the preparation of planning instruments and assessment of development applications, as well as development approval exemptions.

Relevance to the City of Belmont:

- The City will have regard for the Model Provisions when preparing the new Local Planning Scheme.

6.1.4 State Planning Policies

3.0 Urban Growth and Settlement

State Planning Policy 3.0 – *Urban Growth and Settlement* (SPP 3.0) sets out considerations and guidelines for the development and growth of Western Australia's urban areas. The objectives of the Policy are broadly as follows:

- Promote sustainable, well-planned settlement patterns across the State;
- Improve the level of amenity, services and infrastructure in established communities;
- Management of urban growth and development in response to social and economic challenges; and

- Promote sustainable development which reduces energy, water and travel demand, whilst ensuring liveability of neighbourhoods, e.g. safe and convenient access to transport, employment and services.

Relevance to the City of Belmont:

- In preparing this Strategy the principles and objectives of State Planning Policy 3.0 have been considered and appropriate actions recommended accordingly.

3.6 Infrastructure Contributions

State Planning Policy 3.6 – *Infrastructure Contributions* (SPP 3.6) sets out the principles and considerations that apply to development contributions for infrastructure in new and established urban areas. This Policy is implemented through local planning schemes and improvement schemes alongside subdivision and development proposals. When assessing the appropriateness of infrastructure contributions, decision makers are obligated to contemplate six fundamental principles including; need and nexus, transparency, equity, certainty, consistency, and accountability.

Relevance to the City of Belmont:

- There is currently only one Development Contribution Plan (DCP) in effect within The Springs Special Development Precinct.
- This DCP generally conforms to SPP 3.6 Infrastructure Contributions. However, the DCP will be reviewed as part of the preparation of a new Local Planning Scheme.

3.7 Planning in Bushfire Prone Areas

State Planning Policy 3.7 – *Planning in Bushfire Prone Areas* (SPP 3.7) outlines the land use planning principles and bushfire risk mitigation measures to be incorporated into strategic planning documents. The key objectives of the Policy are to avoid increased bushfire threat to people and reduce vulnerability to bushfire.

Relevance to the City of Belmont:

- The City has a number of sites that are designated as bushfire prone by the Department of Fire and Emergency Services Bushfire Prone Mapping.
- Large areas of the Perth Airport Estate, along Tonkin Highway and the Swan River Foreshore are located within the bushfire prone area.
- Development of this land is subject to additional considerations as outlined in SPP 3.7.
- This will be further discussed in section 8.7.1 of this strategy.

4.1 Industrial Interface

State Planning Policy 4.1 – *Industrial Interface* (SPP 4.1) provides guidance for the planning of industrial zones and uses. The Policy also provides information regarding the transition between land zoned for industrial purpose and more sensitive land uses. The objectives of the Policy are as follows:

- Ensure that industrial land use impacts are considered throughout the planning process;

- Separate industrial land uses from incompatible land uses in order to protect the operational capacity of industrial areas, and avoid potential impacts on health, amenity and the environment; and
- Plan for the transition between industrial and sensitive land uses.

Relevance to the City of Belmont:

- SPP 4.1 has implications for the City's planning framework in relation to Redcliffe Industrial Area. Portions of this industrial area abut and are in close proximity to residential land.
- The implications of SPP 4.1 will be further discussed in Part 2 of the Strategy.

4.2 Activity Centres

State Planning Policy 4.2 – *Activity Centres* (SPP 4.2) provides guidance on the form and function of activity centres across the Perth and Peel region.

A key objective of SPP 4.2, is that activity centres should be a focus for well-designed medium and higher density residential and mixed use development.

The Policy sets out residential density targets per gross urban zone hectare within the walkable catchment, as follows:

- Secondary Centres (i.e. Belmont Town Centre) – 25 dwellings per urban zone hectare within a 400 metre walkable catchment and 40 dwellings per urban zone hectare within 800m-1200m.
- Neighbourhood Centres (e.g. Eastgate Neighbourhood Centre) – 25 dwellings per urban zone hectare within a 200m catchment.
- Local Centres (e.g. Love Street Local Centre) – 25 dwellings per urban zone hectare within a 200m catchment.

Relevance to the City of Belmont:

- There are a number of activity centres within the City of Belmont, which are further discussed in focus areas within Part 2 of the Strategy.
- This Strategy is to be read in conjunction with the Activity Centre Planning Strategy, which sets out the classification and hierarchy of the City's activity centres and makes recommendations on investigating appropriate zoning and density coding's.

5.1 Land use planning in the vicinity of Perth Airport

State Planning Policy 5.1 – *Land Use Planning in the Vicinity of Perth Airport* (SPP 5.1) provides a basis for assessing the suitability of land uses near Perth Airport, considering their sensitivity to aircraft noise.

Relevance to the City of Belmont:

- There are areas of land within the City of Belmont which are affected by aircraft noise and building height restrictions. This has implications for this Strategy, particularly regarding

zoning, density, permissibility and development requirements. These aspects will be discussed further in Part 2 of this Strategy.

5.4 Road and Rail noise

State Planning Policy 5.4 – *Road and Rail Noise* (SPP 5.4) addresses the impact of transport noise on sensitive land uses in the vicinity of key road and rail infrastructure, whilst also ensuring the future operations of these transport corridors. The Policy establishes noise targets that new developments and new or upgraded roads and railways should meet.

Relevance to the City of Belmont:

- Land within the City of Belmont is affected by traffic noise from the following key roads:
 - Graham Farmer Freeway/Orrong Road
 - Great Eastern Highway
 - Tonkin Highway
 - Leach Highway
 - Abernethy Road/Fairbrother Street/Belgravia Street
 - Redcliffe Station and associated train line
 - Kewdale Freight Railway
- The principles and objectives of SPP 5.4 and the implications for land affected by transport noise are considered further in Part 2 of this Strategy.

6.1.5 – Planning Codes

Residential Design Codes Volume 1 and Volume 2

State Planning Policy 7.3 (SPP 7.3)– Residential Design Codes Volume 1 and Volume 2 (R-Codes) establish the framework for regulating residential development across Western Australia

Relevance to the City of Belmont:

- Residential development across the City is guided by SPP 7.3. The relationship of the local planning framework with the current R-Codes will be discussed within Part 2 of the Strategy.

6.1.6 Development Control Policies

1.6 – Planning to Support Transit Use and Transit Orientated Development

Development Control Policy 1.6 (DC1.6) aims to address the growing need for sustainable transportation alternatives to private vehicles. The Policy defines Transit-Oriented Development (TOD) as a concept that focuses on the accessibility and use of transit facilities in relation to a specific "threshold" for walking. The threshold for rail stations, transit interchanges, or major bus transfer stations or terminals is set at 10-15 minutes of walking or an 800m distance, while the threshold for bus routes with multiple high-frequency services of 15 minutes or less during peak periods is set at 5-7 minutes of walking or a 400m distance.

DC1.6 outlines the importance of TOD in improving community accessibility to essential services, employment opportunities, and recreational facilities. Local governments are encouraged to prioritise efficient public transport services and enhance transit corridors by creating places that are both destinations and points of departure. The Policy advocates for higher-density residential development and mixed-use TOD precincts. Overall, DC1.6 seeks to promote sustainable transportation alternatives and support the development of liveable, accessible, and vibrant communities.

Relevance to the City of Belmont:

- This Strategy has regard to DC 1.6. Accordingly, the City has and will continue to facilitate higher density development in locations that are well serviced by public transport, such as along Great Eastern Highway and surrounding Redcliffe Train Station.

2.3 – Public Open Space in Residential Areas

Development Control Policy 2.3 – Public Open Space in Residential Areas (DC 2.3) establishes the requirements for public open space (POS) to be provided in residential areas. The objectives of the Policy seek to ensure all residential developments in Western Australia area provided with adequate and accessible public open space that increases the amenity of the area and provides for the recreational needs of the local residents.

Relevance to the City of Belmont:

- This Strategy encompasses an overview and evaluation of public open space provisions in each suburb, accompanied by actions contained with the City's Public Open Space Strategy.

6.2 Local Framework

6.2.1 City of Belmont Strategic Community Plan 2024-2034

The City of Belmont Strategic Community Plan (SCP) for 2024-2034 was developed through a wide array of community consultation.

The community consultation also resulted in the development of five overarching key performance areas. A summary of these is included below.

People

People covers all aspects of community health and wellbeing, from youth and senior services, to access and inclusion, sport and recreation, culture and the arts, community safety, responsible pet ownership, and volunteering.

Planet

Planet covers all aspects of the environment and sustainability, from the river foreshore and nature reserves to waste and energy management, water conservation, tree planting, and ranger services.

Place

Place covers the built form, from urban planning and building services, to housing, streetscapes, roads, footpaths, parks, playgrounds, community buildings, toilets, parking and transport.

Prosperity

Prosperity covers all aspects of economic development, place activation, business support services, education and life-long learning, and library services.

Performance

Performance covers all aspects of leadership and governance, from financial sustainability, risk management, human resources and fleet management, to community engagement, communications and customer service.

Relevance to the Local Housing Strategy:

With a comprehensive vision for Belmont, and five overarching key performance areas, this document provides guidance to addressing the needs of the community. These principles have been considered in the preparation of this Local Housing Strategy.

7 Population and Housing

7.1 Population Characteristics

7.1.1 Current Population

As of 2021, 42,257 people lived 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 5**).

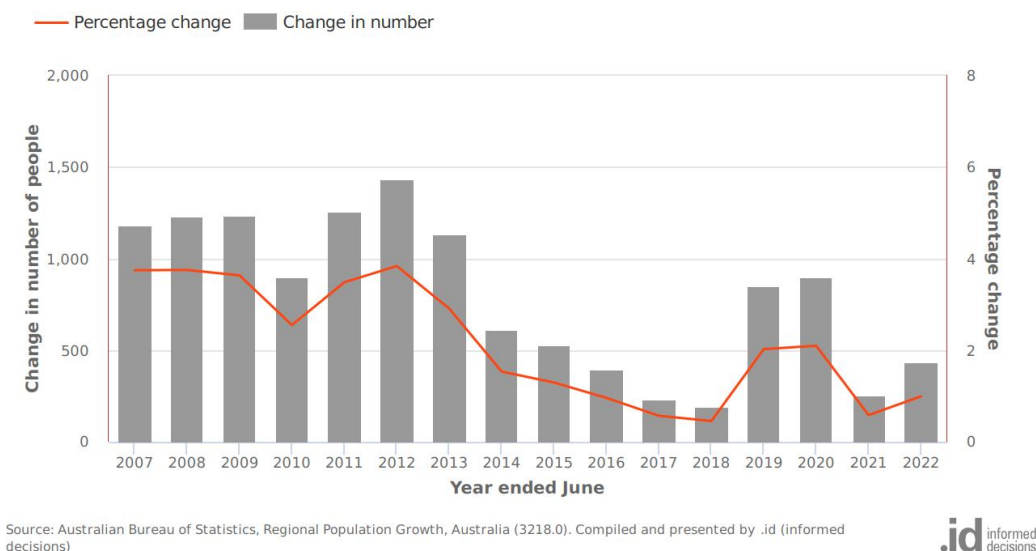


Figure 5: Changes in Population Since 2007

The greatest increase in population between 2016 and 2021 occurred in Rivervale (see **Figure 6** below) predominantly due to subdivision and development of 'The Springs' in accordance with 'The Springs Structure Plan' and Local Planning Policy No. 7.

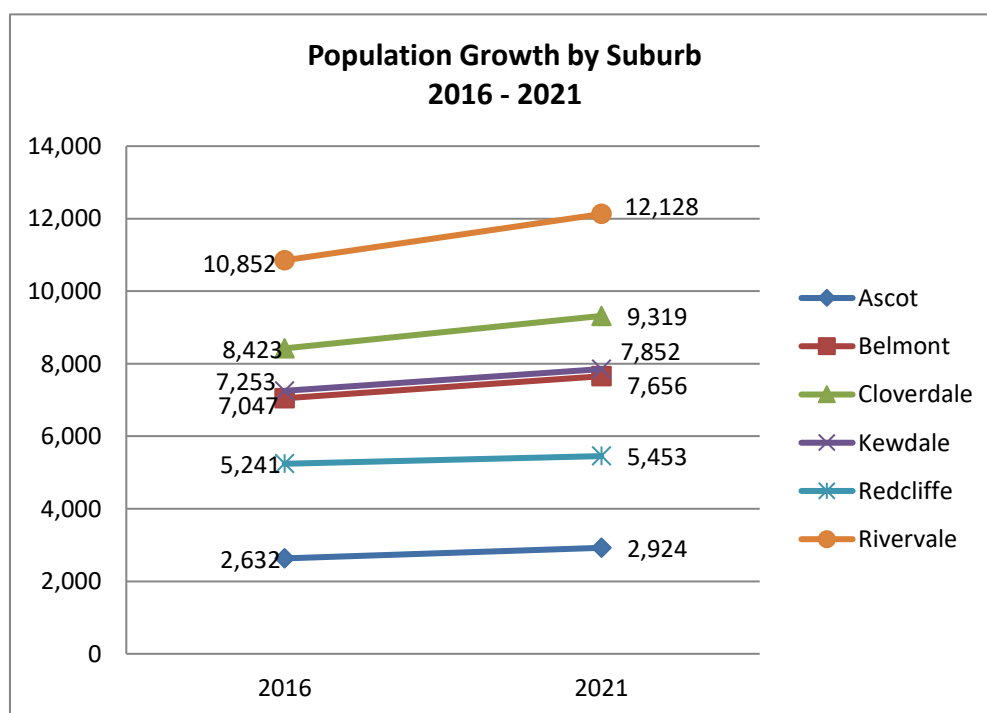


Figure 6: Population Growth by Suburb 2016-2021

7.1.2 Future Projections

Forecasts indicate that between 2026 and 2041, the City's population will increase by 16,203 persons (31.9% growth), at an average annual change of 2.1%. It is anticipated that Rivervale will continue to be the most populated suburb, however significant growth will occur within Redcliffe as shown in **Figure 7** below. This growth is likely to occur as a result of development within the Development Area 6 (Redcliffe Station) Precinct.

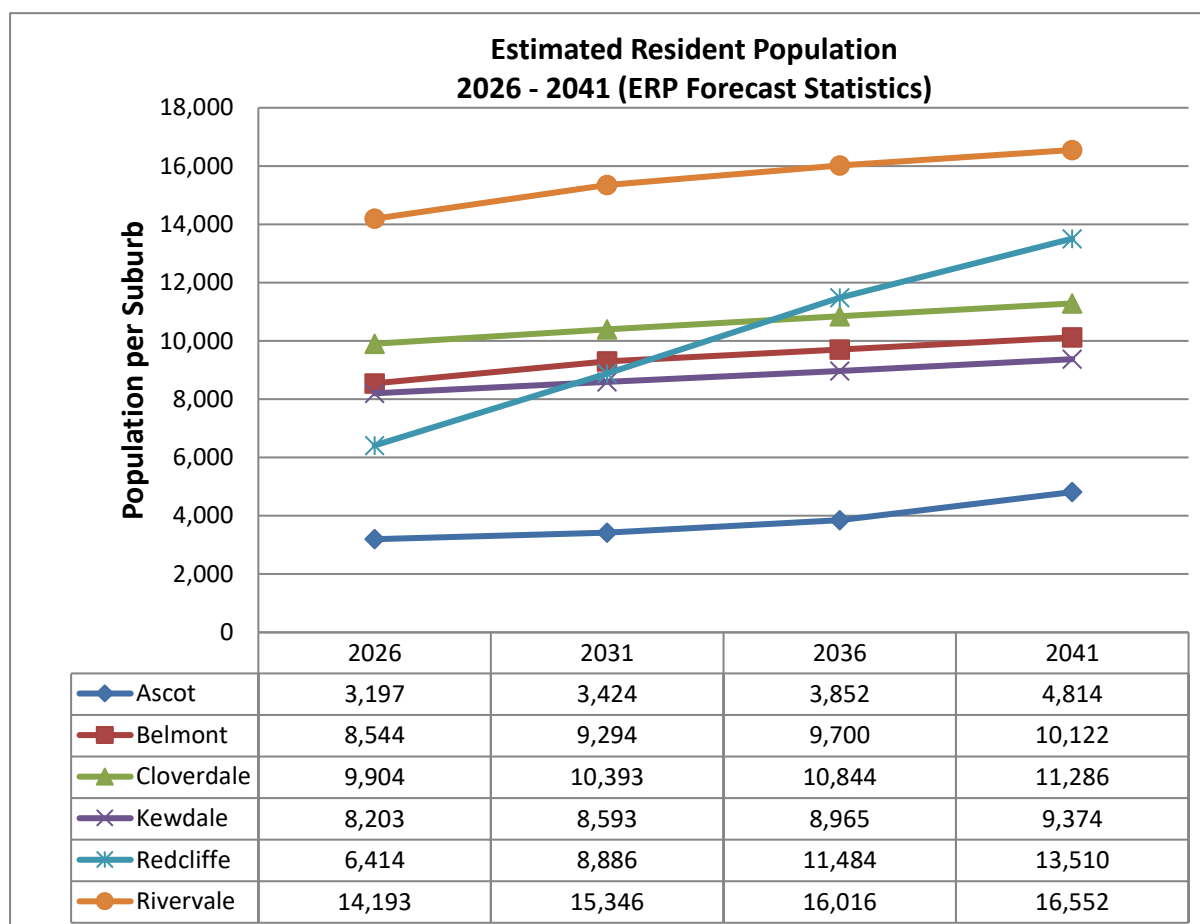


Figure 7: Population Forecasts by Suburb 2026-2041

7.1.3 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 8 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).

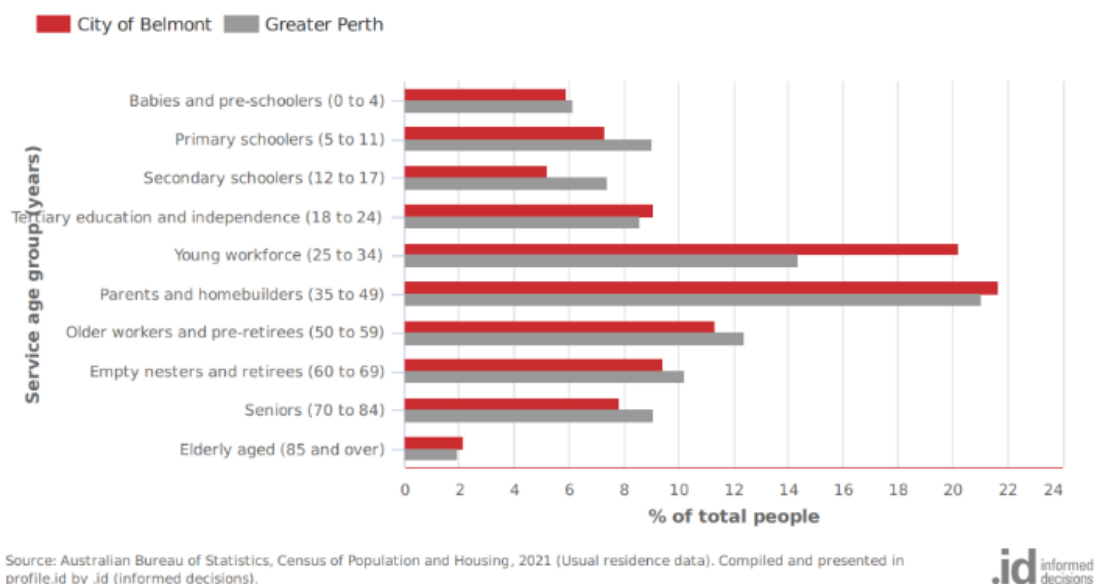


Figure 8: Age Structure – Service Age Groups 2021

The biggest differences were that the City of Belmont had:

- A smaller percentage of 'Secondary schoolers' (5.2% compared to 7.4%)
- A smaller percentage of 'Primary schoolers' (7.3% compared to 9.0%)
- A smaller percentage of 'Older workers & pre-retirees' (11.4% compared to 12.4%)
- A larger percentage of 'Young workforce' (20.2% compared to 14.4%)
- A larger percentage of 'Elderly' (2.1% compared to 1.9%).

From 2011 to 2021, the largest changes in age structure were in the following service age groups as visualised in **Figure 9**:

- 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, since 2016 Belmont has experienced a 276 person increase in seniors. This indicates that the population is ageing overtime.

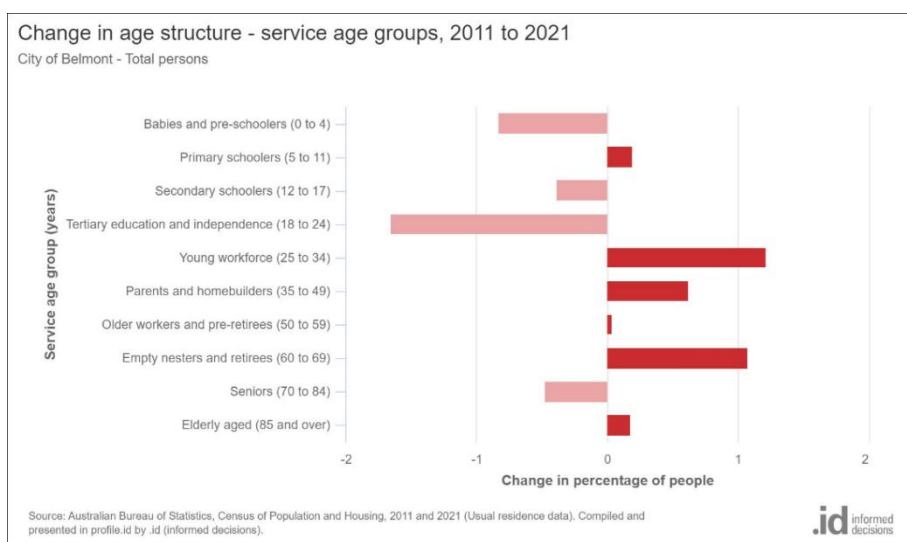


Figure 9: Change in Age Structure – Service Age Groups – 2011 to 2021

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.

7.1.4 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 10) 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.

Net migration by age group 2021 (5 years)



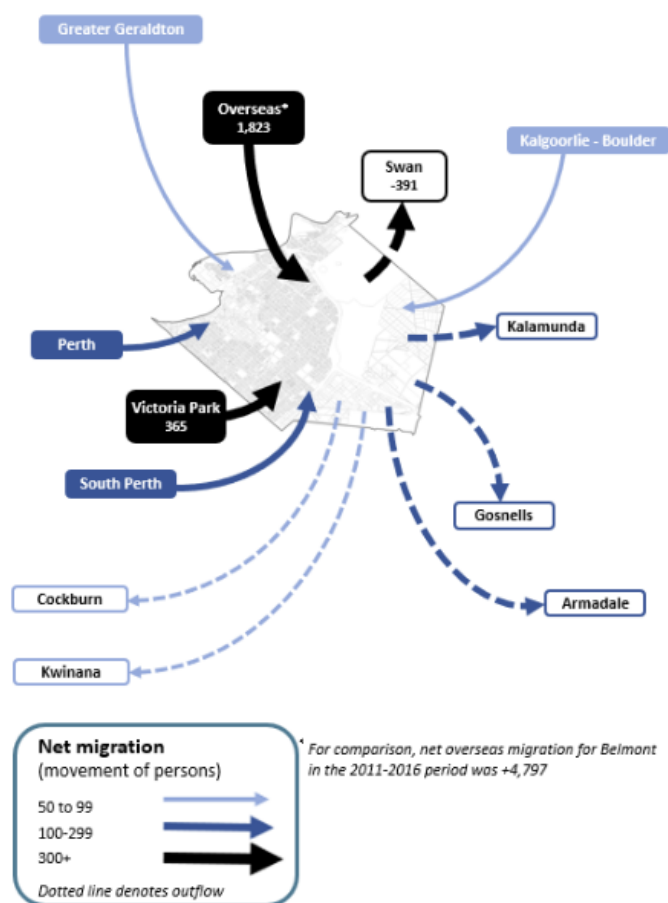
Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residents data). Compiled and presented in profile.id by .id (informed decisions).

Figure 10: Net migration by age group 2016-2021

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 11 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 11: 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.

7.2 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.

7.3 Household Characteristics

7.3.1 Family Structure

The household and family structure reveals the City's demographic and residential demands, and provides insight into the dwelling diversity required.

The City has a larger proportion of lone person and group households compared to Greater Perth (Figure 12). 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%).

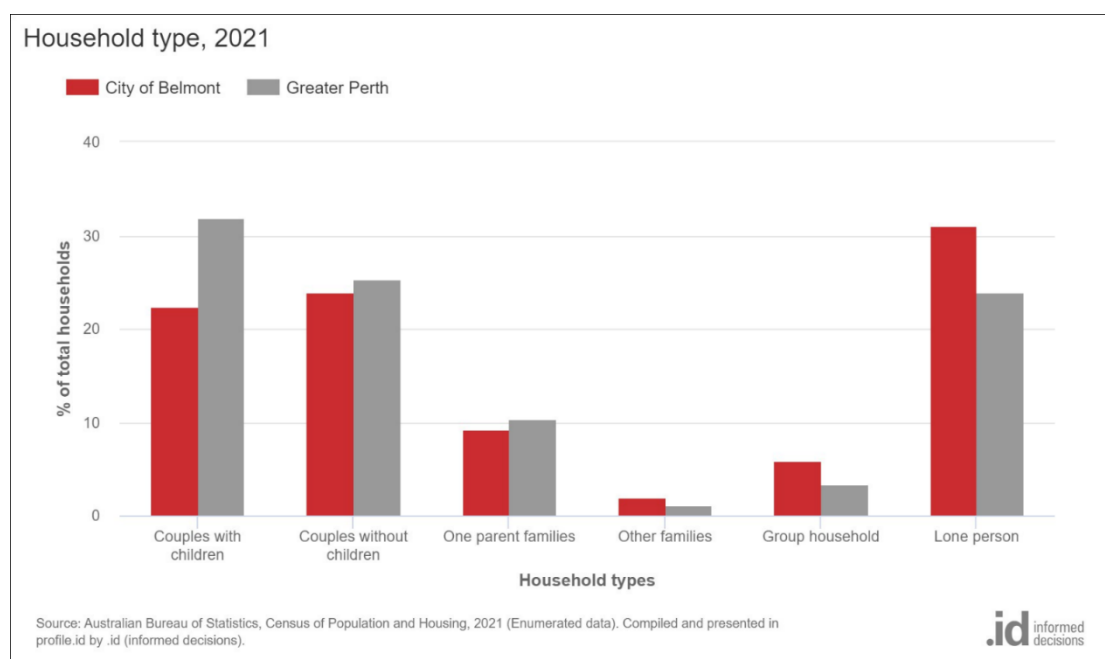


Figure 12: Household Type 2021

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 without children, couples with children, group households, other families, decreased (see **Figure 13**).

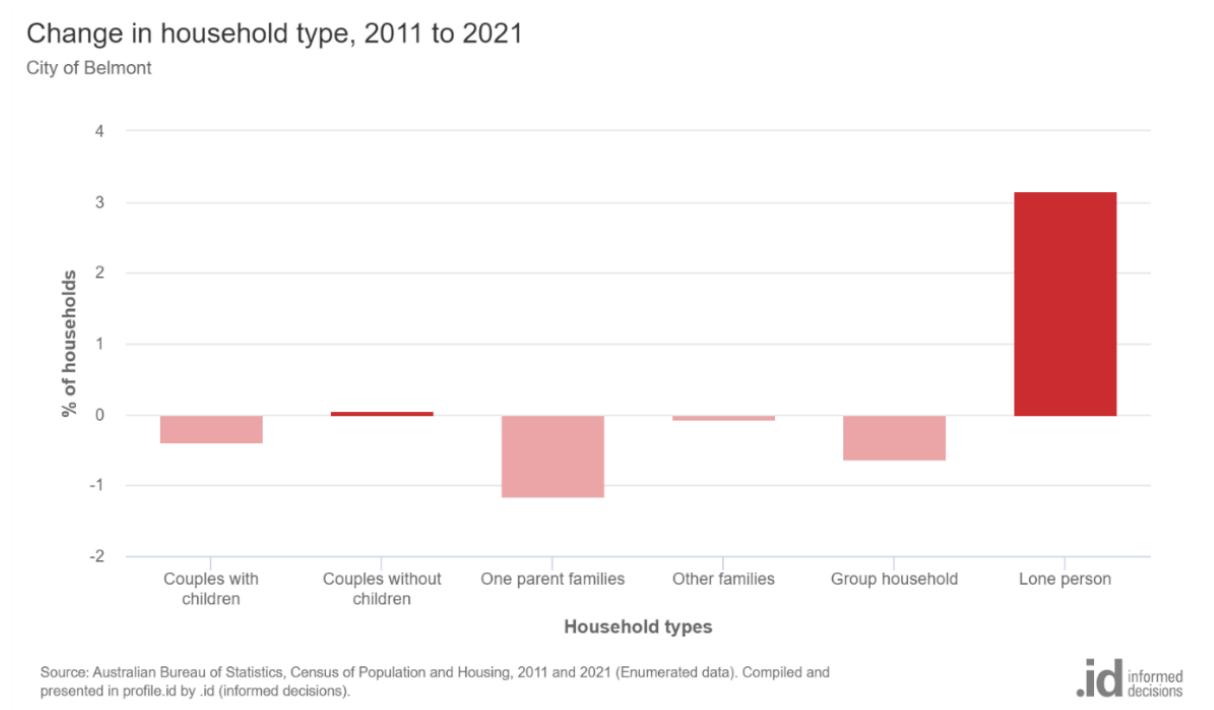


Figure 13: Change in Household Type 2011 to 2021

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 **Figure 14**).

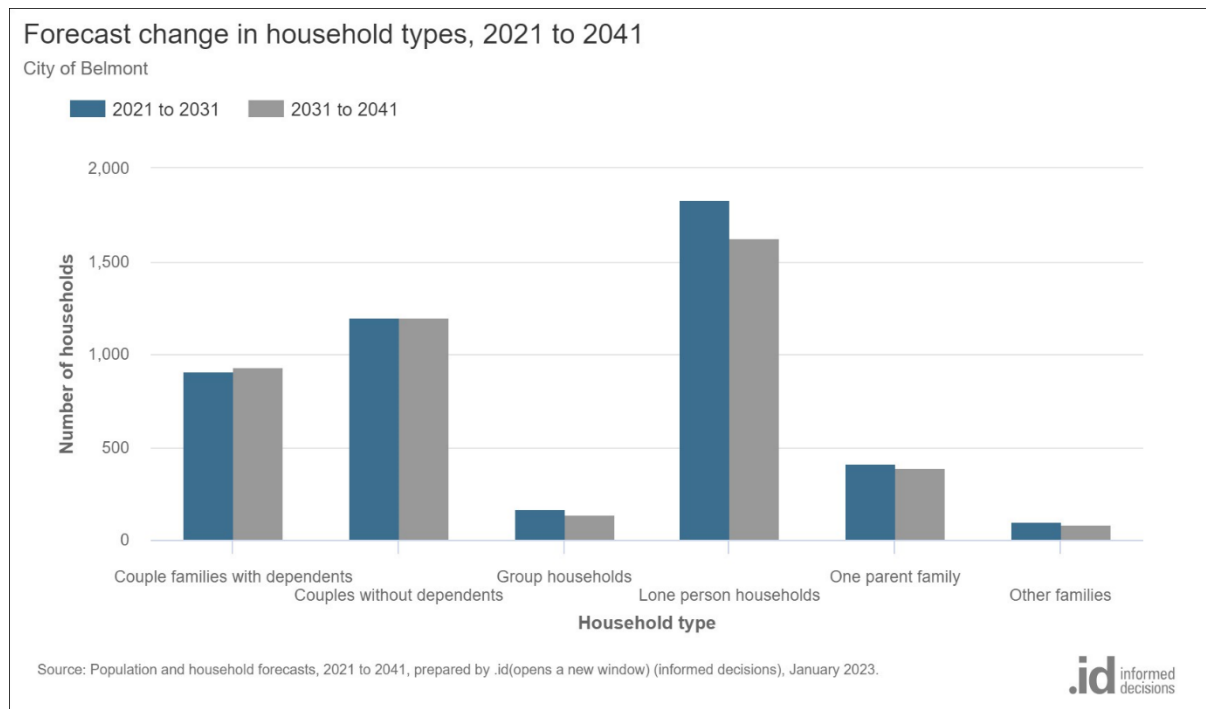


Figure 14: Forecast Change in Household Types 2021 to 2041

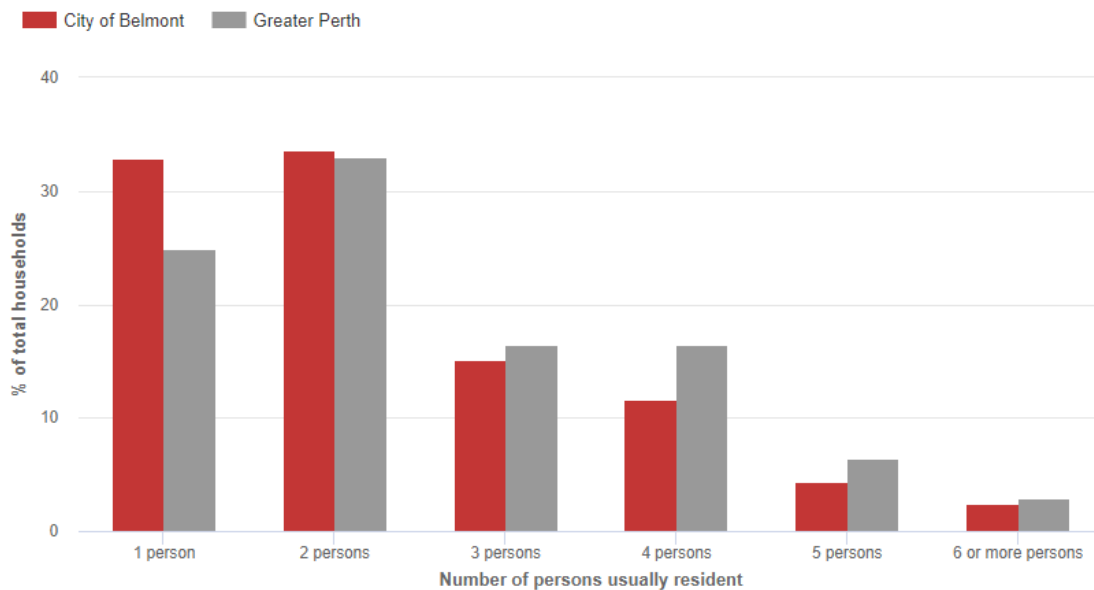
7.3.2 Household Size

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 15).

Household size, 2021

export 



Source: Australian Bureau of Statistics, [Census of Population and Housing, 2021](#) (Enumerated data). Compiled and presented in profile.id by [.id](#) (informed decisions).

Figure 15: Household size in the City of Belmont and Greater Perth 2021

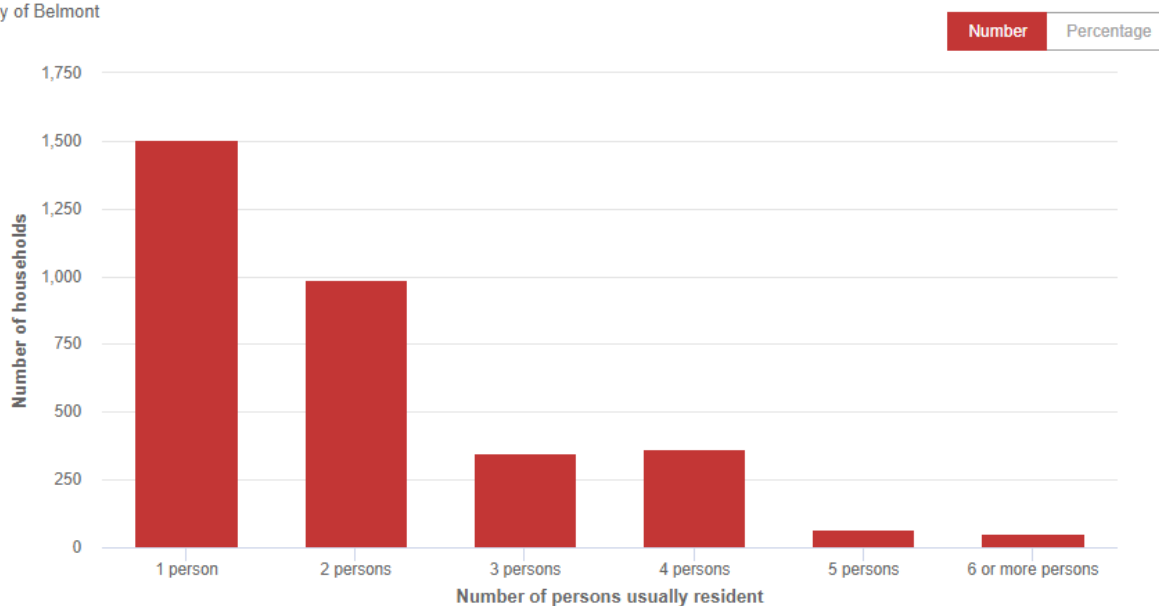
While the percentage of households of 2 or more people are slowly declining as visualised by **Figure 16**, it should be noted that the overall number is still increasing. Since 2011, the City has seen the following changes:

- +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.

Change in household size, 2011 to 2021

City of Belmont

export 



Source: Australian Bureau of Statistics, [Census of Population and Housing, 2011 and 2021](#) (Enumerated data). Compiled and presented in profile.id by [.id](#) (informed decisions).

Figure 16: 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 be 2.21.

7.3.3 Type of Dwelling

In 2021 the City of Belmont's housing structure was as follows:

- 65% Separate house (Greater Perth 77.8%)
- 20.3% Semi-detached, row or terrace house, townhouse (Greater Perth 14.2%)
- 14.4% Flat or Apartment (Greater Perth 7.6%).

Although separate houses still comprise the majority of Belmont's housing stock, there has been growth in the number of semi-detached, townhouses and apartment dwellings. Between 2011 and 2021 the largest increase was in the number of semi-detached, townhouses (+1,378), followed by separate houses (+1,075), and flats/apartments (+852). However the proportion/percentage of separate houses reduced between 2011 and 2021 (73% to 65%) while the proportion of semi-detached, townhouses and flats/apartments increased from 15.1% to 20.3% and 11.6% to 14.4% respectively. It is expected that this trend will continue due to the demand for more affordable housing in the form of medium and high-density dwellings.

7.3.4 Number of Bedrooms per Dwelling

Analysis of the number of bedrooms per dwelling highlights a significant discrepancy between the prevailing household types and household sizes. At present, and forecast to continue, lone person households constitute the largest proportion of household types despite three or four bedroom homes dominating the housing stock (**Figure 17**). Recent trends suggest a potential shift in this, with

a 7.1% reduction in the number of 3 bedroom dwellings and a 3.2% increase in 1 bedroom houses since 2011.

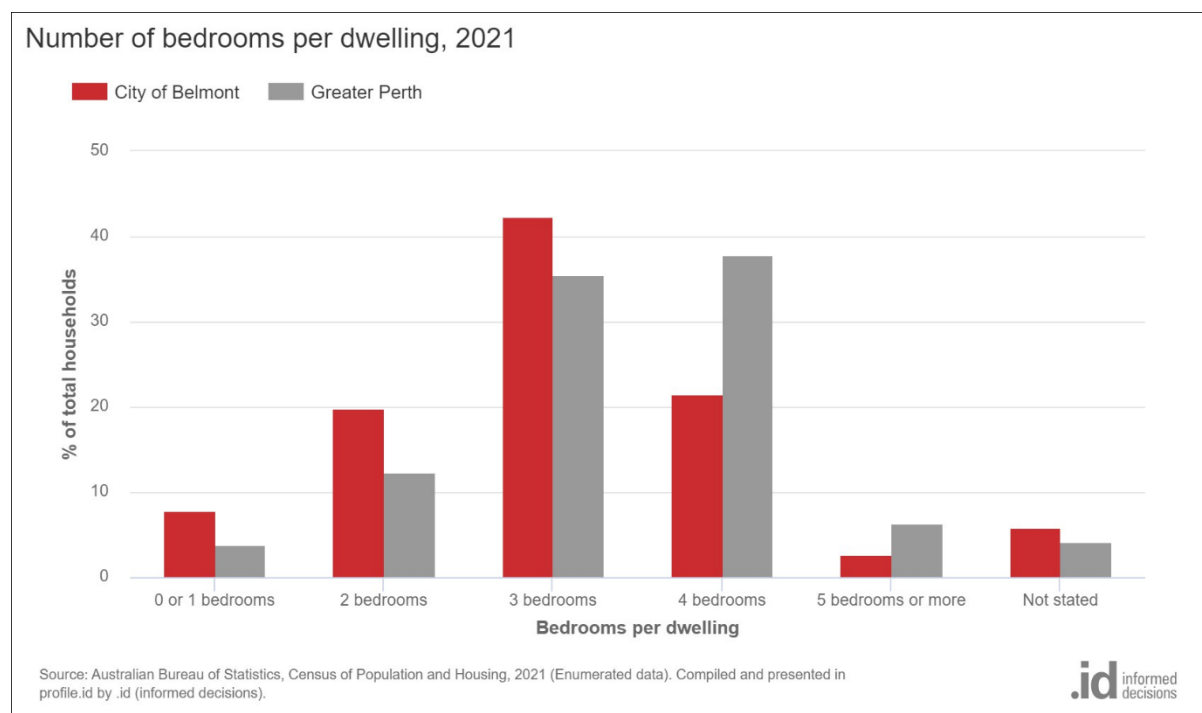


Figure 17: Number of Bedrooms Per Dwelling 2021

At the same time, an increase in the proportion of two bedroom, four bedroom, and five bedroom dwellings has been observed (see **Figure 18**). Recognising this, the City should encourage the development of smaller housing typologies to address this discrepancy.

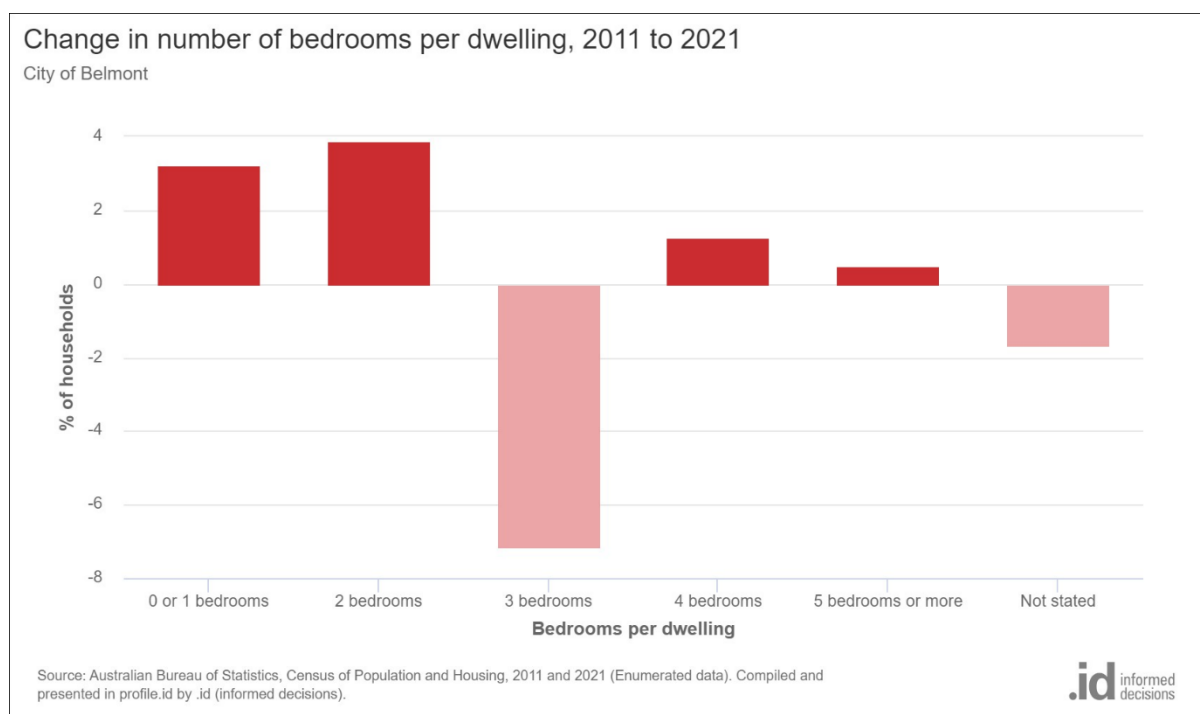


Figure 18: Change in Number of Bedrooms Per Dwelling 2011 to 2021

7.4 Housing Characteristics Key Points

- The City has a large proportion of 1 or 2 person households, which have significantly increased since 2011 and are forecast to continue increasing.
- The majority of the City's housing stock consists of single houses, followed by townhouses and apartments
- The majority of houses within the City contain three or four bedroom dwellings. Whilst there has been an increase in the number of one and two bedroom dwellings between 2011 and 2021, more of this dwelling typology are needed to meet the needs of the growing lone person household population.

8 Key Considerations

8.1 Dwelling Targets

Perth and Peel @ 3.5 Million establishes minimum infill housing targets for each local government in the region. These targets aim to increase urban development in appropriate locations and manage population growth efficiently. To respond to these targets, local governments have increased density codes within and surrounding activity centres and in areas with convenient access to public transport. Belmont has followed this approach and concentrated increased densities surrounding activity centres and along Great Eastern Highway and other high frequency public transport routes. This approach seeks to enhance access to amenities and create a more integrated and connected living environment.

The State's dwelling targets required the City of Belmont to provide an additional 1,860 dwellings between 2011-2016 and an additional 1,410 dwellings between 2016 and 2021. The City provided 2,346 and 1,901 dwellings during these periods, exceeding the targets by 486 and 491 dwellings respectively, as shown in Figure 19.

Dwelling forecasts indicate that the City will see an increase of over 6,280 households between 2011 and 2031. This is approximately 180 dwellings higher than the Perth and Peel @ 3.5million targets for this time period and puts the City in a good position to meet the ultimate target of 10,410 dwellings by 2050.

It is expected that this growth will be accommodated in areas such as Development Area 6 (Redcliffe Station Precinct), Golden Gateway, The Springs, and ongoing development within and surrounding the City's activity centres and along transport corridors.

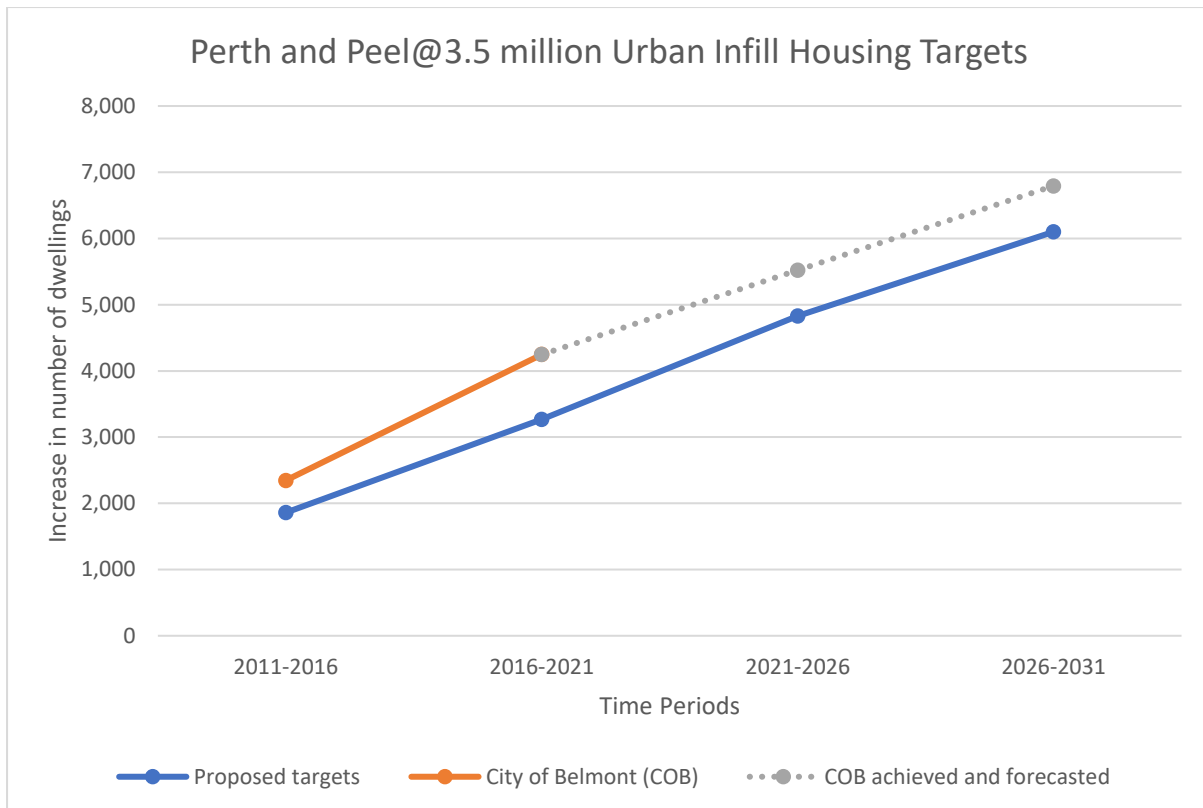


Figure 19: Perth and [Peel@3.5 million Dwelling Targets](#) and Belmont forecasted dwellings

8.2 Patterns of Residential Development

8.2.1 Application of Density Codes

Land within the City of Belmont is subject to various density codes including:

- 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 Town 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.

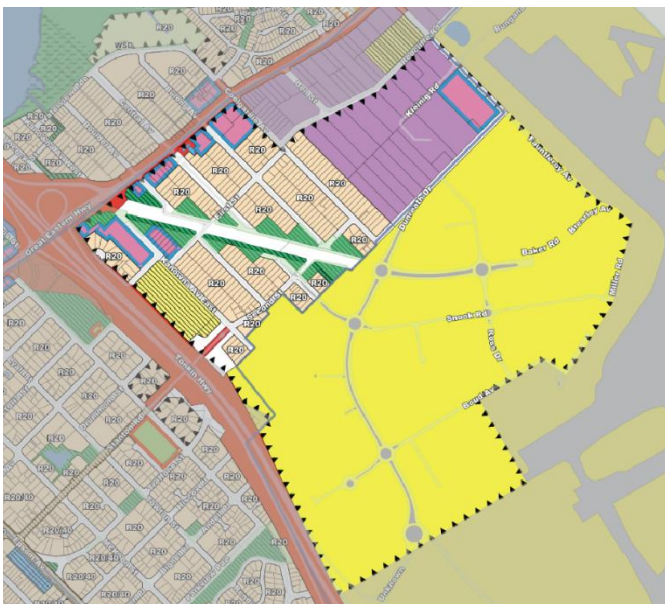
There are also areas within the City which are not currently subject to a density code under LPS 15 and are capable of accommodating residential development. These include:

- 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

The appropriateness of existing density codes and in some cases no density code being applied to land within the City will be further explored through Part 2 of this Strategy.

8.2.3 Areas Subject to Future Planning

The Development Area 6 / Redcliffe Station Precinct in Redcliffe and the Golden Gateway Precinct in Ascot (shown in figures 20 and 21 below), have both been identified as areas which are appropriate to accommodate higher residential and mixed-use development. The Golden Gateway precinct is subject to the Golden Gateway Local Structure Plan. The State Government is currently preparing an Improvement Scheme to guide redevelopment within the Redcliffe Station Precinct. This will be informed by the City's draft Redcliffe Station Precinct Activity Centre Plan.



Special Development Precinct – Development Area 6

Figure 20: Development Area 6 Area



Figure 21: Golden Gateway Precinct

8.2.4 Patterns of infill

There has been a range of development that has occurred across all of the density codes within the City. Within the R20 coded areas, where lots meet the size requirements under the R-Codes development/subdivision has occurred in the following forms:

- Two or three lots in a front to rear arrangement; and
- Two lots side by side.

Within the R20/40, R20/50, R20/60 and R20/50/100 coded areas, there has been an increase in the development of grouped and multiple dwellings. Immediately surrounding the town centre, developments range from 2 to 29 grouped or multiple dwellings. Within other flexible density codes, developments range from having 2 to 34 grouped or multiple dwellings. The average number of dwellings within a multiple dwelling development throughout the City of Belmont is 11 dwellings, with the most common development being 8 multiple dwellings.

The number of lots with existing development potential at both the R20 and flexible density codes is outlined in Tables 3 and 4 below.

These tables have been based on the following assumptions:

- R20 lots are required to achieve a lot size of 855m² in order to subdivide/develop, in accordance with the Residential Design Codes: Volume 1, and Operational Policy 2.2 – Residential Subdivision.
- The density bonus to R30 for R20 coded corner sites has not been accounted for.
- Flexible density coded sites are required to achieve a site area of 418m², in accordance with the Residential Design Codes: Volume 1, and Operational Policy 2.2 – Residential Subdivision. They also must have a frontage of 16m in order to subdivide/develop to a higher density unless otherwise specified in a relevant local planning policy.
- Grouped and multiple dwelling sites are included in the calculation of lots with development potential already utilised. This is irrespective of whether they are developed at the maximum density code applicable.
- Lots containing single houses are considered to be sites available for development irrespective of their age, condition, or location within the lot.
- Redcliffe does not include lots within Development Area 6, as this area can't be developed at existing density codes until an Improvement Scheme is developed by the Department of Planning, Lands and Heritage.

Table 3: Infill development per suburb – R20 lots

Suburb	Residential Lots	R20 Lots	R20 lots with potential for development	R20 lots with potential for development already utilised	Undeveloped R20 lots with development potential
Ascot	1,137	417	65 (15.6%)	10 (15.4%)	55 (84.6%)
Belmont	2,334	1,221	295 (24.1%)	81 (27.5%)	214 (72.5%)
Cloverdale	3,036	1,736	405 (23.3%)	119 (29.4%)	286 (70.6%)
Kewdale	2,481	1,331	320 (24%)	125 (39.1%)	195 (60.9%)
Redcliffe	1,668	1,461	322 (22.1%)	91 (28.3%)	231 (71.7%)
Rivervale	2,655	1,148	212 (18.5%)	104 (49.1%)	108 (50.9%)
Total	13,311	7,314	1,619	530	1,089

The following conclusions can be drawn from this table:

- The most prevalent residential coding across the City is R20.
- There has been a steady level of development that has occurred to date on R20 lots in all suburbs.
- Rivervale has the highest percentage of utilised R20 lots with development potential (49.1%), indicating significant development activity has occurred in this suburb.
- City wide, approximately 32.7% of R20 lots with development potential have already been developed to their highest potential.
- There are still 1,089 lots coded R20 across the City which have development potential.

Residential R20 lots which still have development potential, would typically be able to develop into two dwellings/lots, with a maximum of three dwellings/lots off the original parent lot.

Table 4: Infill development per suburb – flexible coded lots

Suburb	Residential Lots	Flexible Coded Lots	Flexible coded lots with potential for development (above R20)	Flexible coded lots with potential for development (above R20) already utilised	Undeveloped flexible coded lots with development potential above R20
Ascot	1,137	7	7 (100%)	0 (0%)	7 (100%)
Belmont	2,334	912	480 (52.6%)	182 (37.9%)	298 (62.1%)
Cloverdale	3,036	1,299	689 (53%)	189 (27.4%)	500 (72.6%)
Kewdale	2,481	996	491 (49.2%)	154 (31.4%)	337 (68.6%)
Redcliffe	1,668	195	93 (47.7%)	53 (57%)	40 (43%)
Rivervale	2,655	1,332	556 (41.7%)	266 (47.8%)	290 (52.2%)
Total	13,311	4,741	2,316	844	1,472

The following conclusions can be drawn from this table:

- Excluding Ascot, all suburbs have had a steady level of development that has occurred above the R20 density on flexible coded lots.
- Rivervale has had the most lots developed above the R20 density then other suburbs in the City of Belmont.
- Cloverdale has the most flexible coded lots which can develop above the R20 density code.
- Approximately 2,316 flexible coded lots (48.8%) have development potential above R20.
- Only 844 lots have been developed above the R20 density (36.4%). This leaves 1,472 lots (63.5%) with current development potential.

8.2.5 Limits to Development

To develop above the base density code in flexible coded areas there are certain criteria that need to be met. This includes having a frontage that is 16m or greater and achieving a 6-metre side setback

between the side boundary and the first wall of the front dwelling. Whilst there are 4,741 flexible coded lots within the City, only 2,316 of these currently have or had development potential due to other lots not meeting these key Scheme requirements. Examples of where these provisions are restricting development are contained in Figures 22 and 23.

Figure 22: Development potential at Kooyong and Fitzroy Road, Rivervale



Figure 23: Development potential at Kelly Street, Cloverdale



Summary

- The City of Belmont exhibits substantial potential for infill development across both R20 and flexible density coded lots.
- Approximately 22.1% of all R20 lots achieve a lot size of 855m² or greater. Of these, approximately 32.7% have already been developed and 67.3% are available for development.

- Approximately 48.9% of all flexible density coded lots achieve a minimum lot frontage of 16m and a minimum lot size of 418m². Of these lots, approximately 36.4% have already been developed and 63.5% are available for further development.
- If the 16m frontage and 6m side setback provisions were removed from the City's new Local Planning Scheme there would be a significant number of additional lots that could be developed.
- Belmont, Cloverdale and Kewdale present strong opportunities for future development, with a large proportion of undeveloped lots. While not captured by statistics included in the table, there is also a significant level of development expected within the Development Area 6 precinct in Redcliffe.

8.3 Housing Affordability

Access to affordable housing is becoming an increasing problem across Australia. According to the WA Housing Strategy 2020 – 2030, since 2000, house prices in Perth have increased more than 200%, with minimum wages only increasing by 92%. Over the same period, rental prices have increased by 135%.

The benchmark for housing costs is typically 30% of income. The Australian Bureau of Statistics (ABS) used this measure in the 2021 Census to assess housing affordability. In evaluating the validity of the 30% benchmark for measuring the affordability of mortgage repayments, the ABS notes that these findings may not consistently indicate financial strain. This is due to considerations such as housing preference or deliberate accelerated repayments. Instead, the ratio approach, commonly utilised by banks to gauge the relationship between a person's income and home price, is considered a more suitable measure.

In terms of the City of Belmont, all suburbs had a higher price-to-income ratio than the metropolitan area for single houses, while for grouped and multiple dwellings, only Rivervale exceeded the metropolitan area (refer to **Table 5** and **Table 6** below).

	Median suburb household income	Median price (2022 as at Aug)	10 year growth rate	House price to income ratio	Median rent (Apr-Jun 22)	House rent to income ratio (%)
Ascot	107,744	891,000	2.9%	8.27	545	26.30
Belmont	80,964	511,000	0.8%	6.31	460	29.54
Cloverdale	74,048	485,000	1.2%	6.55	460	32.30
Kewdale	80,600	505,000	0.8%	6.27	410	26.45
Redcliffe	81,380	483,125	1.1%	5.94	480	30.67
Rivervale	75,972	617,500	1.4%	8.13	465	31.83
Perth Metro	96,980	541,500	1.2%	5.58	490	26.27

Table 5: Median House Prices (2021 Census and REIWA)

	Median household income	Median price (2022 as at Aug)	10 year growth rate	Price to income ratio	Median rent (Apr-Jun 22)	Unit Rent to income ratio (%)
Ascot	107,744	403,000	0.2%	3.74	433	20.90
Belmont	80,964	370,000	1.2%	4.57	423	27.17

Cloverdale	74,048	339,500	-2.0%	4.58	420	29.49
Kewdale	80,600	339,717	0.1%	4.21	398	25.68
Redcliffe	81,380	320,000	-0.8%	3.93	410	26.20
Rivervale	75,972	420,000	-0.6%	5.53	435	29.77
Perth Metro	96,980	415,000	-0.1%	4.28	435	23.32

Source: 2021 census; <https://reiwa.com.au/the-wa-market/suburb-rentals-search/>

Table 6: Median Unit Prices (2021 Census and REIWA)

While the 30% benchmark may not consistently reflect the affordability of mortgage repayments, it is widely acknowledged as a suitable measure for evaluating rent affordability. In the City of Belmont, 62.7% of individuals indicated that their rent payments were equal to or below 30% of their household income, with 26.1% surpassing this threshold and 11.2% remaining undetermined.

Among individual suburbs, Cloverdale, Redcliffe, and Rivervale all exhibited rental costs for houses exceeding 30% of household income. Furthermore, Kewdale, Belmont and Ascot demonstrated a higher rent-to-income percentage in comparison to the metropolitan area. Conversely, for grouped and multiple dwellings, all suburbs fell below the 30% mark of household income, although they were higher than the metropolitan area.

Considering this data, housing affordability poses a challenge within the City of Belmont. Improving this situation necessitates the promotion of housing diversity aimed at accommodating various lifestyles, household compositions, and income levels. Small dwellings like townhouses, apartments and ancillary dwellings tend to be more affordable than larger home and can provide opportunities for people to live in their preferred area.

The City of Belmont should also consider additional cost of living constraints and in doing so concentrate development near public transport, amenities, and employment prospects. This also provides increased opportunities for affordable living within vibrant neighbourhoods characterised by mixed land uses, reduced car dependency, efficient public transport, and increased opportunities for social interaction. Furthermore, the City should promote sustainability initiatives as a way of reducing the cost of living pressures, as detailed in subsequent sections of this Strategy.

8.4 Housing Tenure

While the significant number of renters in the City of Belmont (42.2%) compared to the Greater Perth Area (26%) may suggest a home ownership affordability problem, it is more likely that it reflects the preferences of specific household types. For example, the high number of renters may reflect a transient community of young singles or single parent households. Another aspect that may influence this is the City of Belmont's proximity to Perth CBD.

As outlined in Table 6, grouped and multiple dwelling developments are generally more affordable than single houses. Encouraging these types of developments could support homeownership and, over time, reduce the proportion of renters in the City of Belmont. To facilitate homeownership, the City should promote a diverse range of dwellings.

8.5 Housing Stock and Household Composition

Whilst the City has seen an increase in the number of 1 or 2 bedroom dwellings, the majority of the City's housing stock is still dominated by separate houses, followed by semi-detached, row or terrace houses/townhouses and flats/apartments.

As shown in figure 24, The City of Belmont has a greater number of 3 and 4 bedroom dwellings than households that have 3 or 4 people usually resident. The largest discrepancy is between 15.1% of households having three residents, and numbers of dwellings with three bedrooms (44.4%). Notably, 7.7% of dwellings are 1 bedroom dwellings, while 32.9% of the population reside in lone-person households. This data shows that the City has a deficit in 1 and 2 bedroom dwellings for the demand, whilst having an oversupply of dwellings with 3 or more bedrooms.

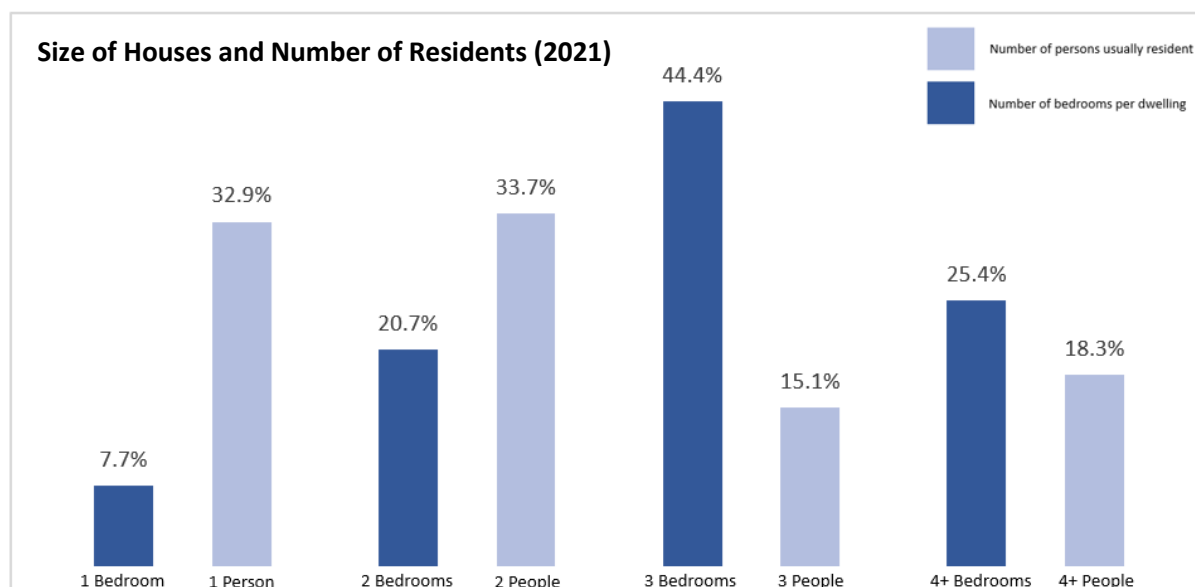


Figure 24: Size of Houses and Number of residents (ABS, 2021)

Given that Belmont's projected population growth will see an increase in lone person households, the City should consider ways in which housing for these demographics can be facilitated through the preparation of a new local planning scheme.

Noting the projected increases in lone person households, Table 2 below calculates that the City would need an additional 30,124 dwellings to cater for the average household size of 1 person.

The table above also provides insights into the number of additional dwellings that need to be constructed by 2031 for other average household sizes, to accommodate the forecasted population of 50,451 people.

2031 Average household size per scenarios (persons per household)	2031 Dwellings needed for a population of 50,451	2021 - 2031 Additional dwellings needed
2.3 (average number of people per household in COB, 2021)	21,935	1,608
2	25,225	4,898
1.5	33,634	13,307
1	50,451	30,124

Table 2: Scenarios of household sizes and number of dwellings

As shown above, the average number of people per household in the City is currently 2.3. This size household would require an additional 1,608 dwellings to meet the forecasted population of 50,451 by 2031. However, this goes up to 4,898 for an average of 2 people per household and jumps significantly to 30,124 for an average of 1 person per household.

This is a simplified assessment of future housing supply and does not take into account any factors that could affect forecasted population growth.

The City will need to investigate and ensure that adequate housing is provided for both the existing and future community. One strategy will be to continue to facilitate higher density development in the form of apartments and townhouses in key locations as promoted by Perth and Peel@3.5 Million.

The Residential Design Codes – Volume 2 Apartments also requires a mix of dwellings containing various bedroom numbers in developments of 10 or more units. It is considered this will also assist the City in providing a diverse range of housing for the community.

8.5.3 Housing for the Aged

Belmont's projected ageing population will see an increased demand for aged care facilities and aged or dependent persons dwellings. Noting this, the City should consider ways in which housing for the aged will be facilitated through the preparation of a new local planning scheme. In doing so the City should have regard to the WAPC Position Statement on Residential Accommodation for Ageing Persons which recommends definitions and land use permissibility in Local Planning Schemes to encourage aged care in a larger range of zones. The Position Statement also emphasises a more strategic approach to delivering aged care accommodation by integrating it within local communities, close to health and community services and adequately serviced by transport networks.

8.5.4 Social and Public Housing

In 2021, 6.5% of dwellings within the City of Belmont were being rented for social housing, compared to 2.9% in Greater Perth (city community).

The total number of dwellings being rented for social housing within the City of Belmont has reduced in the last two decades (1,283 sites in 2001 to 1,175 in 2021) (see **Figure 25**). This is generally as a result of the State Government redeveloping and/or disposing of a number of its sites. However, there was an increase of 43 dwellings between 2016 and 2021.

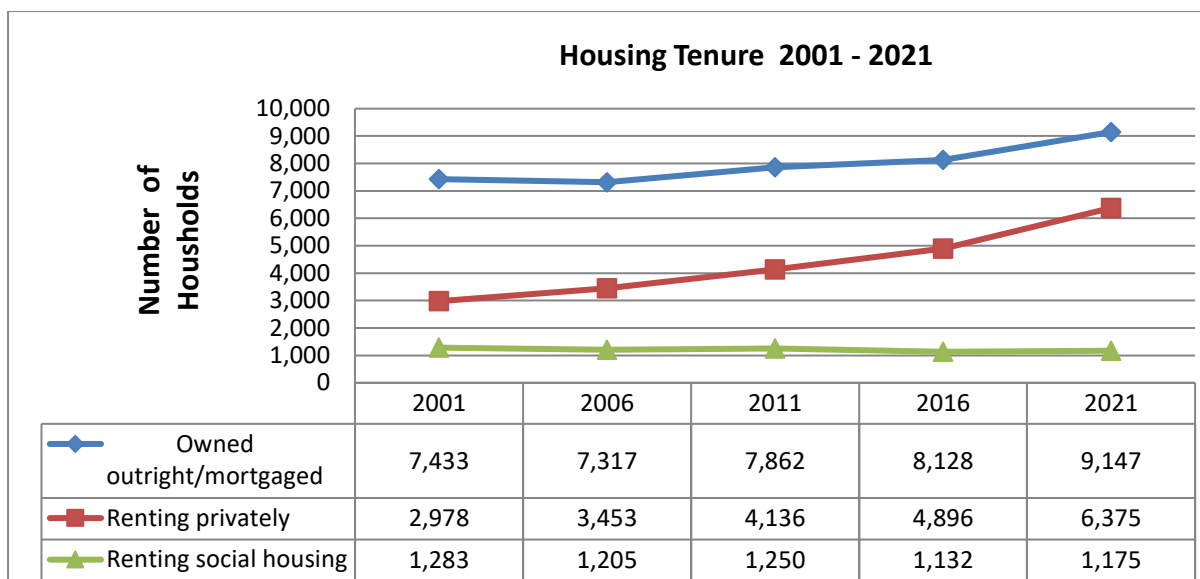


Figure 25: City of Belmont Housing Tenure (.idcommunity)

As social housing contributes to the diversity and affordability of housing for eligible lower income households, it is an important component of the City's housing stock. To alleviate community concerns regarding the amount of social housing located within the City of Belmont, redistribution and greater integration of the social housing sites across the City should be promoted. The City should also encourage the Department of Communities to redevelop any ageing, derelict or vacant sites.

8.6 Housing Occupancy

The 2021 Census found that there were 2,329 vacant private dwellings within the City, equating to 11.4% of total housing stock. Comparatively, this was substantially higher than the Greater Perth average of 8.5%. This percentage is consistent with the 2016 Census. ABS data (2021) showed that Rivervale was one of the 10 suburbs in WA with the highest vacancy rates (one in every six dwellings). This figure could be attributed to Rivervale's new apartment complexes, and residents pursuing fly-in, fly-out careers due to close proximity to Perth Airport. While many of these factors are outside the influence of planning, the City will continue to monitor these statistics.

8.7 Sustainability and Environment

8.7.1 Natural Hazards and Disasters

In planning for future housing stock, consideration should be given to extreme weather events associated with climate change. While the exact impact of climate change on the City is not yet known, environmental changes should be monitored and responded to appropriately.

With regard to flooding, only small sections of the City, primarily adjacent to the Swan River are currently identified as being within the 1 in 100-year floodplain (refer to **Figure 26**). To allow the City to ensure that new development in proximity to the Swan River and other waterbodies responds to existing flood risk, it may be appropriate to include this land in a Special Control Area under the new Local Planning Scheme. This would require development in these areas to apply for development approval to allow for flood risks to be assessed.



Figure 26: Floodway and flood fringe

The Climate Council of Australia has advised that due to climate change, the frequency and severity of bushfire events is likely to increase. While this is the case, it is noted that only small portions of the City of Belmont are identified as bushfire prone and that the threat of these areas is likely to be relatively low. The City will continue to assess and respond to the threat of bushfires on properties in bushfire prone areas (refer to **Figure 27**). This will include the ongoing requirement for proponents to prepare and implement Bushfire Management Plans and/or Bushfire Attack Level (BAL) Assessments as part of planning and/or building applications. It also may be appropriate to include this land in a Special Control Area under the new Local Planning Scheme, to require development in these areas to apply for development approval to allow bushfire risks to be assessed.



Figure 27: Bushfire Prone Map (Bushfire Prone Areas Coloured Red)

8.7.2 Sustainability

Integrating sustainability into urban developments not only mitigates environmental impacts but also alleviates the burden of high living costs by reducing energy usage and water consumption. Therefore, the City should investigate ways of encouraging and facilitating sustainable design outcomes. Further discussion on this is provided in the City Wide section of Part Two.

8.8 Built Form and Heritage

The City is dedicated to enhancing the living experience for residents through the delivery of high quality infill development. The introduction of State Planning Policy 7.0 (SPP 7.0) – Design of the Built Environment and City of Belmont Design Review Panel have been important factors in achieving these outcomes.

One of the key principles of SPP 7.0 is ‘Context and Character’, which encourages buildings to positively contribute to the identity of an area and integrate into its setting. This is particularly important for properties with significant heritage values, as identified in the City’s Local Heritage List. Further detail and actions relating to built form and heritage are contained within Part 2 of this Strategy.

8.9 Short-term rental accommodation

According to the Australian Housing and Urban Research Institute, short-term rental accommodation (STRA) land uses have led to decreased rental vacancy rates across Australia. Furthermore, where STRA uses are not appropriately managed, they have the ability to impact on the amenity of local neighbourhoods

In recent years, the City of Belmont has witnessed a significant increase in such uses, primarily attributed to the success of online booking platforms and the areas proximity to Perth Airport, Perth CBD, Optus Stadium and the Swan River. A review of AirDNA (a platform which tracks STRA data) has revealed a large number of STRA uses which are operating across the City, the majority not having the necessary approvals (Figure 28).



Figure 28: Locations of Short-term Rental Accommodation (AirDNA, 2023)

There is no shortage of accommodation options for visitors in the City of Belmont. In 2018-2019, visitors to the City of Belmont spent 337,510 nights in various forms of tourist accommodation including hotels and motels and in serviced apartments (Tourism WA, 2022). During the same period, there were 385,440 rooms available in the hotels, motels and serviced apartments located along Great Eastern Highway (Tourism WA, 2022). This indicates an excess of more than 47,930 vacant hotel, motel, and serviced apartment rooms, adjacent to Great Eastern Highway during this period. This data doesn't include tourist accommodation which is not located adjacent to Great Eastern Highway or additional tourist accommodation facilities which have since been developed.

The following has been noted about STRA operations in the City of Belmont:

- Erosion of long-term housing stock
- Reduced housing affordability
- Undermining intended residential density outcomes
- Land use conflict
- Operating short-term rental accommodation in areas with a lack of tourist amenities and public transport accessibility.

It is important that STRA impacts are mitigated. The State recently released regulatory measures regarding short-term rental accommodation, including a position statement, associated guidelines and a registration scheme. This states that local planning policies can manage the size, location and potential amenity impacts of short-term rental accommodation. In light of this, the City has reviewed and incorporated appropriate recommendations into a new Local Planning Policy 19: Short-term Rental Accommodation.

Further information regarding this is provided in part two of this Strategy.

8.10 COVID-19

The COVID-19 pandemic has generally changed the way people view and use housing. These changes are expected to have lasting implications for the planning and design of residential developments.

Due to measures aimed at slowing the spread of COVID, the pandemic saw a large portion of the workforce working from home rather than making a daily commute into the office.

The pandemic has also resulted in a renewed focus on accessing locally sourced goods and services. People have realised the importance of living in high amenity areas with good access to local services, recreation spaces, and cafes/restaurants. This has also generated an increased interest in apartment developments which are near services and amenities.

The City should continue to facilitate and encourage high quality apartment development and development more broadly in close proximity to high amenity areas such as activity centres and transport corridors.

9 Local Planning Scheme Review Community Engagement

To help inform the Strategy, community consultation was undertaken including workshops and surveys with residents.

9.1 Workshops

The workshops were designed to identify community values and planning aspirations for the City. This was facilitated through a scenario planning activity which provided for the community to outline their broad conceptual visions for the area down to more specific values regarding street design layouts and housing typologies. There were five resident workshops held for the following precincts illustrated in Figure 29 below:

- West (Rivervale)
- South (Kewdale and Cloverdale)
- East (Cloverdale and Redcliffe)
- Central (Belmont and Redcliffe)
- Riverside (Ascot)

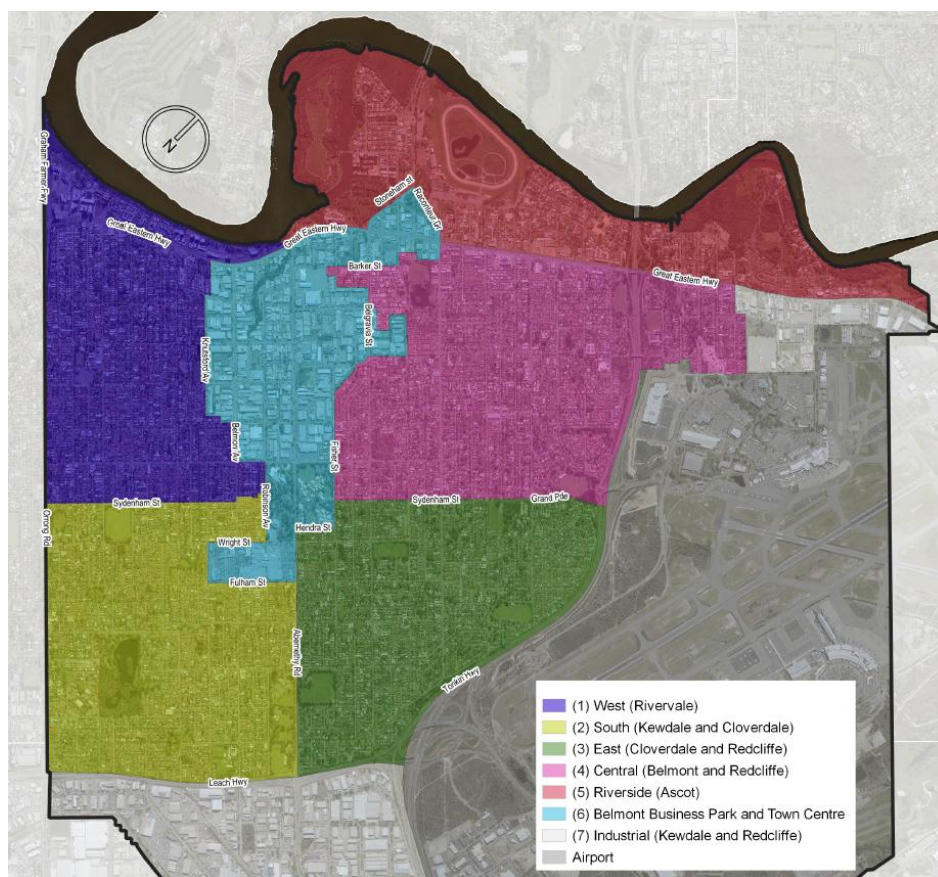


Figure 29: Workshop Precincts

Below is a summary of the key community aspirations for each of the identified precincts:

Riverside Precinct – Ascot

The community preferred higher density housing typologies for this precinct, including 3 or 4 bedroom houses on a smaller lot, apartments and four dwellings on a lot. Within Ascot Waters, a 3 or 4 bedroom house on a smaller lot was the most preferred housing option. The community residing within the 'Residential and Stables' zone expressed an interest in a more diverse housing typologies within the precinct, particularly three or four dwellings per lot.

South Precinct – Kewdale & Cloverdale

The residents of Kewdale and Cloverdale expressed an interest in a variety of housing types ranging from low density 3-bedroom houses with a large garden to higher density housing including three houses on a lot and apartments.

West Precinct – Rivervale

The residents of Rivervale favoured a range of single detached dwellings and as a second preference chose development comprising of two to three houses on a lot. The community members also indicated support for the development of apartments on their street and within activity centres.

East Precinct – Cloverdale & Redcliffe

The community identified two categories of housing they would consider as their prospective accommodation. The first category includes single detached housing with extensive gardens or an original extended house. The second preferred housing category comprises three dwellings on a lot.

However, the community also supported apartments being located above commercial tenancies within activity centres.

Central Precinct – Redcliffe & Belmont

The community chose the three-bedroom original house with a granny flat at the rear as their preferred future accommodation option. Participants also encouraged the development of apartments, particularly above shops along Belvidere Street, along with housing types consisting of two or four dwellings.

Overall Findings

Community members identified a desire for good quality and diverse housing. In addition, the provision of apartments integrated with commercial development within neighbourhood and local centres was supported by residents.

9.2 Resident Survey

Following the workshops, a survey was prepared to capture additional information in relation to the future planning of housing, shopping areas and public open spaces. The survey was made available to all workshop participants, residents and landowners of the City as well as businesses.

The findings indicated a strong preference for a variety of housing types, with 56% of respondents endorsing this viewpoint. Furthermore, participants emphasised the significance of both housing affordability and diversity, with 80% assigning a rating of three or above (out of 5) for the value of housing diversity and 78% doing the same for housing affordability.

10 Conclusion

The Local Housing Strategy has been prepared following a review of the current strategic planning context, demographic and housing trends, community consultation and the City's existing statutory planning framework.

The purpose of this Strategy is to establish a strategic framework to guide the City's current and future housing needs.

Part 2 of the strategy provides an in-depth analysis of the population and housing characteristics across each suburb. These examine development patterns, demographics trends, connectivity, and outline specific actions within key focus areas in each suburb. Within these focus areas, the strategy identifies key considerations and opportunities for housing, and proposes actions to ensure that the Strategy sets the foundation for long-term, sustainable growth and development across the entire City.