

PART 2

ASCOT

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Snapshot – Population and Dwellings

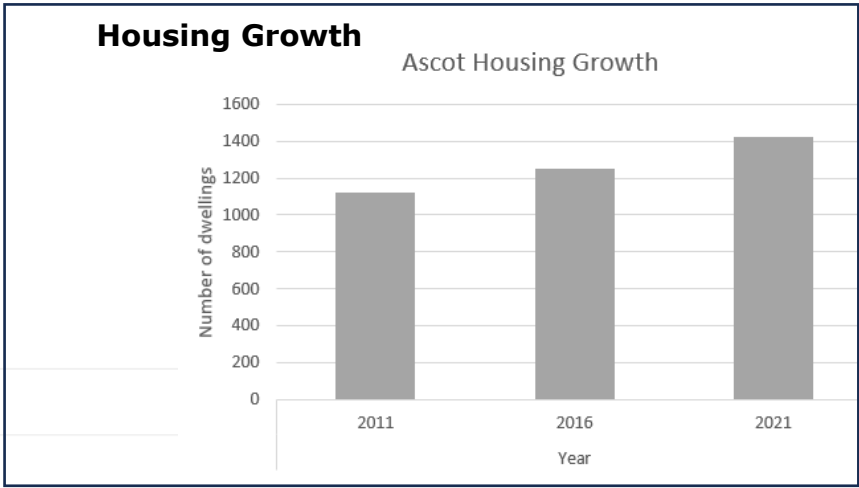
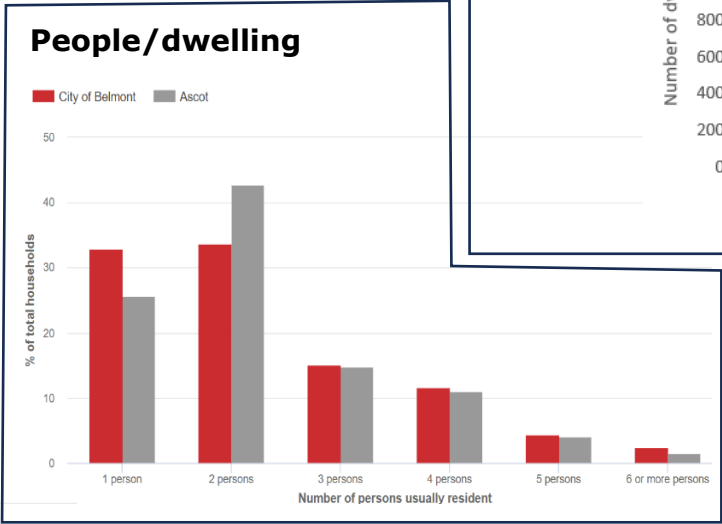
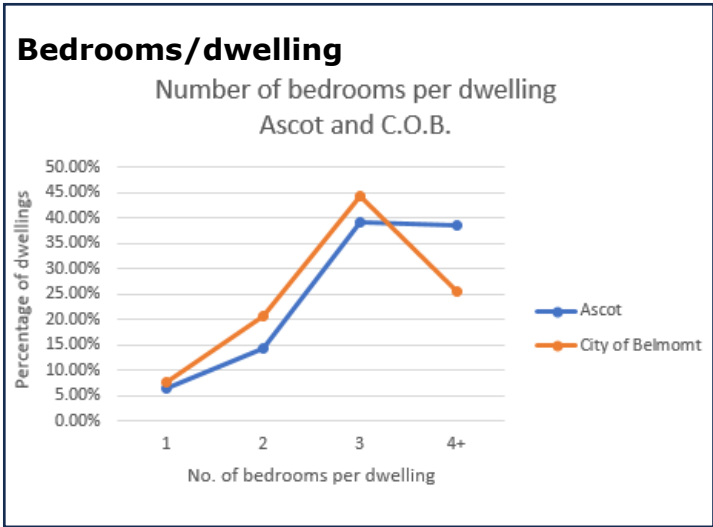
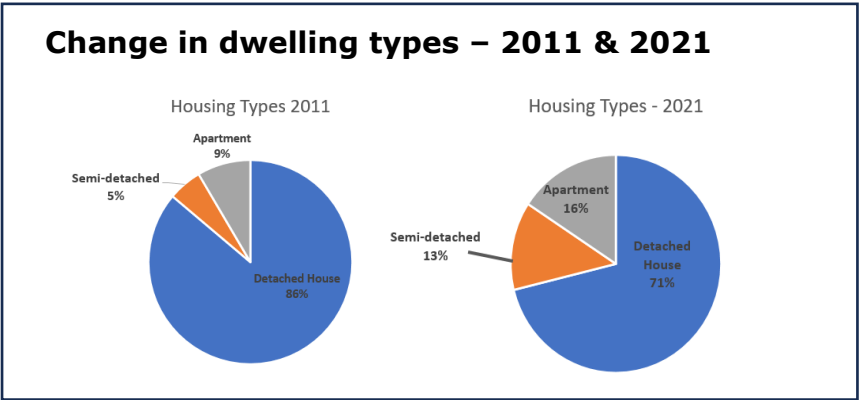
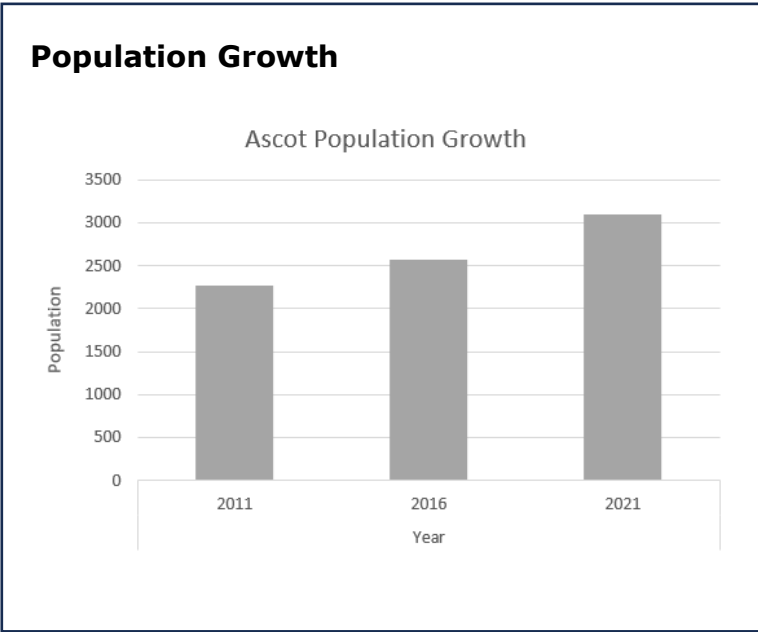


Table 1: Snapshot (Source: ABS 2024 and .ID Community 2024)

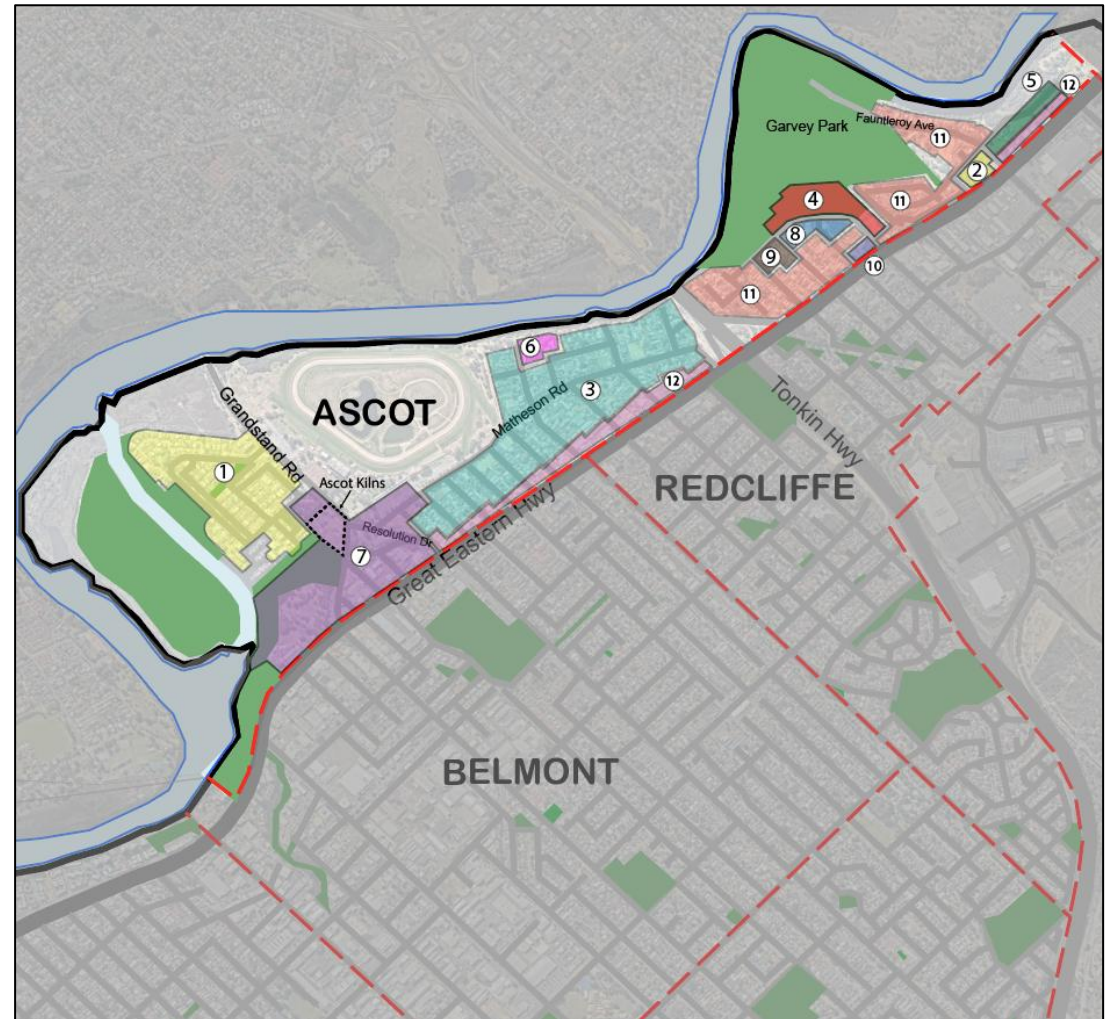
Ascot Overview

Location and Focus Areas

The suburb of Ascot comprises an area of 3.69 square kilometres and is bound by the Swan River, Great Eastern Highway and land just east of Ivy Street.

There are 12 key focus areas within the suburb of Ascot that will be analysed as part of this Local Housing Strategy. These include:

1. Ascot Waters
2. Invercloy Estate
3. Residential and Stables area
4. Development Area 7
5. Development Area 9
6. Development Area 10
7. Golden Gateway and Ascot Kilns
8. Lot 600 Central Avenue and Lot 601 Coolgardie Avenue
9. Perth Central Caravan Park
10. Ascot Local Centre
11. Eastern Ascot
12. Great Eastern Highway Corridor



Key Features

Connectivity

- Road and vehicle access facilitated through Great Eastern Highway, Tonkin Highway, and the Garratt Road bridge.
- Close proximity to Perth Airport domestic terminals T3 and T4.
- Eastern part of the suburb is near Redcliffe Station.
- Access to public transport, including a high frequency route along Great Eastern Highway and the 998/999 Circle route along Grandstand Road
- Public transport routes provide connections to adjacent local government areas, Redcliffe Train Station, and Elizabeth Quay.
- Ascot has extensive bicycle and pedestrian paths, including along the Swan River foreshore and throughout the Ascot Marina and Residential and Stables zone.

Centres and Services

- There is one existing activity centre and two planned activity centres within Ascot. These include:
 - Ascot Waters Local Centre (planned).
 - Golden Gateway Local Centre (planned).
 - Ascot Local Centre.
- The Ascot Local Centre is presently specialised, containing office and medical uses as opposed to grocery and other shops typically found within local centres.
- Ascot does not have a primary school within its boundaries, however it benefits from its proximity to Belmont Primary School and Redcliffe Primary School.

Public Open Space

- Ascot has the highest proportion of properties within 100m of any public open space (POS), mainly due to its proximity to the Swan River. Despite this, some residential areas are more than 400m away from any public open space, which is the maximum distance that residential lots should be from accessing parks according to Liveable Neighbourhoods.
- The Public Open Space Strategy proposes to investigate acquiring additional land or re-purpose existing property owned by the City. These areas would be used to develop high-quality POS, to increase the number of residential properties which are located within 400m of POS.

Development Patterns

- Development in the 'Residential and Stables' and 'Residential' zones mainly occurred in the 1980s and 1990s, with some dating back to the 1960s and earlier.
- Ascot experienced relatively low growth between 2011 and 2021, at approximately 10% compared to the City's average of 26.4%.
- The Ascot Waters 'Special Development Precinct' saw most detached dwellings built by 2010. Apartments at 2 and 16 Marina Drive were built in 2015 and 2020.
- Development in the Invercloy 'Special Development Precinct' happened between 2000 and 2010.
- Ascot currently contains 1,131 residential lots. Of these, 101 lots, based on their size and width, have the capacity for infill development. However, it is important to recognise that not all landowners may choose to pursue further development of their properties.

Suburb Wide Actions

Suburb wide actions for Ascot have been prepared based on information from the Key Features section, the Focus Area Summary Table, and Appendix 1 – Population and Housing Characteristics. By integrating these sources, actions were developed to facilitate and support the development of future housing within Ascot.

- Encourage a variety of housing options to cater to the evolving needs of the community, especially with Ascot's ageing population, the projected rise in single person households, and the current prevalence of dwellings with four bedrooms or more.
- Through the implementation of the City's Public Open Space Strategy, investigate additional open space amenities along the Swan River foreshore in Ascot to improve access to green space.

- Liaise with the Public Transport Authority to obtain support for extending the bus network throughout the suburb.
- Promote alternative transport modes, such as public transport and active travel, to reduce reliance on private vehicles.

Focus Areas

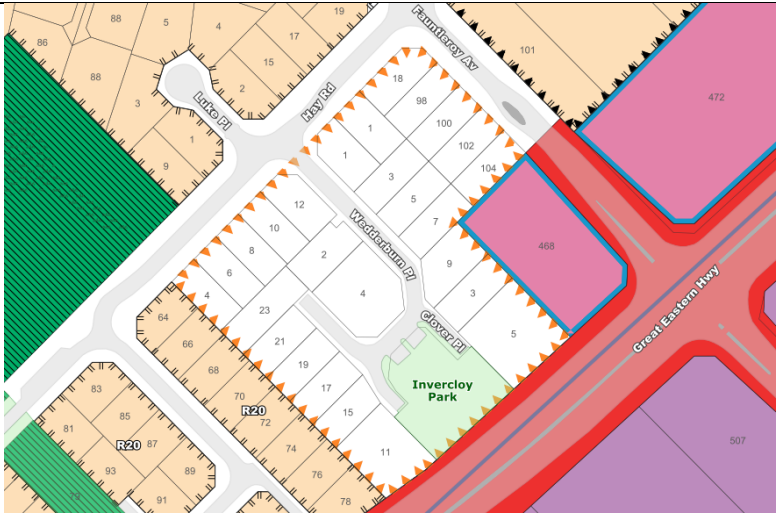
1: Ascot Waters	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly: Club - Place of Public Assembly: Place of Public Worship LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes: Ambulance Depot - Public Purposes: Civil Defence - Service Station - Special Development Precinct - Town Centre	Strategies - Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Apply appropriate zonings and density coding's to land in close proximity to transport corridors and activity centres. - Facilitate medium and high-density infill development which is of high-quality design and positively contributes to the streetscape. - Facilitate development overlooking public open spaces to provide surveillance and amenity for residents. - Encourage sustainable design principles to be incorporated into single house and low-density dwelling developments. Key considerations and opportunities - The Ascot Waters design guidelines in Local Planning Policy No. 6 – Ascot Waters Special Development Precinct (LPP 6) have facilitated high-quality built form outcomes but reflect dwelling designs from the 1990s and early 2000s, having been prepared over 20 years ago before changes to the Residential Design Codes (R-Codes). - Land within Ascot Waters is currently zoned 'Special Development Precinct' which is not a model zone within the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. There is an opportunity to rezone this area to align with the Regulations. - Whilst LPP 6 provides guidance regarding the density coding of land within the precinct, there is currently no density coding applied to the land under the Local Planning Scheme. There is an opportunity to assign density codes to this area through the preparation of a new local planning scheme. - The precinct is largely developed, with less than 10 vacant lots remaining. - Under Local Planning Scheme No. 15, all development requires approval. Given the precinct has largely been developed with less than 10 vacant lots remaining, there may be an opportunity to normalise this situation.

		Whilst the precinct is largely residential in nature, a local centre has been identified along Marina Drive. There is an opportunity to align with the City's Activity Centre Planning Strategy by applying a 'Local Centre' zone to 10 Marina Drive.
Actions:	Zoning	- Investigate the appropriateness of rezoning land within the precinct through the preparation of a new local planning scheme, from 'Special Development Precinct' as follows: - The Ascot Waters Local Centre located at 10 Marina Drive, Ascot, to 'Local Centre' zone. - Consider 2 Waterway Crescent and 54 Grandstand Road for a 'Mixed Use' - Consider 2 Marina Drive for a 'Mixed Use' or 'Residential' zoning. - The wider precinct to 'Residential'.
	Residential Density	Apply density codings to the precinct that have regard to the density and lot configuration outlined in LPP 6, through the preparation of a new local planning scheme (refer to below image).



Built Form

3. Undertake a review of *Local Planning Policy 6 – Ascot Waters Special Development Precinct* in light of the R-Codes to determine whether the policy provisions are still required.
4. Investigate whether it is necessary to continue to require approval for all development within the precinct. In doing so, the City should consider the need to assess built form outcomes.

2: Invercloy Estate		Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly: Club - Place of Public Assembly: Place of Public Worship - Place of Public Assembly: Pre-School Centre - Place of Public Assembly: Private School - Place of Public Assembly: Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes: Ambulance Depot - Public Purposes: Civil Defence		- Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Facilitate the preservation of properties which contain significant heritage values.
		Key considerations and opportunities
		- Local Planning Policy No.8 – <i>Invercloy Estate Special Development Precinct</i> has facilitated high quality built form outcomes which are sympathetic to the State and local heritage listed property at 4 Wedderburn Place. - Whilst the Policy provides guidance regarding the density coding of land within the precinct, there is currently no density coding applied to the land under the Local Planning Scheme. Therefore, there is an opportunity to apply a density code that reflects existing development and lot sizes. - Land is currently zoned ‘Special Development Precinct’ which is not a model zone within the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. There is an opportunity to align the future zoning with the Regulations. - Given the precinct has been developed entirely for residential purposes, the need for LPP 8 should be reviewed through the preparation of a new local planning scheme. - Under Local Planning Scheme No. 15, all development within this area requires approval. There is an opportunity to review this situation through the preparation of a new local planning scheme.
Actions:	Zoning	1. Investigate the rezoning of land within the precinct from ‘Special Development Precinct’ to ‘Residential’ through the preparation of a new local planning scheme.
	Residential Density	2. Apply density coding’s to land within the precinct that reflect the existing development and lot sizes (R20, and R40 for 5 Clover Place) through the preparation of a new local planning scheme.
	Built Form	3. Undertake a review of <i>Local Planning Policy 8 – Invercloy Estate Special Development Precinct</i> in light of the R-Codes to determine whether the policy provisions are still required.

	4. Investigate whether it is necessary to continue to require development approval for all development within the precinct. In doing so, the City should consider the need to assess built form outcomes.
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3: Residential and Stables area



LOCAL SCHEME ZONES

- Civic and Cultural
- Commercial
- Industrial
- Mixed Business
- Mixed Use
- Place of Public Assembly
- Place of Public Assembly : Club
- Place of Public Assembly : Place of Public Worship

- PSC Place of Public Assembly : Pre-School Centre
- PPS Place of Public Assembly : Private School
- RC Place of Public Assembly : Racecourse
- Residential (R20 Density Unless Otherwise Shown)
- Residential and Stables
- Service Station
- Special Development Precinct
- TC Town Centre

LOCAL SCHEME RESERVES

- Local road
- Major Distribution Road
- Parks and Recreation
- Parks and Recreation : Water Supply Sewerage and Drainage
- Public Purposes : Ambulance Depot
- Public Purposes : Civil Defence

Strategies

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in proximity to transport corridors and activity centres.
8. Facilitate the preservation of properties which contain significant heritage values.
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 control, consider the impact of future development on the environment, including potential offsite environmental impacts.

Key considerations and opportunities

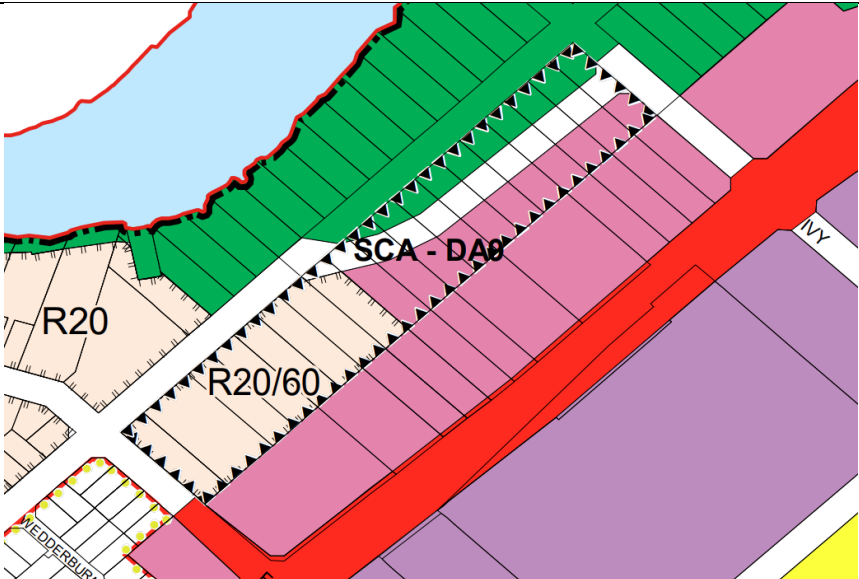
- The 'Residential and Stables' zone is not a model zone within the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- There is no formal density coding applied to the land under Local Planning Scheme No. 15 (LPS 15). However, the Scheme contains a minimum lot size requirement of 1,000m² per dwelling. Despite this, a significant number of lots are below the 1000m² requirement. The Scheme also requires open space and setbacks to be in accordance with the R10 density code.
- While the area generally contains larger lots, many are deep and narrow. Some lots may have subdivision potential as being more than 2000 sqm in area, however their width would present undesirable development outcomes.
- LPS 15 requires that an application for Development Approval for either a stable or a residence must accommodate the potential for both a residence and a minimum of two stables on the lot. The City consistently mandates a 70m² area to be reserved for future stables. This area includes two stables at 28m² each, plus a 14m² tack room, in line with the City's Consolidated Local Law 2020.
- The Consolidated Local Law 2020 mandates that stables must be built at least 6 metres from any dwelling on the same property and 20 metres from any dwelling on an adjacent property. Alongside the LPS 15 requirement to designate a future

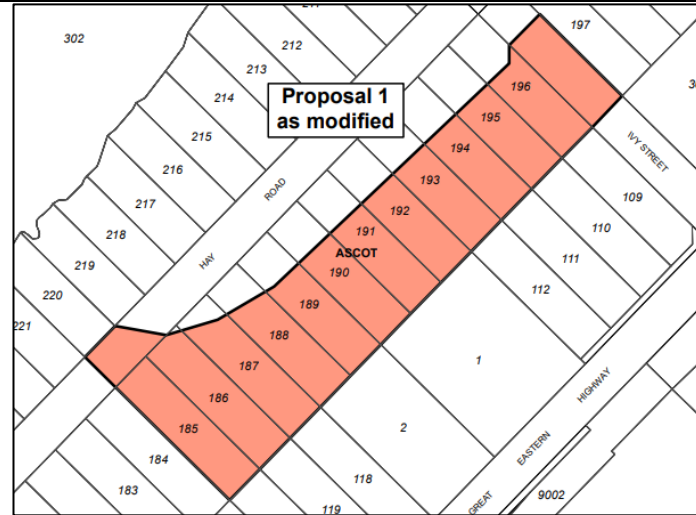
	stables area, this often prevents lots smaller than 1,000m² from meeting these standards. It als • Currently, 48.1% of lots which contain a dwelling also contain licenced stables. This number drops to 28.6% for dwellings built after 2001. • Of the total of number of lots that contain licenced stables, 46.4% are currently in use with an average of 3.4 horses present. • Approximately 22.3% of all 'Residential and Stables' zoned lots contain a stable in use. • Changing trends have seen many horse owners/trainers relocate to more rural areas of Perth and regional WA, presumed to be due to rising housing costs in Ascot. • There will be an ongoing need to mitigate conflicts between dwellings and equine activities throughout the precinct. • The 'Residential and Stables' zone benefits from access to strong transport links including connections to Great Eastern Highway. • Perth and Peel @ 3.5 Million encourages high-density mixed use developments adjacent to major urban transport corridors. To ensure an appropriate interface is achieved to development directly abutting Great Eastern Highway, it may be appropriate for a transition area to be established over a portion of the 'Residential and Stables' zone and for a higher density code to be applied. • To manage land use conflict, the application of a higher density code would be subject to ongoing monitoring of the locations of lots which contain active stables licences. • There are several lots which are partly located within the Swan Canning Development Control Area and require consideration of potential environmental impacts.
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		The development at 1 Davis Street comprises residential dwellings even though the land is zoned 'Mixed Use'.
Actions:	Zoning	- Through the preparation of a new local planning scheme, investigate the appropriateness of rezoning lots directly adjoining the Swan River to 'Residential' with no permissibility for equine related uses, aiming to reduce nutrient and organic matter runoff into the Swan River, aligning with the objectives of the Swan Canning River Protection Strategy. - Through the preparation of a new local planning scheme, investigate the appropriateness of rezoning 1 Davis Street from Mixed Use to 'Residential' to align with the built form outcome on the site. - Through the preparation of a new local planning scheme, investigate the appropriateness of the following for the remainder of land: - The appropriateness of designating a Special Control Area to manage residential and equine related uses, with a provision requiring development approval for all Single Houses - The appropriateness of retaining the non-model 'Residential and Stables' zone and associated scheme provisions; or - The appropriateness of introducing a 'Special Use' zone that facilitates but does not require the stabling of horses. - Liaise with Perth Racing regarding their future development aspirations and consider the impact this may have on the future zoning of the precinct.
	Residential Density	- Investigate the appropriateness of applying an R10 density code to the 'Residential and Stables' precinct through the preparation of a new local planning scheme. - Monitor the number of active stables within close proximity to Great Eastern Highway. If monitoring uncovers no stables within this area, investigate establishing a transition area by applying an appropriate density code for lots abutting the 'Mixed Use' zone.
	Built Form	Review the existing site and development requirements and determine whether any modifications are required for properties currently zoned 'Residential and Stables'. This may include investigating whether or not the requirement for lots to be capable of accommodating stables in the future is retained.

4: Development Area 7	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly : Club - Place of Public Assembly : Place of Public Worship - Place of Public Assembly : Pre-School Centre - Place of Public Assembly : Private School - Place of Public Assembly : Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Parks and Recreation : Water Supply Sewerage and Drainage - Public Purposes : Ambulance Depot - Public Purposes : Civil Defence	Strategies - Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Encourage development of underutilised 'Urban' zoned land. - Facilitate development overlooking public open spaces to provide surveillance and amenity for residents. - Encourage sustainable design principles to be incorporated into single house and low-density dwelling developments.
	Key considerations and opportunities - The DA7 Structure Plan expired on 19 October 2025. 85-97 Coolgardie Avenue are zoned Residential R20/40 and are no longer located within the Development Area 7 precinct identified by the Scheme. - Lot 602 (No. 55) Fauntleroy Avenue is identified in the structure plan as being subject to further investigation and planning. This land is owned by the Department of Planning, Lands and Heritage. - A preliminary geotechnical report identified that Lot 602 requires substantial remediation. - The site is located within the flood fringe and designated bushfire prone area. - There is a conservation category wetland on Lot 602. - Lot 602 is burdened by existing sewer and stormwater infrastructure. - A portion of Lot 602 is within 250m of high frequency bus routes on Great Eastern Highway, and within 800m of Redcliffe train station. - Lot 602 is within the 200m catchment of the Ascot Local Centre.

		Given the above, it may be appropriate to identify appropriate requirements within the new local planning scheme for development to address the environmental considerations for Lot 602.
Actions:	Zoning, Residential Density and Built Form Through the preparation of a new local planning scheme, identify appropriate requirements for development on Lot 602 (No. 55) Fauntleroy Avenue to address environmental considerations.	

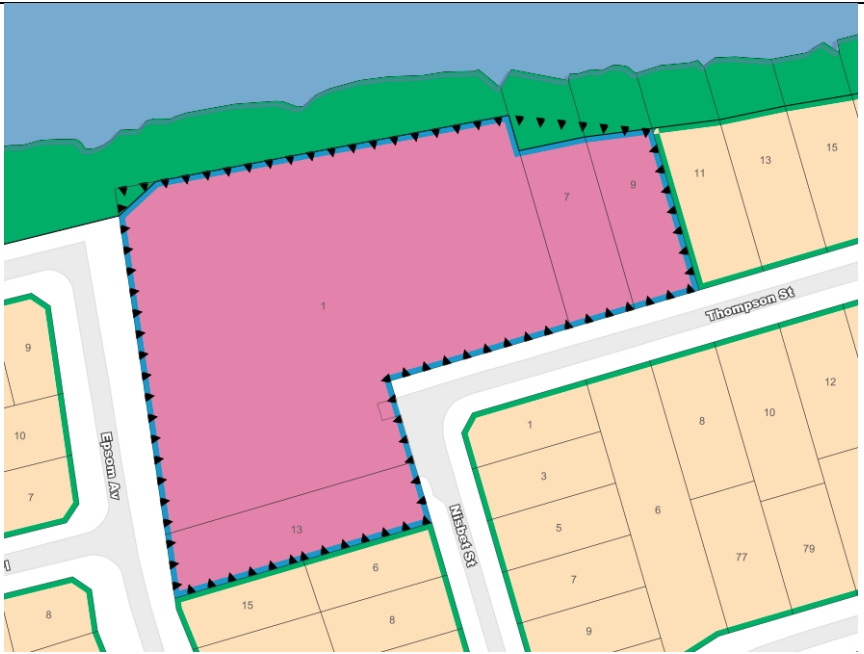
5: Development Area 9	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly : Club - Place of Public Assembly : Place of Public Worship - Place of Public Assembly : Pre-School Centre - Place of Public Assembly : Private School - Place of Public Assembly : Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Parks and Recreation : Water Supply Sewerage and Drainage - Public Purposes : Ambulance Depot - Public Purposes : Civil Defence	Strategies 1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community. 3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres. 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. 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. 11. Facilitate higher density development near high frequency public transport stops and stations with an aim to reduce private vehicle reliance. Key considerations and opportunities • Land within the Development Area 9 precinct is subject to the Development Area 9 Structure Plan. • The Structure Plan identifies an R20/60 code over land zoned 'Residential'. • Lots within Development Area 9 abut 'Mixed Use' land fronting Great Eastern Highway. 101 Fauntleroy Avenue to 64 Hay Road are currently assigned a density code of R20/60 under LPS 15 • The R20/60 code is considered to act as an appropriate transition to the 'Mixed Use' zone fronting Great Eastern Highway. • Lots northeast of 64 Hay Road are identified as being subject to future investigation and planning by the Development Area 9 Structure Plan. These were previously reserved for 'Parks and Recreation' under the Metropolitan Region Scheme (MRS). • MRS Amendment 1399/57 has transferred Lots 185 to 196 Hay Road and parts of the Ivy Street and Hay Road road reserves from the 'Parks and Recreation' reserve to the 'Urban' zone under the MRS (see image below). The Amendment was gazetted on 14 November 2023.



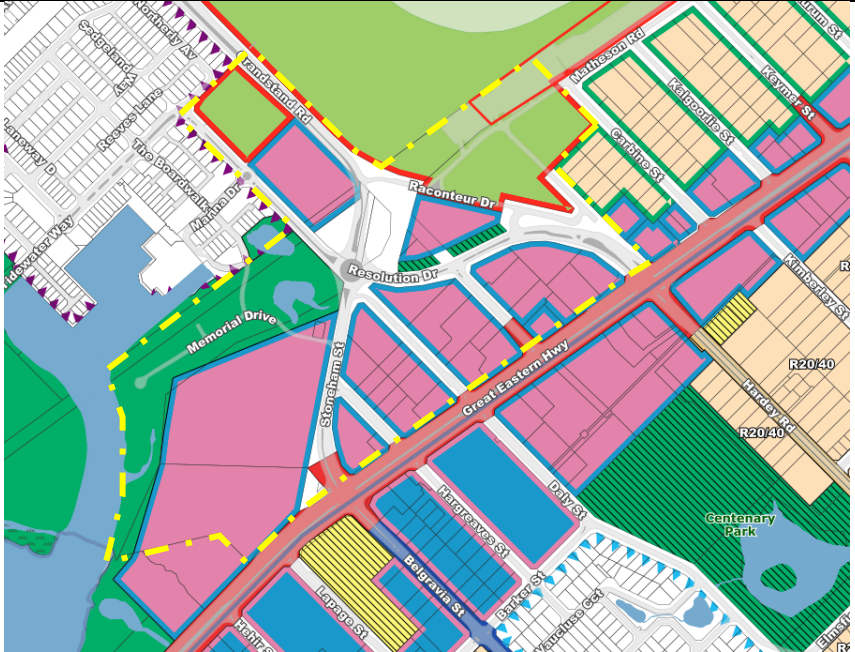
- The WAPC and Minister also resolved to concurrently amended LPS 15 to transfer parts of the amendment area to the 'Mixed Use' and 'Residential' zones, and to apply a R20/60 density code to the 'Residential' zoned land (see image below).



		The Development Area 9 Structure Plan is due to expire in 2025. Given an R20/60 code has been applied to land zoned 'Residential' and further investigations are pending for the 'Mixed Use' zoned land, it may be appropriate to let the Structure Plan expire.
Actions:	Zoning, Residential Density and Built Form Investigate whether it is appropriate to let the existing DA 9 Structure Plan expire and determine if it is necessary to require the preparation of a new structure plan.	

6: Development Area 10: Ascot Inn (Swan River Hotel)	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly - Club - Place of Public Assembly - Place of Public Worship - Place of Public Assembly - Pre-School Centre - Place of Public Assembly - Private School - Place of Public Assembly - Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes - Ambulance Depot - Public Purposes - Civil Defence	- Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition. - Encourage development of underutilised 'Urban' zoned land. - Facilitate development overlooking public open spaces to provide surveillance and amenity for residents. - Through land use planning and development control, consider the impact of future development on the environment, including potential offsite environmental impacts.
	Key considerations and opportunities - Numbers 7 and 9 Thompson Street and 1 and 13 Epsom Avenue are designated by LPS 15 as being within Development Area 10 (DA 10). The zoning of this land is 'Mixed Use'. - The Swan River Hotel is the primary development in DA 10. - Number 9 Thompson Street has recently been developed for a Single House. - Number 7 Thompson Street and number 13 Epsom Avenue remain largely vacant are suitable for development. An easement is located adjacent to number 15 Epsom Avenue and 6 Nisbet Street to the benefit of the City of Belmont and the public. The current function of this easement is a horse trail. - The DA 10 Structure Plan will expire in October 2025. - The approved structure plan contemplates hotel and serviced apartment land uses, and building height of up to four storeys stepping down to two storeys abutting the neighbouring properties. - The Mixed Use zoning has allowed for development of short-term accommodation land uses in a high amenity area.

		The existing Mixed Use zoning contains permissibility for light industrial and commercial land uses, many of which would be inappropriate for this site.
Actions:	Zoning	- Investigate the most appropriate zonings for the DA 10 precinct through the preparation of a new local planning scheme. Consider the following approaches: - Retain the 'Mixed Use' zoning, and review zone objectives and land use permissibilities. - Rezone to 'Residential' with Additional Uses of Hotel (P), Restaurant/café (D), and/or other appropriate tourism and hospitality related uses. - Rezone 9 Thompson Street to 'Residential', so as to be reflect the zoning of the eastern adjoining lots as proposed by this Strategy. - Investigate deleting Special Control Area – Development Area 10 through the preparation of a new local planning scheme and revoking the current DA10 Structure Plan.
	Residential Density	- Investigate applying an R60 density code to 13 and 1 Epsom Avenue and 7 Thompson Street through the preparation of a new local planning scheme. - Investigate applying an R10 density code to 9 Thomson Street to reflect the density of the eastern adjoining lots.
	Built Form	Investigate appropriate site and development requirements for 13 and 1 Epsom Avenue and 7 Thompson Street with consideration given to the interface between this land and adjacent land through the preparation of a new local planning scheme.

7: Golden Gateway and Ascot Kilns	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly - Club - Place of Public Assembly - Place of Public Worship LOCAL SCHEME RESERVES - Place of Public Assembly - Pre-School Centre - Place of Public Assembly - Private School - Place of Public Assembly - Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre - Local road - Major Distribution Road - Parks and Recreation - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes - Ambulance Depot - Public Purposes - Civil Defence	Strategies - Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres. - Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition. - Encourage development of underutilised 'Urban' zoned land. - Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape. - Encourage sustainable design principles to be incorporated into developments. - Facilitate higher density development near high frequency public transport stops and stations with an aim to reduce private vehicle reliance. Key considerations and opportunities - The Golden Gateway precinct, highlighted in yellow on the adjacent plan, presents significant opportunities for mixed-use development. It benefits from public transport access and public open space along the Swan River foreshore and the Belmont Trust Land. - Despite its potential, the precinct faces land assembly issues, site access constraints, and significant fragmentation. Additionally, there are no density codes or height controls in place. To address these challenges and guide future development, the Golden Gateway Local Structure Plan has been prepared. - Most of the precinct is zoned 'Mixed Use'. This area is subject to development controls under a structure plan prepared by the City of Belmont. - Land zoned 'Places of Public Assembly' (Perth Racing land) is part of the precinct but is subject to a separate structure planning process. - The Ascot Kilns Site, within the precinct, contains heritage structures of State significance and is currently owned by the Department of Planning Lands and Heritage. A Local Development Plan (LDP) and design guidelines were prepared in 2017 for mixed-use development adjacent to these heritage structures. However,

	modifications to the LDP, resolved by the Council, have not yet been progressed by the Department of Planning Lands and Heritage. Although the future of Belmont Trust Land is not guided by the Structure Plan and will undergo a separate planning process, it is included in the precinct due to its recreational function for future residents. The Trust Deeds mandate that Belmont Trust Land is used for recreational purposes for the benefit of the community.
Actions:	Zoning, Residential Density and Built Form - Progress the Golden Gateway Local Structure Plan and ensure that a new local planning scheme gives statutory effect to the structure plan. - Advocate with the Department of Planning, Lands and Heritage to progress the Local Development Plan for the Ascot Kilns site.

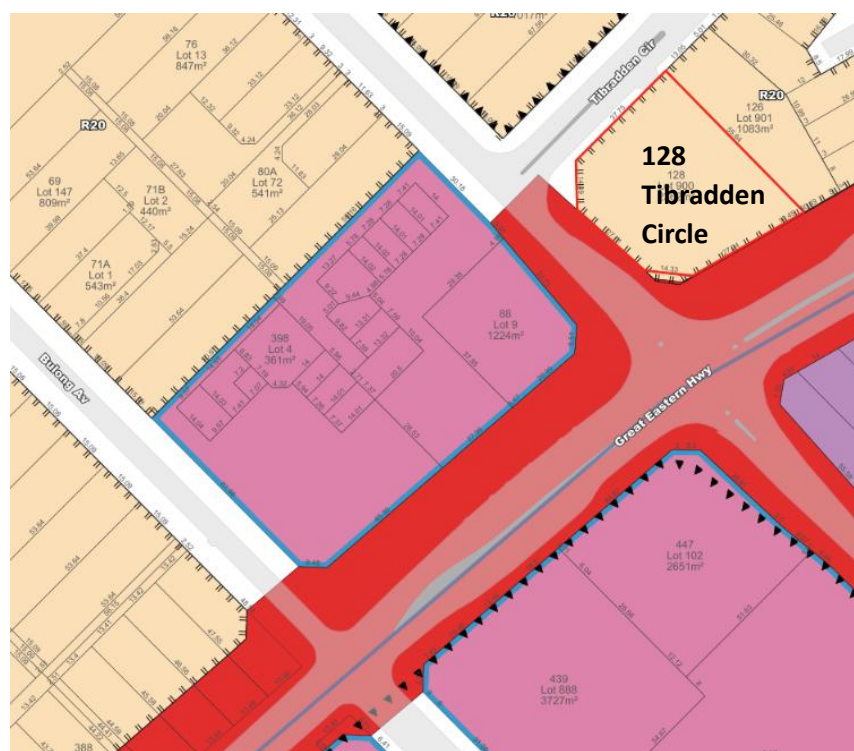
8: Lots 600 Central Avenue & Lot 601 Coolgardie Avenue	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - C Place of Public Assembly : Club - W Place of Public Assembly : Place of Public Worship LOCAL SCHEME RESERVES - PSC Place of Public Assembly : Pre-School Centre - FPS Place of Public Assembly : Private School - RC Place of Public Assembly : Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - TC Town Centre - Local road - Major Distribution Road - Parks and Recreation - WSD Parks and Recreation : Water Supply Sewerage and Drainage - AD Public Purposes : Ambulance Depot - C Public Purposes : Civil Defence	Key considerations and opportunities
	Strategies - Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition. - Encourage development of underutilised 'Urban' zoned land. - Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape. - Through land use planning and development controls, consider the impact of future development on the environment, including potential offsite environmental impacts. - Two large, vacant land holdings which are currently held by the Department of Planning, Lands and Heritage. - Current R20 coding encourages subdivision rather than coordinated development. - Soil conditions and geotechnical stability is currently unknown and will require investigation prior to development or subdivision. - The sites have high amenity, being in close proximity to the Swan River and large regional open space and are located within 800m (10-minute walkable distance) of Redcliffe Station. - The high amenity and proximity to the local centre and public transport routes may support medium density (R25-R40) residential development. - The lots are partially located within the Great Eastern Highway transport noise corridor and are in a bushfire prone area. - The corner lot provision would enable the sites to be subdivided at R30.

		Subdivision of the sites into vacant lots with no control of built form and vehicle access locations could result in poor amenity outcomes.
Actions:	Residential Density	1. Investigate the potential for up-coding Lots 600 & 601 from R20 to R40 through the preparation of a new local planning scheme.
	Built Form	2. Engage with the Department of Planning, Lands and Heritage regarding the development of the land, and advocate for a Local Development Plan to be prepared to guide coordinated development rather than subdivision into vacant lots.

9: Perth Central Caravan Park	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly : Club - Place of Public Assembly : Place of Public Worship - PSC Place of Public Assembly : Pre-School Centre - PPS Place of Public Assembly : Private School - RC Place of Public Assembly : Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Parks and Recreation : Water Supply Sewerage and Drainage - Public Purposes : Ambulance Depot - Public Purposes : Civil Defence	6. Balance the delivery of sufficient permanent housing supply with short-term rental accommodation.
	Key considerations and opportunities - The caravan park and caretakers' residence have an overall landholding of 13,626 square metres. - Caravan Park is an 'X' use in the Residential zone, and the site has recognised non-conforming use rights. - The lots are partially located within the Tonkin Highway and Great Eastern Highway transport noise corridor. - The flood fringe extends into the site, and it is within a designated bushfire prone area. - The State's strategic planning framework (Planning for Tourism Position Statement) outlines that planning frameworks should preserve caravan parks (however it is unclear if the WAPC's position extends to metropolitan parks). - Non-conforming use provisions in the local planning scheme do present an added planning layer to any proposals to develop the site. The provisions also provide the potential for a change of use to another 'X' use, which could result in an undesirable outcome should the site be redeveloped.

Actions:	Zoning	1. Retain the existing zoning and identify Caravan Park as a 'A' Additional Use through the preparation of a new local planning scheme.
	Built Form	2. Investigate the inclusion of a provision in a new local planning scheme to give statutory weight to R-Codes development standards for the caravan park land use and non-dwelling uses within the 'Residential' zone.

10: Ascot Local Centre



LOCAL SCHEME ZONES

- Civic and Cultural
- Commercial
- Industrial
- Mixed Business
- Mixed Use
- Place of Public Assembly
- Place of Public Assembly : Club
- Place of Public Assembly : Place of Public Worship

- PSC Place of Public Assembly : Pre-School Centre
- PPS Place of Public Assembly : Private School
- RC Place of Public Assembly : Racecourse
- Residential (R20 Density Unless Otherwise Shown)
- Residential and Stables
- Service Station
- Special Development Precinct
- TC Town Centre

LOCAL SCHEME RESERVES

- Local road
- Major Distribution Road
- Parks and Recreation
- Parks and Recreation : Water Supply Sewerage and Drainage
- Public Purposes : Ambulance Depot
- Public Purposes : Civil Defence

Strategies

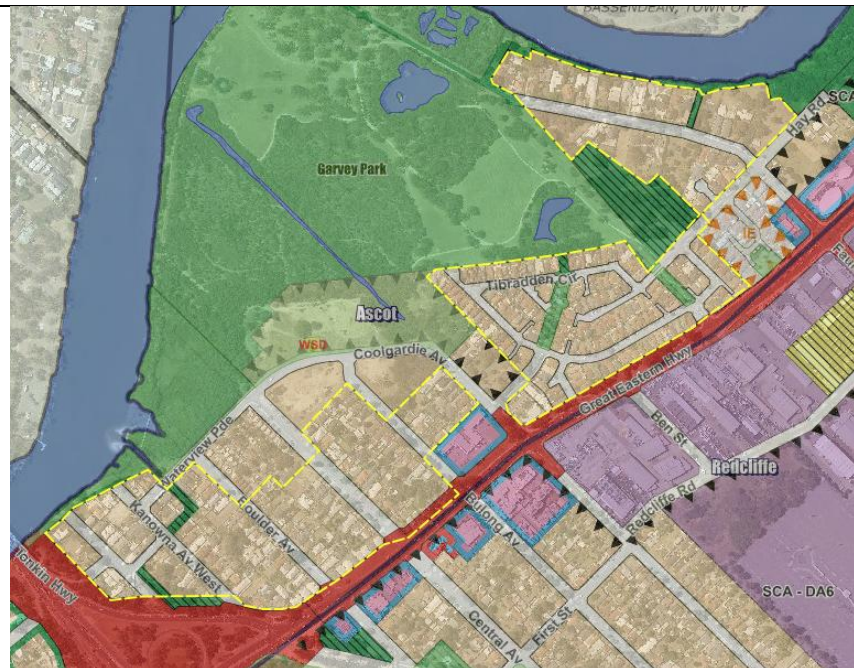
1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
5. Encourage development of underutilised 'Urban' zoned land.
7. Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape.

Key considerations and opportunities

- The local centre has fragmented ownership due to strata titling, consists of a single storey building with extensive at-grade parking areas, and lacks a density coding under LPS 15.
- The local centre is currently zoned Mixed Use, with an additional use of Shop (up to maximum of 300m² floor area).
- The City's Activity Centre Planning Strategy states that an R-AC1 or R-AC0 density code may be appropriate to apply to the centre. State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments designates that an R-AC1 residential density coding is suitable for high density urban centres. With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. If an R-AC1 density code is applied, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the centre and the adjoining low scale residential development.
- Alternatively, it may be appropriate for a site-specific planning framework to be prepared to guide future development. To enable this, an R-AC0 density code would need to be applied to the centre.
- Land surrounding the Centre to the north of Great Eastern Highway is predominantly zoned 'Residential' with a density code of R20.
- The site on the opposite side of Coolgardie Avenue has been developed for a childcare centre.

		128 Tibbradden Circle has an additional use over it (A12) which provides for a density bonus up to R40 subject to the development addressing noise attenuation requirements and providing a high standard of design. Noting that development has already been undertaken on this land at the R40 density code, it may be appropriate to apply an R40 density coding through the preparation of a new local planning scheme. - Although a relatively low density of 9.15 dwellings per urban zoned hectare has been achieved within 200m of the centre, it is currently considered inappropriate to upcode the adjacent residential area. This is primarily due to the centres specialised function, which does not cater to daily/convenience needs. If the Centre undergoes redevelopment, it may be suitable to reassess the surrounding density codes at that time. - The local centre's walkable catchment contains existing greenfield (vacant Coolgardie Avenue lots) and infill (Development Area 6 (DA6) and Development Area 7 (DA7)) development opportunities. - On the northern side of Great Eastern Highway, the centre is surrounded by low density dwellings, generally single houses. On the opposite side of GEH, the centre adjoins DA6.
Actions:	Zoning	
	1. Investigate the appropriateness of rezoning land within the centre to 'Local Centre' through the preparation of a new local planning scheme.	
	Residential Density	
	2. Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over Ascot Local Centre through the preparation of a new local planning scheme.	
	3. Investigate the appropriateness of retaining the existing R20 density coding surrounding the local centre.	
	Built Form	
	4. Consider specific site and development requirements for the local centre through the preparation of a new local planning scheme. This may be in the form of a Local Planning Policy.	

11: Eastern Ascot



LOCAL SCHEME ZONES

Local road	Place of Public Assembly : Pre-School Centre
Major Distribution Road	Place of Public Assembly : Private School
Parks and Recreation	Place of Public Assembly : Racecourse
Parks and Recreation : Water Supply Sewerage and Drainage	Residential (R20 Density Unless Otherwise Shown)
Public Purposes : Ambulance Depot	Residential and Stables
Public Purposes : Civil Defence	Service Station
	Special Development Precinct
	Town Centre

LOCAL SCHEME RESERVES

Local road
Major Distribution Road
Parks and Recreation
Parks and Recreation : Water Supply Sewerage and Drainage
Public Purposes : Ambulance Depot
Public Purposes : Civil Defence

Strategies

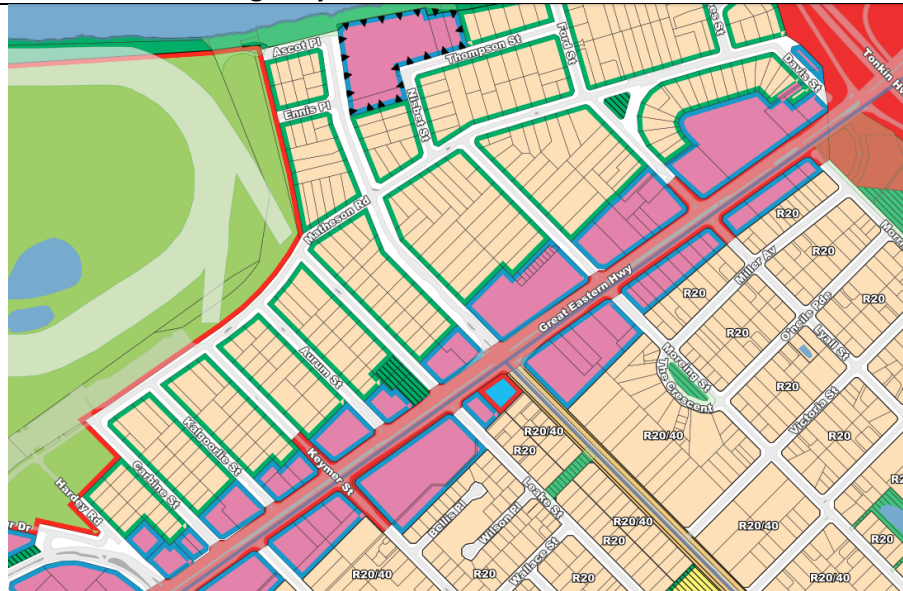
1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
9. Facilitate development overlooking public open spaces to provide surveillance and amenity for residents.

Key considerations and opportunities

- Existing densities and lot sizes provide for some small-scale subdivisions to occur (i.e. one-two lots).
- The area has high amenity as it is in close proximity to the Swan River foreshore and significant regional open space.
- Some of the area has good access to public transport with high frequency bus services along Great Eastern Highway, and in close proximity to Redcliffe Train Station.
- Much of the area is subject to transport noise and bushfire considerations.
- Lots along Fauntleroy Avenue are subject to a 'Parks and Recreation' reserve for the Swan River foreshore.
- Density increases within the area are likely to result in battleaxe subdivisions with smaller lot sizes, which would be an undesirable built form outcome.
- There are disused rights-of-way between Kanowna and Coolgardie Avenues with varied landowners and land tenures.
- 382-396 Great Eastern Highway are subject to road widening, and all but one lot are owned by Main Roads WA.
- 126 Tibbradden Circle, formerly part of a larger lot encompassing number 128, is permitted a density bonus up to R40 by an Additional Use under LPS 15.
- There is a significant surplus of public open space for the suburb.

Actions:	Residential Density
	1. Investigate upcoding 128 Tibbradden Circle from R20 to R40 through the preparation of a new local planning scheme.
	Other
	2. Coordinate with the City's internal departments to investigate and resolve the disused rights-of-way between Kanowna Avenue and Coolgardie Avenue.

12: Great Eastern Highway Corridor



LOCAL SCHEME ZONES

	Civic and Cultural
	Commercial
	Industrial
	Mixed Business
	Mixed Use
	Place of Public Assembly
	Place of Public Assembly
	Place of Public Assembly

 Place of Public Assembly : Pre-School Centre
 Place of Public Assembly : Private School
 Place of Public Assembly : Racecourse
 Residential (R20 Density Unless Otherwise Shown)
 Residential and Stables
 Service Station
 Special Development Precinct
 Town Centre

LOCAL SCHEME RESERVES

 Local road
 Major Distribution Road
 Parks and Recreation
 Parks and Recreation : Water Supply Sewerage and Drainage
 Public Purposes : Ambulance Depot
 Public Purposes : Civil Defence

Strategies

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres.
7. Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape.
11. Facilitate higher density development near high frequency public transport stops and stations with an aim to reduce private vehicle reliance.

Key considerations and opportunities

- Lots along Great Eastern Highway have good accessibility with the corridor providing access to the Perth CBD, Perth Airport, and connections to other major regional roads. The corridor contains a number of high frequency bus routes providing access to the Perth CBD, Perth Airport, Midland, and the Redcliffe Train Station.
- The Central Sub-Regional Planning Framework identifies urban corridors that should be the focus for increased residential densities, and the potential to provide a transition area between high density developments and existing low density neighbourhoods.
- Currently LPS 15 provides little guidance for residential development in the 'Mixed Use' zone and does not specifically allocate residential density codes. Clause 4.2.3 of LPS 15 requires a residential density code to be assigned having regard to the density code of adjoining properties.
- This approach is inconsistent with Perth and Peel @ 3.5 Million which encourages high-density mixed use developments adjacent to major urban transport corridors.
- The City has prepared a strategic planning framework for the corridor. The Urban Corridor Strategy identifies several lots as being 'Activity Nodes' and the balance as 'Activity Corridor'. The Strategy envisages active commercial land uses on ground floors, with upper floors containing permanent residential, transient residential, offices and other commercial uses.



Appendix 1 - Population and Housing Characteristics

Population

In 2021, Ascot had a population of 3,095 people, which represents a population density of 838 people per square kilometre. From 2011 to 2021, Ascot's population increased by 827 people or 36.4%. Forecasts undertaken by Forecast id predict that by 2041 Ascot's population will increase to 4,925 people and have a density of 1,334.7 persons per square kilometre.

Age Structure

In 2021, Ascot, when compared to the City of Belmont, exhibited distinct differences in age demographics. Ascot had a lower proportion of people in the younger age groups (under 24) and a higher proportion of people in the older age groups (50+). The largest age group in Ascot was the 60 to 64 year olds, accounting for a significant portion of the population (8.1%), with those aged 64 years and above making up 22%, and those 15 and under comprising 11.8% of the total population (see **Figure 1**).

Age structure - five year age groups, 2021

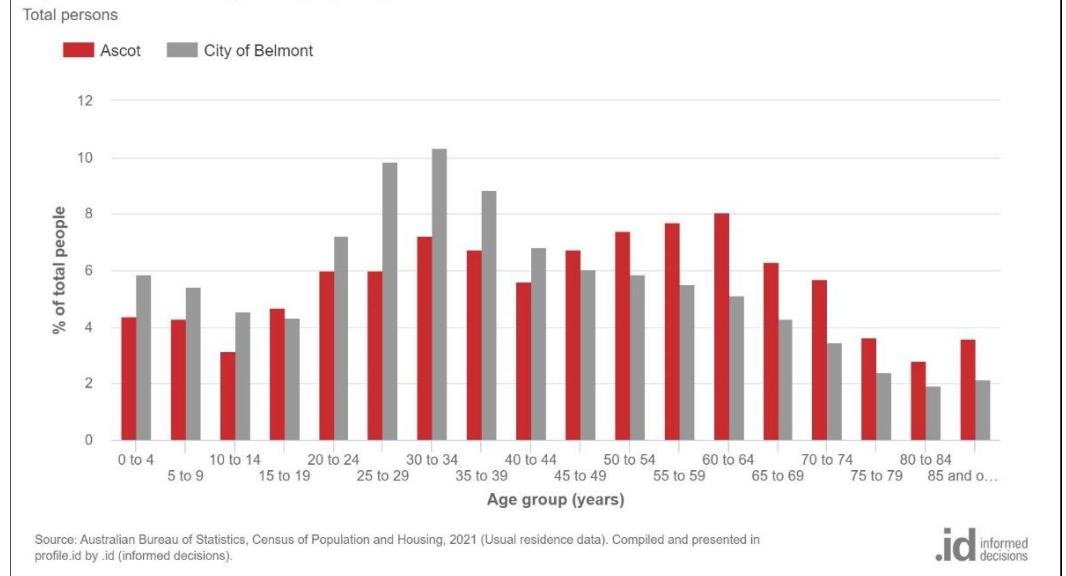


Figure 1 – Age Structure – Five Year Age Groups (2021) (.id 2024)

There were several major differences between Ascot and the City of Belmont local government area in terms of age distribution:

- Ascot had a larger percentage of persons aged 60 to 64 (8.1% compared to 5.1% in the City of Belmont).
- Ascot had a larger percentage of persons aged 70 to 74 (5.7% compared to 3.5% in the City of Belmont).
- Ascot had a smaller percentage of persons aged 25 to 29 (6.0% compared to 9.9% in the City of Belmont).
- Ascot had a smaller percentage of persons aged 30 to 34 (7.2% compared to 10.3% in the City of Belmont).

These differences highlight Ascot exhibiting a higher proportion of older individuals and a lower proportion of younger individuals compared to the City as a whole.

Between 2011 and 2021, the largest changes in age structure occurred in the following age groups:

- 70 to 74 (+105 persons)
- 65 to 69 (+94 persons)
- 30 to 34 (+93 persons)
- 85 and over (+89 persons)

It is important to highlight that these increases were primarily observed in the older age groups. One contributing factor to this trend may be the opening of the CraigCare Ascot Waters Aged Care Facility. Forecasts for the period between 2021 and 2031 indicate that the age structure of Ascot will continue to exhibit growth primarily in the older age groups. Specifically, there is projected to be a 45.9% increase in the population of retirement age. The largest increase in persons between 2021 and 2031 is also expected to occur in the age group of 75 to 79 years, with an anticipated 82 individuals, accounting for 5.1% of the total population.

Family Structure

In 2021, the dominant household type in Ascot was couples without children, accounting for 33% of all households. Ascot had a comparable proportion of couple families with children to the City of Belmont, but a lower proportion of one-parent families. Specifically, 22.3% of total families in Ascot were couple families with children, while 6.2% were one parent families, compared to 22.4% and 9.3% respectively for the City of Belmont.

Ascot also had a lower percentage of lone person households compared to the City of Belmont, and a higher percentage of couples without children. Lone person households constituted 23.7% of total households in Ascot, whereas in the City of Belmont, they represented 31.1% of households. Conversely, couples without children accounted for 33% of households in Ascot, which was higher than the 23.9% observed in the City of Belmont (refer to **Figure 2**).

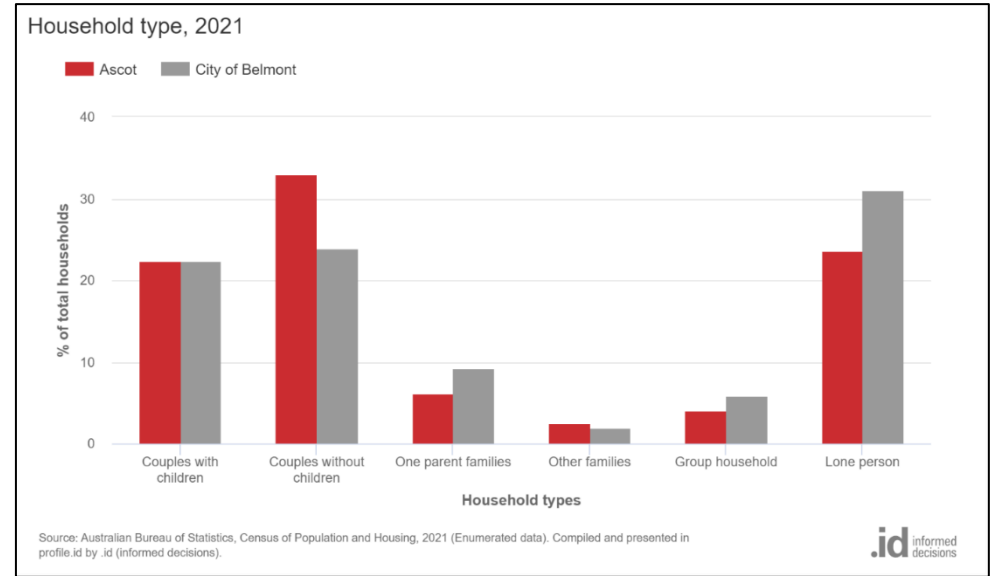


Figure 2 – Household Type (2021) (.id 2024)

The largest increases between 2011 and 2021 in Ascot were observed in lone person households (+118 households) and couples without children (+116 households) (refer to **Figure 3**).

Forecasts for the period between 2021 and 2031 indicate that the largest increase will be in couples without children, projected to grow by 117 households and account for 38.2% of all households. The second largest increase will occur in lone person households followed by couple families with children. Forecasts suggest that by 2041, household types in Ascot will increase as follows (refer to **Figure 4**):

- 836 (38%) couples without children (+341 households)
- 614 (27.9%) lone person households (+268 households)
- 464 (21.1%) couples with children (+143 households)
- 121 (5.5%) one parent family (+43 households)
- 101 (4.6%) group households (+341 households)
- 64 (2.9%) other families (+22 households)

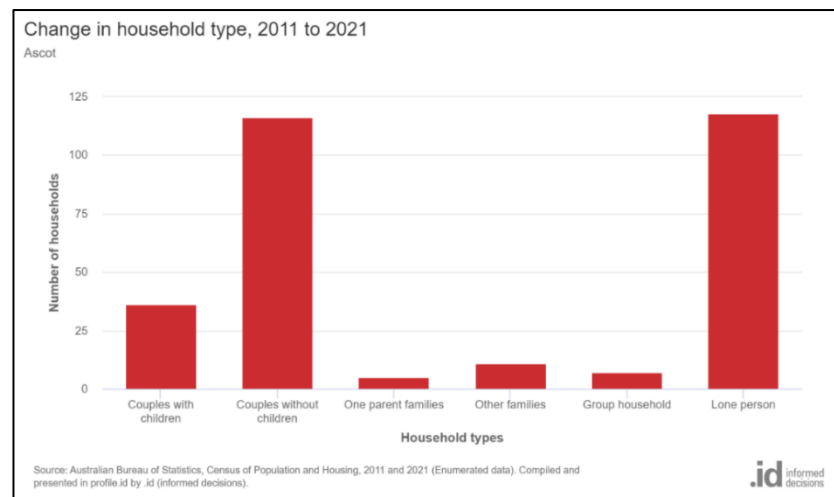


Figure 3 – Change In Household Type (2011-2021)) (.id 2024)

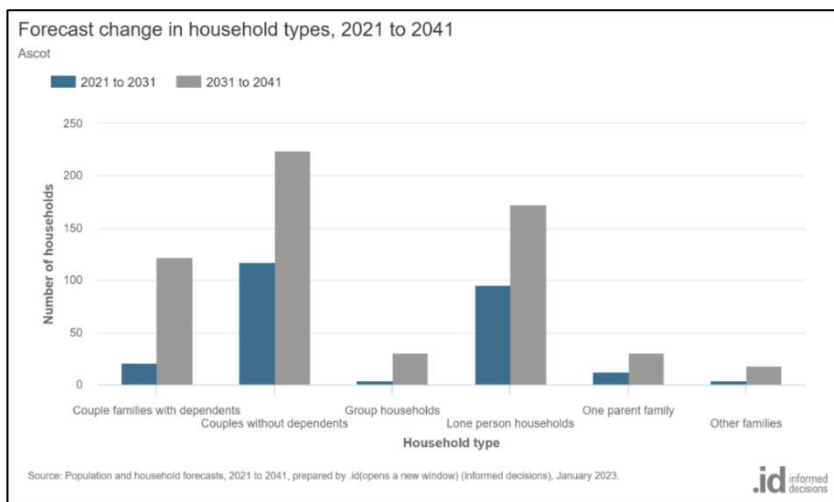


Figure 4 – Forecast Change in Household Types 2021 to 2041 (.id 2024)

Dwelling Structure

In 2021, Ascot comprised 70.1% separate houses, 12.9% semi-detached/row/terrace house/ townhouses, 15.5% flats or apartments, and 0.8% other dwellings. Between 2011 and 2021, Ascot experienced the greatest growth in flat/apartment and townhouse typologies. As shown in **Table 2**, an additional 109 apartments/flats and additional 105 townhouse style dwellings were delivered in the suburb during this period. However, there were also an additional 92 separate houses constructed between 2011 and 2021.

Dwelling types are similar between Ascot and the City of Belmont local government area, however the largest change was in Ascot having 12.9% of semi-detached/row or terrace house/townhouse dwellings, whilst the City of Belmont had 20.3%.

It is expected that there will continue to be increases in the number of flats/apartments and townhouses delivered within Ascot, as development occurs within precincts such as Golden Gateway.

Ascot – Dwellings (Enumerated)	2021			2011			Change
Dwelling type	Number	%	City of Belmont %	Number	%	City of Belmont %	2011 to 2021
Separate house	814	70.1	65	722	84.6	73	+92
Semi-detached, row or terrace house, townhouse etc.	150	12.9	20.3	45	5.3	15.1	+105
Flat or apartment	180	15.5	14.4	71	8.3	11.6	+109
Other	9	0.8	0.1	15	1.8	0.1	-6
Total Private Dwellings	1,153	100.0	100.0	853	100.0	100.0	+300

Table 2: Dwelling Structure 2011-2021 (ABS 2024)

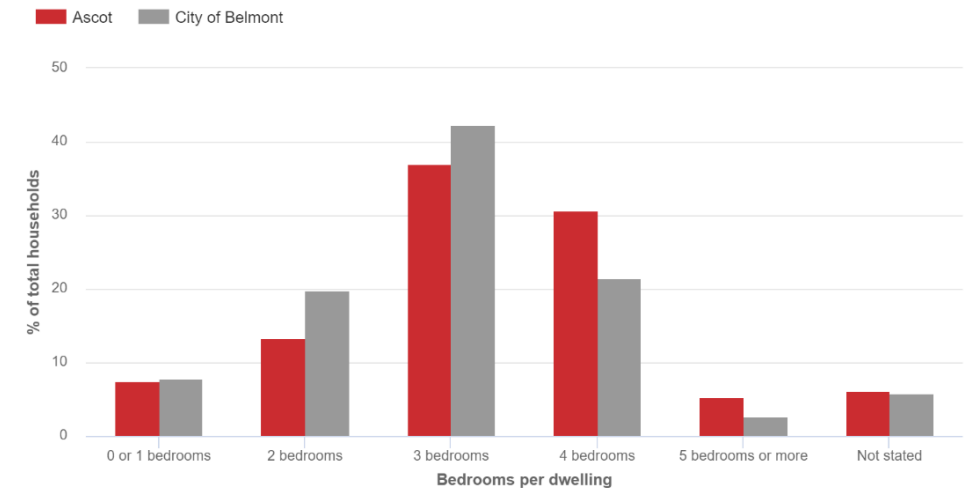
Number of Bedrooms

In 2021, the number of bedrooms within dwellings in Ascot differed from that in the City of Belmont, with fewer dwellings having 2 bedrooms or less, and a greater number having 4 bedrooms or more. Specifically, within Ascot 20.9% of houses had two bedrooms or less, and 36% had 4 or more, compared to 27.5% and 24.2% for the City of Belmont respectively. The dominant bedroom size was three-bedroom dwellings in Ascot at 42.4%.

As shown in **Figure 5**, the notable differences between the number of bedrooms per dwelling in Ascot and the City of Belmont are as follows:

- Ascot contains a larger percentage of 4 bedroom dwellings (30.7% compared to 21.4%)
- Ascot contains a larger percentage of 5 or more bedroom dwellings (5.3% compared to 2.7%)
- Ascot has a smaller percentage of 2 bedroom dwellings (13.3% compared to 19.8%)
- Ascot has a smaller percentage of 3 bedroom dwellings (37.0% compared to 42.4%)

Number of bedrooms per dwelling, 2021



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

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decisions

Figure 5 – Number of bedrooms per dwelling – Ascot and City of Belmont (.id 2024)

Although the average household size has been and is forecast to continue declining (currently at approximately 2.2 as shown in **Figure 6**), the largest increase in number of bedrooms per dwelling in Ascot between 2011 and 2021 was in four-bedroom dwellings as shown in **Figure 7**.

In addition, lone person households comprised 26% of all households in Ascot despite only 7.6% of households having one bedroom. This indicates a clear discrepancy between the number of bedrooms and the size of households in Ascot.

It is anticipated that this discrepancy will persist, especially considering the projected increases in lone person households. To address this issue, it is important to promote a diverse range of dwelling types, including single bedroom dwellings, within the suburb. This will help cater to the specific housing needs and preferences of Ascot's residents.

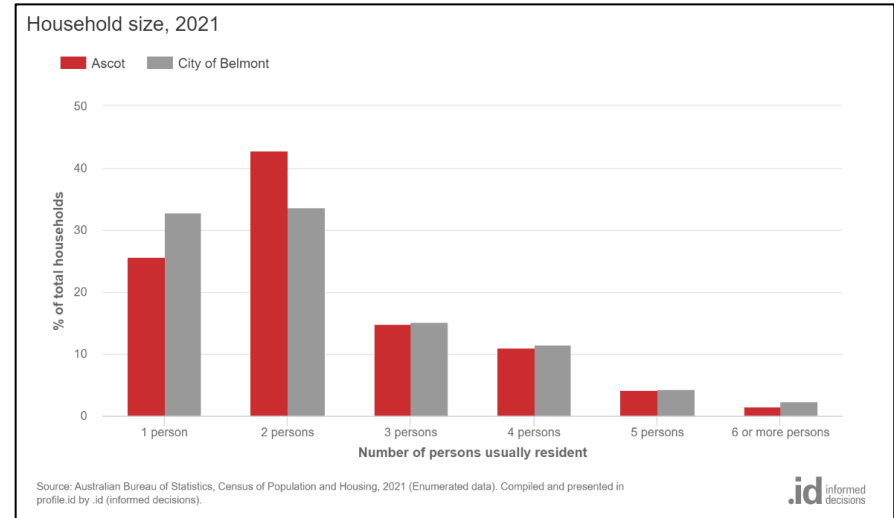


Figure 6 – Household Size – Ascot and City of Belmont (.id 2024)

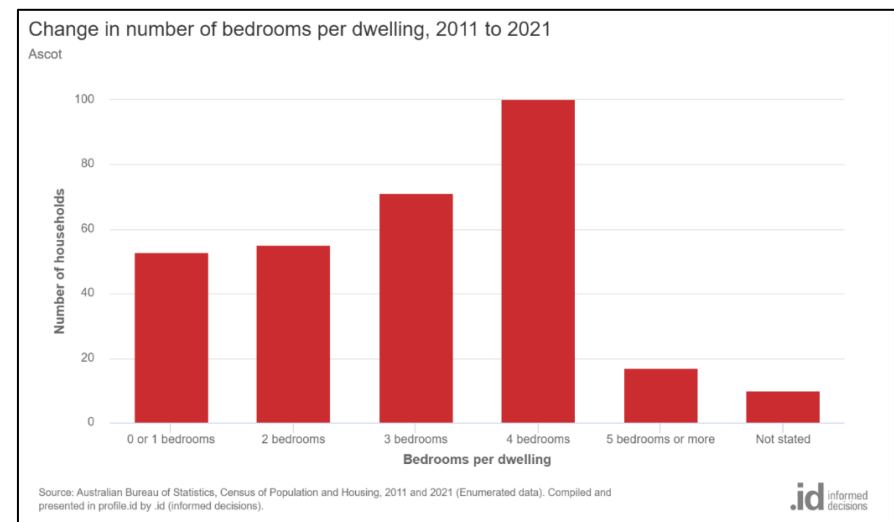


Figure 7 – Change in number of bedrooms 2011-2021 (.id 2024)