

PART 2

Belmont

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Snapshot – Population and Dwellings

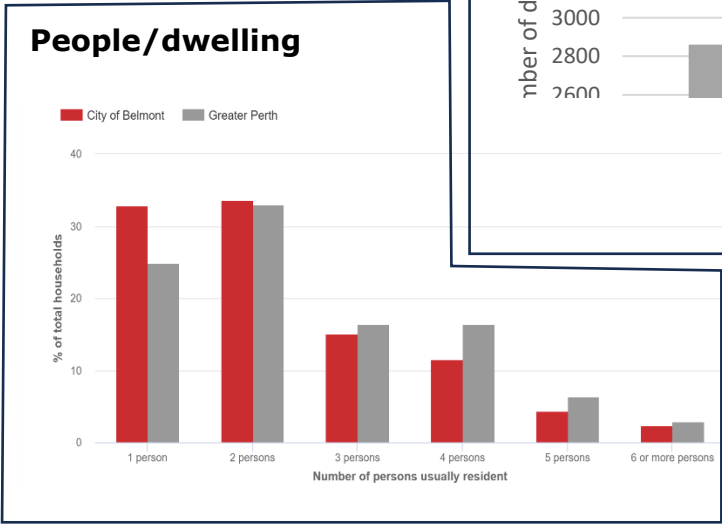
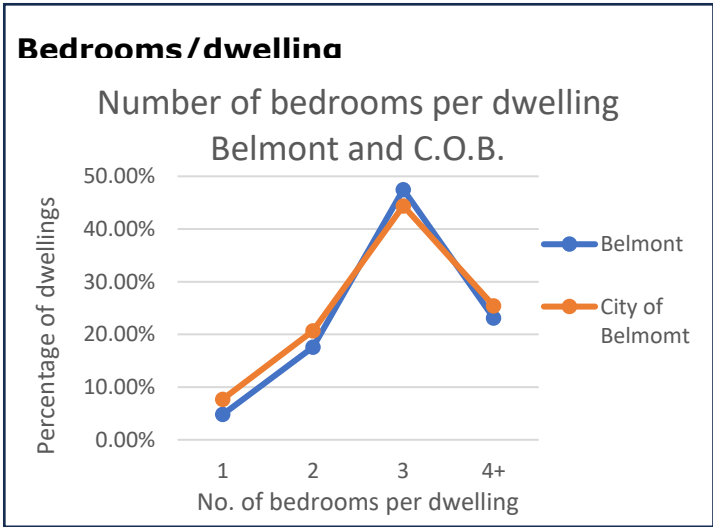
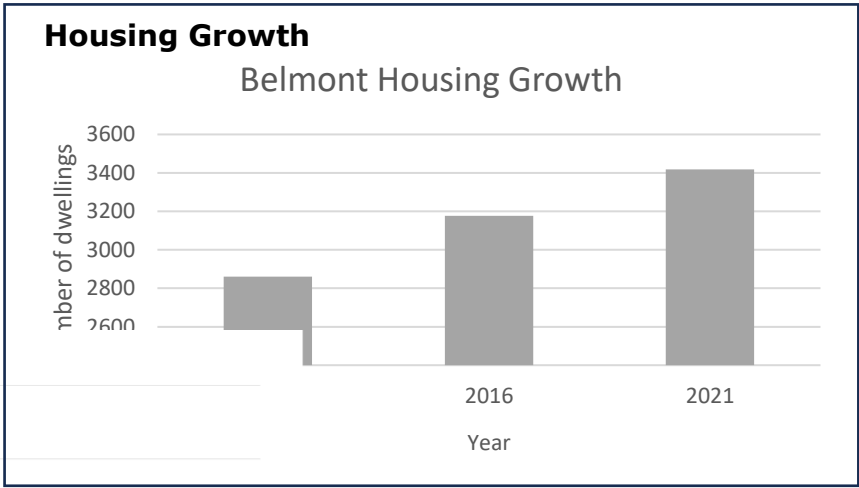
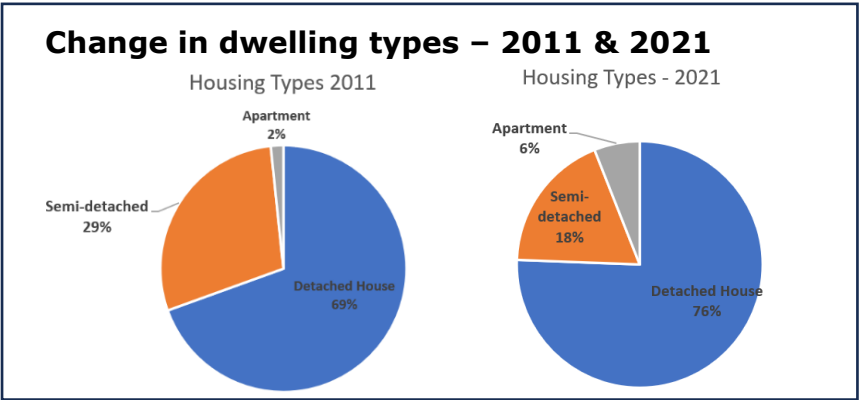
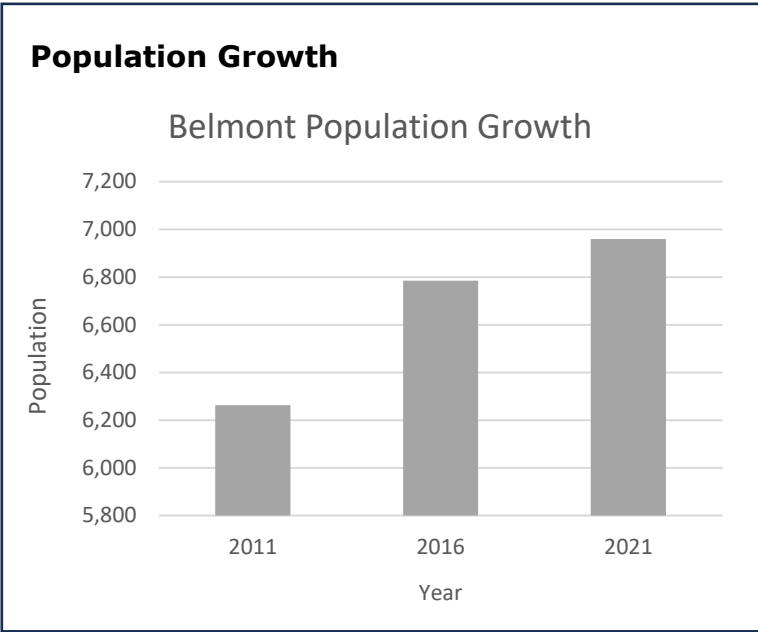
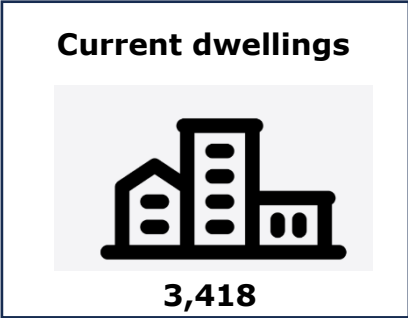
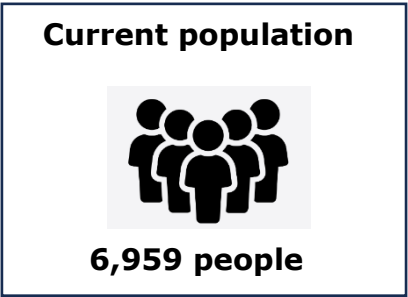


Table 1: Snapshot (Source: ABS 2024 and .ID Community 2024)

Belmont Overview

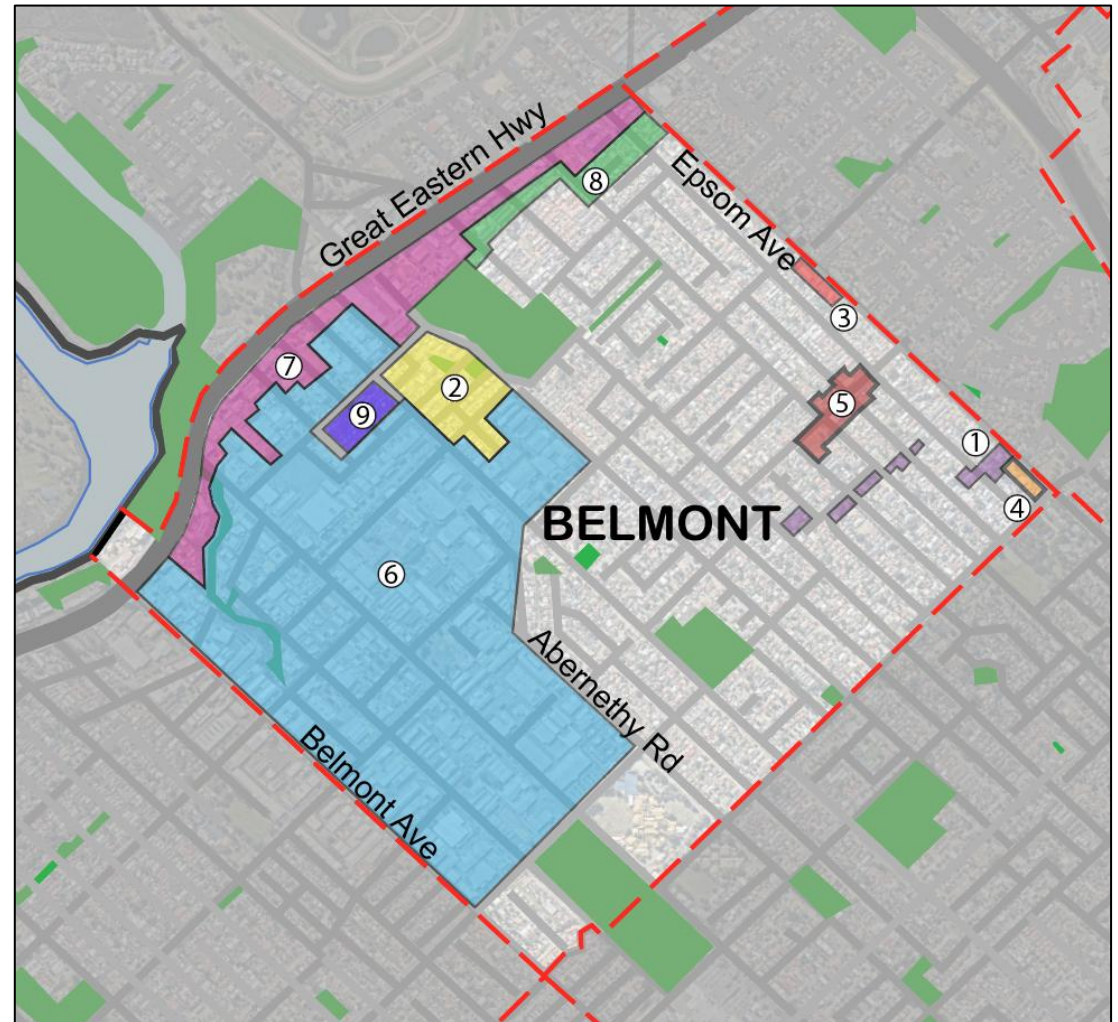
Location and Focus Areas

The suburb of Belmont comprises an area of 4.38 square kilometres and is generally bound by Great Eastern Highway in the north, Epsom Avenue in the east, Sydenham Street in the south and Belmont Avenue in the west.

There are 9 key focus areas within the suburb of Belmont that will be analysed as part of this Local Housing Strategy, These include:

1. Perth Airport Buffer
2. Belgravia Residential Estate
3. Epsom Avenue Local Centre
4. Belmay Local Centre
5. Belvidere Street Neighbourhood Centre
6. Belmont Business Park – Mixed Business Zone
7. Great Eastern Highway Corridor
8. Belmont Corridor Transition Area
9. Belgravia/Barker Streets Policy Area

Land outside of these focus areas will be discussed more broadly in the city-wide section of the Local Housing Strategy or within a specific other suburb.



Key Features

Connectivity

- Belmont has road and vehicle access facilitated through Great Eastern Highway and Abernethy Road.
- Good access to public transport including the 998/999 circle route which traverses Hardey Road and Wright Street.
- Public transport routes provide connections to adjacent local government areas, Redcliffe Train Station, and Elizabeth Quay among others.
- Belmont contains extensive bicycle and pedestrian paths. These include shared paths along Belmont Avenue, Abernethy Road and Fairbrother Street. Bicycle routes are also located along Knutsford Avenue, Alexander Road, Daly Street, and Barker Street.

Centres and Services

- There are four activity centres within the suburb of Belmont. These include:
 - Epsom Avenue Local Centre
 - Belmay Local Centre
 - Belvidere Street Neighbourhood Centre
 - Belmont Business Park Specialised Centre
- Epsom Avenue Local Centre and Belvidere Street Neighbourhood Centre provide a high level of convenience goods and services.
- Belmay Local Centre currently provides a limited range of goods and services with the sole retail tenancy being a liquor store.
- The Belmont Business Park is a significant employment and activity generator, comprising a wide variety of land uses.
- The Belmont Primary School is located within the suburb and is bound by Great Eastern Highway, Belgravia Street, Barker Street and Lapage Street.

Public Open Space

- Belmont has the highest proportion of residential properties (36%) required to travel further than 400m to access any Public Open Space (POS).
- At least 2.3% of residential properties within Belmont are further than 700m from any POS. The City's Public Open Space Strategy proposes investigating opportunities to develop additional POS areas, aiming to increase the number of residential properties located within 400 metres of POS. This could be achieved either by acquiring additional land or repurposing existing property owned by the City.

Development Patterns

- Belmont's residential development mainly occurred in the 1980s and 1990s, with smaller amounts from the 1960s-70s and earlier periods.
- The suburb has experienced moderate growth between 2011 and 2021 (approximately 18%, compared to 26.4% for the City of Belmont).
- Belmont currently contains 2,334 residential lots. Of these, 512 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.

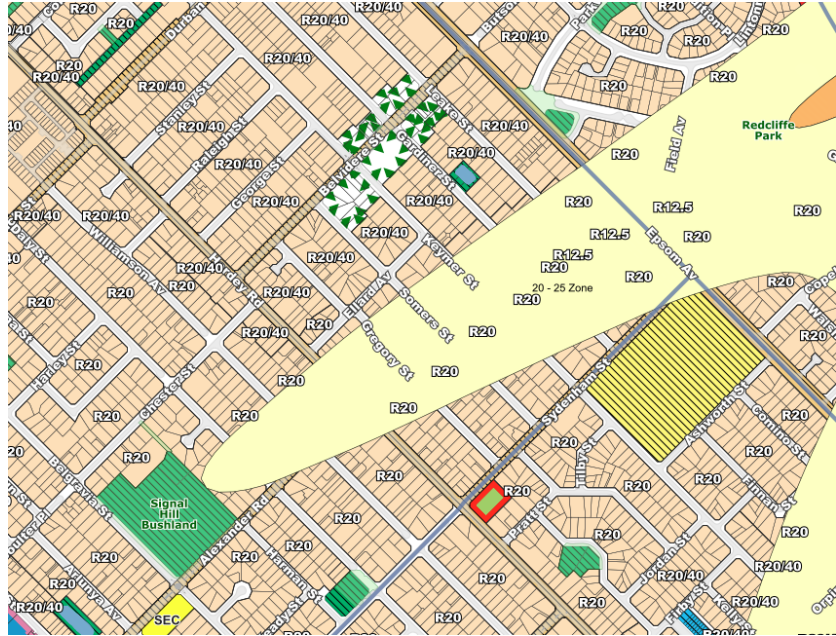
Suburb Wide Actions

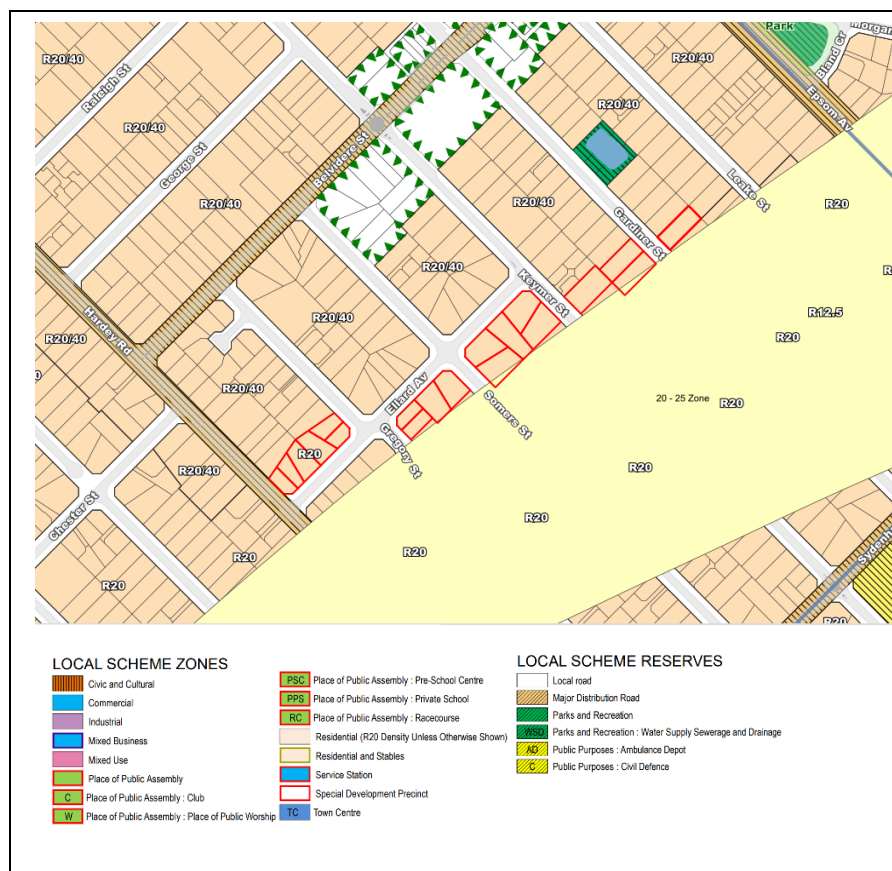
Suburb wide actions for the suburb of Belmont have been prepared based on information from the Key Features section, the Focus Area Summary Table, and Appendix 1 – Population and Housing Characteristics. By integrating these sources, actions were developed to facilitate and support the development of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

- Through the implementation of the City's Public Open Space Strategy, investigate additional opportunities for public open space through acquiring additional land or repurposing existing property owned by the City.
- Encourage a variety of housing options to cater to the evolving needs of the community, especially with Belmont's projected rise in single person households, and the current prevalence of dwellings with four bedrooms or more.

- Promote alternative transport modes, such as public transport and active travel, to reduce reliance on private vehicles.

Focus Areas

1: Perth Airport Buffer	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 (PSC) - Place of Public Assembly - Private School (PPS) - Place of Public Assembly - Racecourse (RC) - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre (TC) 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 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 codings to land in close proximity to transport corridors and activity centres. 5. Encourage development of underutilised 'Urban' zoned land. Key Considerations and Opportunities - A portion of the 20-25 Australian Noise Exposure Forecast (ANEF) Noise Contour associated with Perth Airport is located within the suburb of Belmont. This is shown in Figure 2 below: 

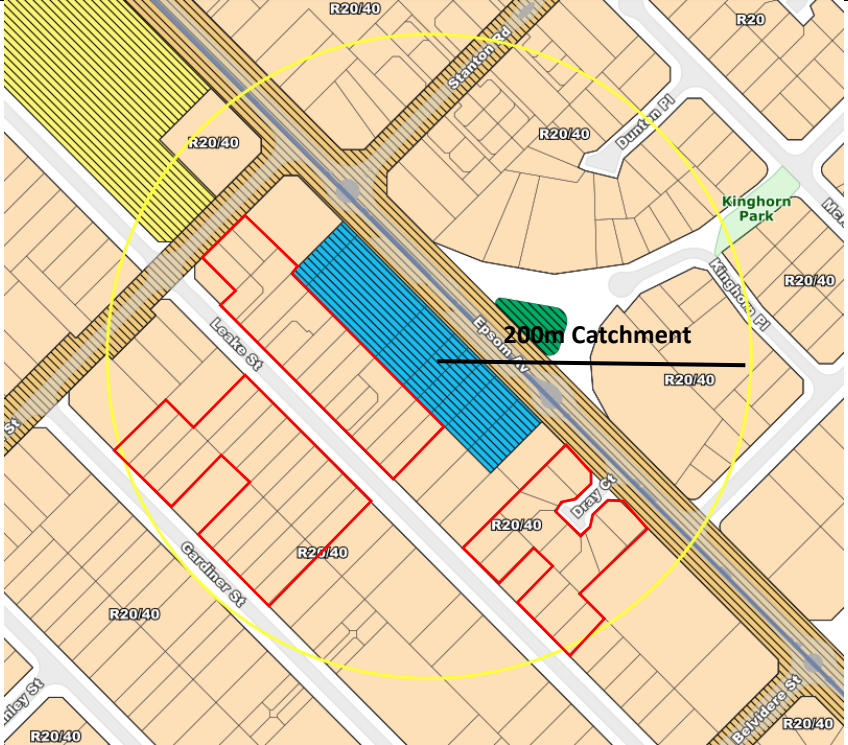


- Due to aircraft noise impacts, State Planning Policy 5.1 (SPP 5.1) contains requirements for the development of land within the 20+ ANEF contours.
- The Policy specifies that the maximum dwelling density should generally be limited to R20 within the ANEF 20 contour, and R12.5 within the ANEF 25 contour.
- The R20 density code can be increased within the ANEF 20-25 contour where:
 - Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan;
 - A higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; and
 - It can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.
- Noise insulation is not mandatory for residential development within the ANEF 20-25 contour.
- While SPP 5.1 requires a notification to be placed on title advising of aircraft noise for lots within the 20-25 ANEF contour, single houses that meet the deemed-to-comply provisions of the Residential Design Codes (R-Codes) are currently exempt from requiring development approval. This prevents notifications being placed on title.
- Local Planning Scheme No. 15 (LPS 15) augments the exemptions set out in Clause 61 of the Deemed Provisions by requiring development approval for single houses within the 25-30 ANEF contour. This allows for a notification to be placed on title. However, this does not capture single houses within the 20-25 ANEF contour.
- The ANEF contours have been reviewed resulting in some properties:
 - Being within an ANEF contour that weren't previously.
 - Being subject to a higher ANEF contour.

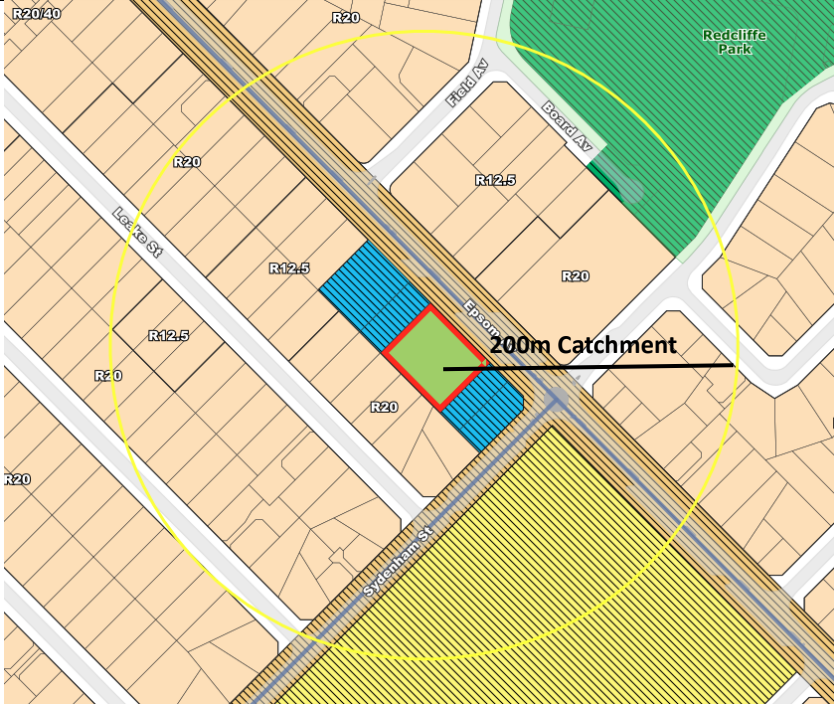
	○ Being subject to a lower ANEF contour or outside the ANEF contour. • Belmont contains 10 lots with an R12.5 density code that were previously within the 25-30 ANEF contour. Following a review, these lots are now located within the ANEF 20-25 contour. This change presents an opportunity to increase the density code to R20, aligning it with the adjacent land. Although this would not allow for additional subdivision (as all lots are 850m²), it would offer greater development flexibility. The 2011 Local Housing Strategy included an initiative to upcode land within a 400m walkable distance from local and neighbourhood centres, such as the Belvidere Street neighbourhood centre. This area was previously affected by the 20 ANEF contour to the southeast. However, as these lots (outlined in red on the adjacent plan) are now outside the noise contour, their density code should be reviewed. • It is appropriate to increase the code of existing R20 lots within the block bordered by Gregory Street, Belvidere Street, Hardey Road, and Ellard Avenue to match the zoning of other lots in the area. The R20 code for other lots should stay the same to keep consistency with the surrounding blocks, especially since some have already been developed at the R20 code.				
Actions:	<table border="1"> <tr> <td data-bbox="387 922 472 951">Zoning</td> <td data-bbox="472 922 2036 1018">1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to establish a Special Control Area with provisions that require lodgement of development applications to support the implementation of SPP 5.1.</td> </tr> <tr> <td data-bbox="387 1018 607 1046">Residential Density</td> <td data-bbox="607 1018 2036 1211"> 2. Through the preparation of a new local planning scheme, investigate the appropriateness of: - Upcoding existing R12.5 coded lots at No. 228-232 Epsom Avenue, 202-207 and 209 Leake Street to R20 - Upcoding existing R20 lots within the street block bound by Gregory Street, Belvidere Street, Hardey Road and Ellard Avenue to align with the density code of other lots within the block. - Retaining the R20 density code for all other R20 lots previously within the 25-30 ANEF contour. </td> </tr> </table>	Zoning	1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to establish a Special Control Area with provisions that require lodgement of development applications to support the implementation of SPP 5.1.	Residential Density	2. Through the preparation of a new local planning scheme, investigate the appropriateness of: - Upcoding existing R12.5 coded lots at No. 228-232 Epsom Avenue, 202-207 and 209 Leake Street to R20 - Upcoding existing R20 lots within the street block bound by Gregory Street, Belvidere Street, Hardey Road and Ellard Avenue to align with the density code of other lots within the block. - Retaining the R20 density code for all other R20 lots previously within the 25-30 ANEF contour.
Zoning	1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to establish a Special Control Area with provisions that require lodgement of development applications to support the implementation of SPP 5.1.				
Residential Density	2. Through the preparation of a new local planning scheme, investigate the appropriateness of: - Upcoding existing R12.5 coded lots at No. 228-232 Epsom Avenue, 202-207 and 209 Leake Street to R20 - Upcoding existing R20 lots within the street block bound by Gregory Street, Belvidere Street, Hardey Road and Ellard Avenue to align with the density code of other lots within the block. - Retaining the R20 density code for all other R20 lots previously within the 25-30 ANEF contour.				

2: Belgravia Residential 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 - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes - Ambulance Depot - Public Purposes - Civil Defence	1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community. 7. Facilitate medium and high density infill development which is of high-quality design and positively contributes to the streetscape. 9. Facilitate development overlooking public open spaces to provide surveillance and amenity for residents.
	Key Considerations and Opportunities – you haven’t really said any opportunities? • <i>Local Planning Policy 5: Belgravia Residential Estate</i> was prepared in 2003 and adopted under the City’s previous Town Planning Scheme No. 14 in 2004. The Policy guided the development of the former Belmont Western Power Depot site. • Whilst the Policy facilitated high quality development outcomes, it contains many provisions which duplicate requirements of Local Planning Scheme No. 15 and/or State Planning Policy 7.3 Volume 1 (R-Codes). This presents an opportunity to reduce development requirements and streamline the City’s planning framework. • Land within the Belgravia Estate 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 land to ‘Residential’ through the preparation of a new local planning scheme. • Whilst the Policy provided 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 apply a density code to this land through the preparation of a new local planning scheme. • Under Local Planning Scheme No. 15, all development requires development approval. • The precinct contains contemporary dwellings which are in good condition, and there is limited opportunity for redevelopment of existing housing stock at present. • Due to the proximity of 1A – 1C Katoomba Place to the ‘Mixed Business’ zone on the opposite side of the road, Local Planning Policy 5 (LPP 5) designates these properties as a ‘Mixed Use’ area. 1A and 1C have been developed for residential

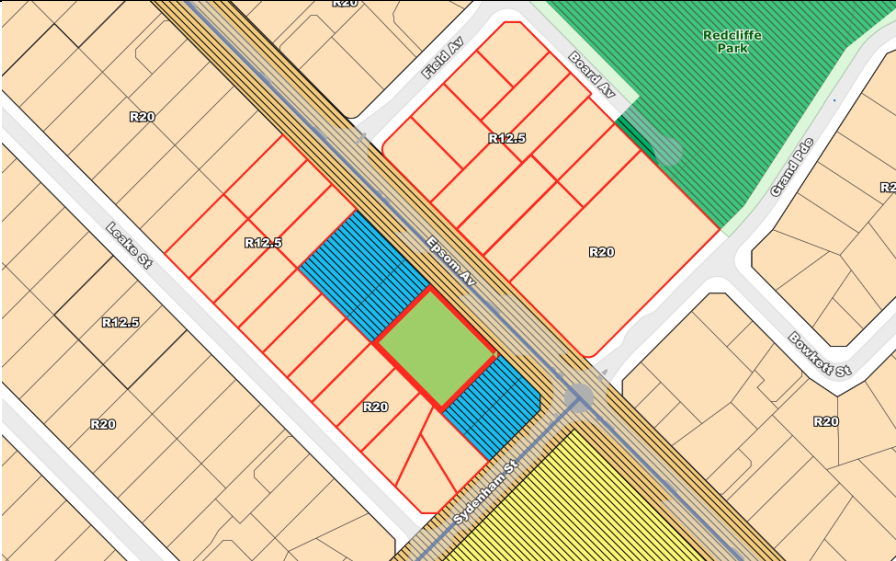
		purposes (with Home Occupation or similar), while 1B has been developed as an Office building. There may be an opportunity to regularise this through the preparation of a new local planning scheme. At this stage, applying Additional Uses to these lots is not considered necessary.
Actions:	Zoning	
	1. Investigate the appropriateness of rezoning the precinct from 'Special Development Precinct' to 'Residential' through the preparation of a new local planning scheme.	
	2. Investigate whether it is necessary to apply an Additional Use of 'Office' to 1A, 1B and 1C Katoomba Place with associated development provisions through the preparation of a new local planning scheme.	
	Residential Density	
	3. Investigate the appropriateness of applying an R30 density coding to land to reflect existing development and lot sizes through the preparation of a new local planning scheme.	
	Built Form	
	4. Undertake a review of <i>Local Planning Policy 5 – Belgravia Residential Estate</i> in light of the R-Codes to determine it is still required.	
	5. 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.	

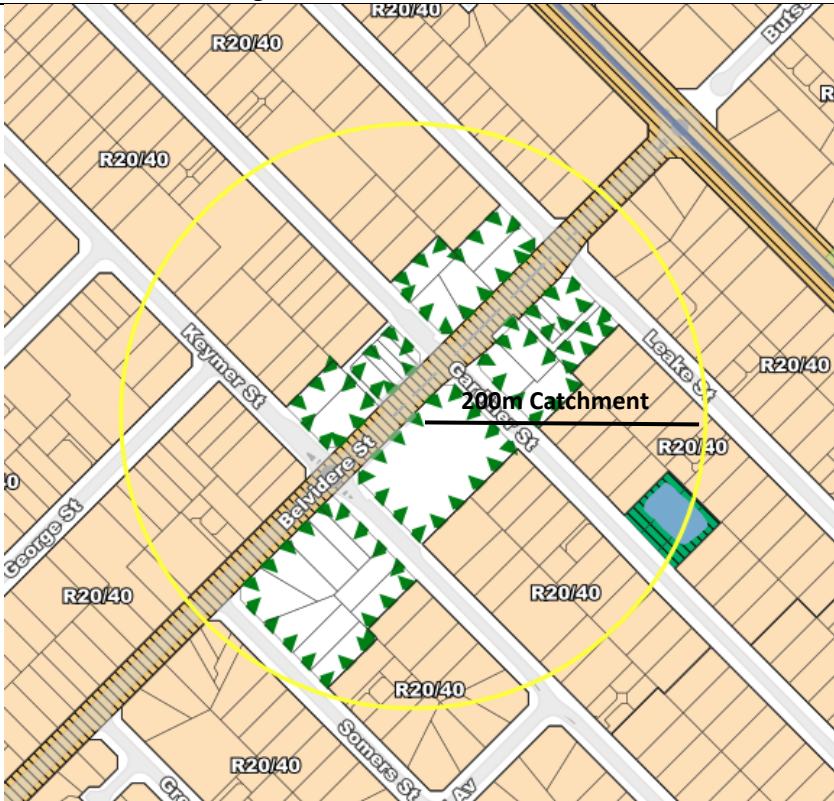
3: Epsom Avenue Local Centre	Strategies
 200m Catchment LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly - Club - Place of Public Assembly - Place of Public Worship - Place of Public Assembly - Pre-School 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	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.
	Key Considerations and Opportunities • The centre is identified as a Local Centre within the Activity Centre Planning Strategy (ACPS). • The local centre offers an opportunity for residential development within and around the centre to support the ongoing viability of commercial uses and provide convenient access to services and amenities. • The centre does not currently have a density coding under LPS 15. There is an opportunity to apply a density code through the preparation of a new local planning scheme. • While the current 'Commercial' zoning of the centre aligns with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, the Department of Planning Lands and Heritage (DPLH) is seeking to introduce 'Centre', 'Neighbourhood Centre', and 'Local Centre' zones. This presents an opportunity for the future zoning of the local centre to align with these new zones. • Many buildings within the centre are ageing and in fair condition and may be suitable for redevelopment in the medium to long term. However, land ownership of the centre lots is fragmented, which could impact redevelopment of the centre. • There may be an opportunity to align with the City's ACPS which states that a residential density code of R60 may be appropriate for the local centre. Development would be limited to a maximum of 3 storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the

		scale of development that can occur on surrounding land (R40 which can develop to a height of 2 storeys). - State Planning Policy 4.2 – Activity Centres (SPP 4.2) sets a residential density target of 25+ dwellings per gross urban zone hectare within the 200 metre catchment of local centres (the 200m catchment is identified in yellow on the plan to the left). A portion of this catchment extends into the suburb of Redcliffe on the opposite side of Epsom Avenue. The local centre has achieved a result of approximately 21.6 dwellings per urban zone hectare within the catchment area. - Land within the 200m catchment is coded R20/40. In order to develop above the base R20 density coding, compliance with the provisions of Clause 4.7.3 of LPS 15 must be achieved. One of these provisions is that lots must achieve a minimum frontage of 16m. A number of R20/40 coded lots within the 200m catchment on Leake and Gardiner Streets have frontages less than 16m, generally of approximately 12.27m and 14.27m (outlined in red). This means that in the absence of two lots amalgamating, these lots cannot currently be developed. - DPLH is seeking to rationalise flexible density codes through the preparation of new local planning schemes. This presents an opportunity to apply a uniform R40 density code to land currently zoned R20/40, and to reassess the need for the 16m frontage requirement as part of the new scheme. Adopting a consistent density code and eliminating the frontage requirement could enable the development of additional dwellings within the 200m catchment of the centre, potentially boosting local business revenue through increased population density.
Actions:	Zoning	
	1. Investigate the appropriateness of rezoning land within the centre to ‘Local Centre’ zone through the preparation of a new local planning scheme.	
	Residential Density	
	2. Investigate the appropriateness of applying an R60 density coding to land within the local centre through the preparation of a new local planning scheme, consistent with the recommendation of the Activity Centre Planning Strategy.	
	3. Through the preparation of a new local planning scheme, investigate the appropriateness of applying an R40 density code to land currently coded R20/40 surrounding the local centre.	
	Built Form	
	4. Investigate planning controls in a new local planning scheme to prevent residential developments without commercial components within the activity centre and ensure a suitable transition between commercial and residential land uses. This may be in the form of a Local Planning Policy.	

4: Belmay Local Centre	Strategies
 200m Catchment 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	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.
	Key Considerations and Opportunities • The local centre has no designated density coding under LPS 15. • The centre is identified as a Local Centre within the Activity Centre Planning Strategy. • While the current 'Commercial' zoning of the centre aligns with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, the Department of Planning Lands and Heritage (DPLH) is seeking to introduce 'Centre', 'Neighbourhood Centre', and 'Local Centre' zones. This presents an opportunity for the future zoning of the local centre to align with these new zones. • Buildings within the local centre are ageing and in fair condition, and may be suitable for redevelopment in the medium to long term. • Currently, the only retail land use is Liquor store, and the activity centre offers limited convenience services to the local community. • There may be an opportunity to align with the City's Activity Centre Planning Strategy which states that a residential density code of R60 may be appropriate for the local centre. Development would be limited to a maximum of 3 storeys, a front setback of 2m, and side and rear setbacks of 3m. These setbacks will provide an appropriate separation to land abutting the Centre and present opportunities for landscaping. The potential scale of development is considered to integrate well with the surrounding residential density codes which facilitate development to a height of two storeys.

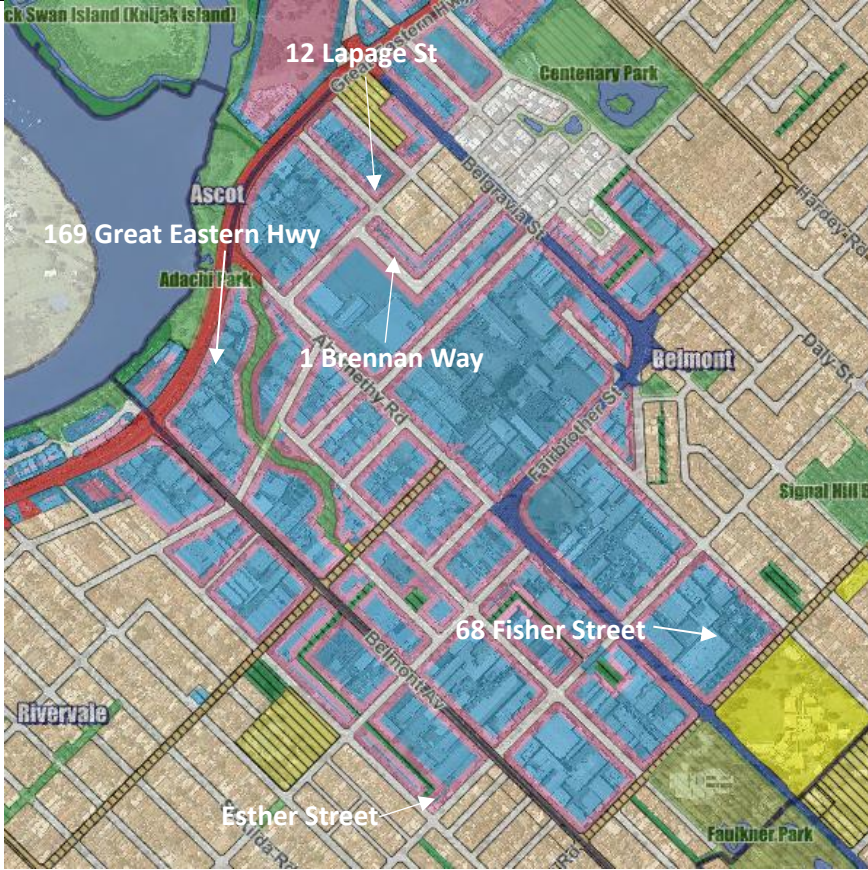
	• SPP 4.2 sets a residential density target of 25+ dwellings per gross urban zone hectare within the 200 metre catchment of local centres (the 200m catchment is identified in yellow on the plan to the left). A portion of this catchment extends into the suburb of Redcliffe on the opposite side of Epsom Avenue. The local centre has achieved a result of approximately 7.82 dwellings per urban zone hectare within the catchment area. • The local centre and majority of its 200m catchment are located within the 20-25 ANEF contour. State Planning Policy 5.1 specifies that the maximum residential density should generally be limited to R20 within this ANEF contour. However they can be increased where: ○ Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan; ○ A higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; and ○ It can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise. • While the local centre does not currently offer convenience goods and services that meet the everyday needs of the community, it may be appropriate to increase density codes (e.g. to R40) immediately adjoining the local centre and on the opposite side of Epsom Avenue as shown by the red outline on the below image. This may be a catalyst for investment and redevelopment within the local centre and act as a transition area from the R60 density code that may be applied to the centre.
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	 • There may be an opportunity to look at further density increases following investment in the local centre aimed at serving the daily needs of the community.						
Actions:	<table border="1"> <tr> <td data-bbox="327 858 412 895">Zoning</td><td data-bbox="412 858 2047 927">1. Investigate the appropriateness of rezoning land within the centre to ‘Local Centre’ through the preparation of a new local planning scheme.</td></tr> <tr> <td data-bbox="327 927 412 963">Residential Density</td><td data-bbox="412 927 2047 1091"> 2. Investigate the appropriateness of applying an R60 density coding to land within the local centre under a new local planning scheme consistent with the recommendation of the City’s Activity Centre Planning Strategy. 3. Investigate the appropriateness of upcoding lots immediately adjoining the local centre and on the opposite side of Epsom Avenue to R40 through the preparation of a new local planning scheme. </td></tr> <tr> <td data-bbox="327 1091 412 1128">Built Form</td><td data-bbox="412 1091 2047 1193">4. Investigate planning controls in a new local planning scheme to prevent residential developments without commercial components within the activity centre and ensure a suitable transition between commercial and residential land uses. This may be in the form of a Local Planning Policy.</td></tr> </table>	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 the appropriateness of applying an R60 density coding to land within the local centre under a new local planning scheme consistent with the recommendation of the City’s Activity Centre Planning Strategy. 3. Investigate the appropriateness of upcoding lots immediately adjoining the local centre and on the opposite side of Epsom Avenue to R40 through the preparation of a new local planning scheme.	Built Form	4. Investigate planning controls in a new local planning scheme to prevent residential developments without commercial components within the activity centre and ensure a suitable transition between commercial and residential land uses. This may be in the form of a Local Planning Policy.
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 the appropriateness of applying an R60 density coding to land within the local centre under a new local planning scheme consistent with the recommendation of the City’s Activity Centre Planning Strategy. 3. Investigate the appropriateness of upcoding lots immediately adjoining the local centre and on the opposite side of Epsom Avenue to R40 through the preparation of a new local planning scheme.						
Built Form	4. Investigate planning controls in a new local planning scheme to prevent residential developments without commercial components within the activity centre and ensure a suitable transition between commercial and residential land uses. This may be in the form of a Local Planning Policy.						

5: Belvidere Street Neighbourhood 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 - 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. Key Considerations and Opportunities • The centre is identified as a Neighbourhood Centre within the Activity Centre Planning Strategy. • The Neighbourhood Centre offers an opportunity for residential development within and around the centre to support the ongoing viability of commercial uses and provide convenient access to services and amenities. • Development within the precinct is guided by Local Planning Policy No. 15 – Belvidere Main Street Precinct Design Guidelines (LPP 15). This Policy was adopted in May 2016, however since that time there has been considerable changes to the planning framework (e.g. introduction of R-Codes Volume 2) and the local property and retail market. • The current 'Special Development Precinct' zone is not a model zone within the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. • There is currently no density coding applied to the land, nor does LPP 15 provide clear guidance on desired residential densities or plot ratio. • LPP 15 encourages residential development within the centre above commercial land uses on the ground floor. The Policy currently provides for a maximum building height of 5 storeys within the Centre.
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	• Despite the guidance of LPP 15, no residential development has been undertaken in accordance with the Policy. Whilst there is existing low density residential development within the Centre, this was constructed prior to the Policy being introduced for the precinct. • Given LPP 15 contains controls tailored to a landowners development aspirations which haven't been realised, it may be appropriate to revoke the policy. An R-AC4 density code could be applied to land within the Centre. Development would be limited to a maximum height of three storeys and a plot ratio of 1.2. • To the south-east of the neighbourhood centre, the 20 ANEF (2009) contour previously impacted upon the radius of the R20/40 density codings. A number of lots that are within a walkable catchment to the centre are no longer within the 20 ANEF (2022) contour, and there is an opportunity to recode these lots. • SPP 4.2 sets a residential density target of 25+ dwellings per gross urban zone hectare within the 200 metre catchment of centres (the 200m catchment is identified in yellow on the plan to the left). The centre has achieved a result of approximately 21.36 dwellings per urban zone hectare. • Many of the buildings within the centre are ageing and may be suitable for redevelopment in the medium to long term. • There are also large vacant land parcels and underdeveloped sites within the centre. These sites have the potential to assist in facilitating additional residential development within the centre. • Development surrounding the centre predominantly in the form of grouped dwellings has occurred within the last two decades. Land fragmentation and the age and condition of dwellings within the area may generally serve as a barrier to further development above existing densities. However, there remains a large number of lots with development or subdivision potential at existing densities. • The City is aware that DPLH are seeking to rationalise flexible density codes through the preparation of new local planning schemes. Therefore, it may be appropriate to
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		investigate applying a straight R40 density code to the land currently coded R20/40 and investigate the need for the 16m frontage requirement.
Actions:	Zoning	1. Investigate rezoning of the centre to 'Neighbourhood Centre' through the preparation of a new local planning scheme.
	Residential Density	2. Investigate the appropriateness of applying a density code of R-AC0 or R-AC4 to the neighbourhood centre through the preparation of a new local planning scheme, consistent with the recommendation of the Activity Centre Planning Strategy.
		3. Investigate the appropriateness of existing density code of lots within 400m of the neighbourhood centre. Consider the following: - Upcoding existing R20 lots within the street block bound by Gregory Street, Belvidere Street, Hardey Road and Ellard Avenue to align with the density code of other lots within the block (currently R20/40). - Retaining the R20 density code for all other R20 lots previously within the 25-30 ANEF contour. - Recoding the existing R20/40 lots surrounding the neighbourhood centre to R40 through the preparation of a new local planning scheme.
	Built Form	4. Investigate planning controls in a new local planning scheme to prevent residential developments without commercial components within the activity centre and ensure a suitable transition between commercial and residential land uses. This may be in the form of a Local Planning Policy.
		5. Consider if any planning controls contained within the design guidelines should or can be incorporated into a new local planning scheme.
		6. Undertake a review of <i>Local Planning Policy No 15 – Belvidere Main Street Precinct Design Guidelines</i> .
	Dwelling Diversity	7. Through the review of LPP 15, engage with local landowners, including the Department of Communities/Development WA, to gauge their intentions for their landholdings.

6: Belmont Business Park – Mixed Business Zone	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. - Protect residential development from inappropriate land uses and conversely protect non-residential uses from encroachment of residential development.
	Key Considerations and Opportunities - The current Mixed Business zone is not a standard zone within the Model Provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. - There is an opportunity to align the future zoning with the Model Provisions by applying a zoning of 'Service Commercial' to the area. This zone is similar to the existing 'Mixed Business' zoning and provides for a range of wholesale businesses, showrooms, trades and services. - The Mixed Business zone area was historically industrial in nature. Since the 1980s, this area has transitioned to comprise more commercial and large format retail activities. - Part of the area was rezoned to Business Enterprise under the City's previous Town Planning Scheme No. 6 (TPS 6), then under TPS 14 the whole area was rezoned to Mixed Use. From the TPS 14 report: <i>'The clear change away from traditional industrial uses towards mixed commercial activities has increased over the last ten years and the Council is supportive of the transition particularly where it may give rise to the establishment of residential uses.'</i> The rationale behind this is unclear, however it may be attributed to the City's population decline prior to the 2000s. - Due to uncertainty by landowners and tenants in regard to acceptable land uses under TPS 14, the City of Belmont initiated a Study title the 'Mixed Use Study'. This study was completed in the early 2000s and supported the establishment of the 'Mixed Business' zone. While the study was inconclusive about the necessity for residential uses in the precinct, it noted the mixed public sentiment regarding residential uses in the Business Park.

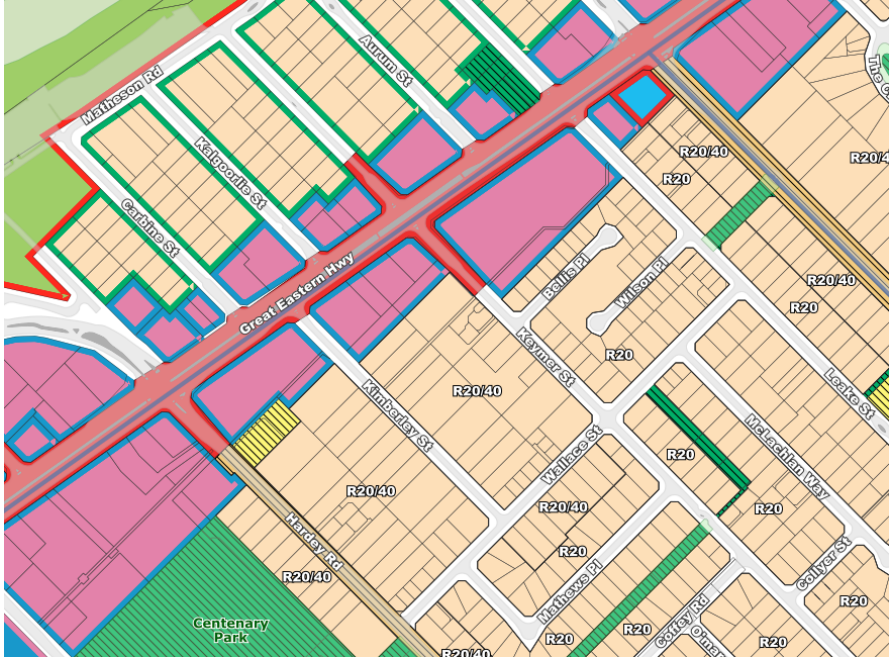
	• Local Planning Policy No. 10 – Residential Land Uses in the Mixed Business Zone (LPP 10) was prepared to provide guidance on where residential land uses may be considered appropriate in the Mixed Business zone. LPP 10 has a requirement for ‘some business use’ where residential uses are proposed. • There are several residential uses (predominantly grouped dwellings and an aged care facility) within the Mixed Business zone, including several on land zoned Industrial under the Metropolitan Region Scheme (MRS). (68 Fisher, Esther Street, 169 Great Eastern, 1 Brennan, 12 Lapage as shown on the image to the left on the previous page). • Residential land uses are ‘A’ uses in the Mixed Business zone under LPS 15. • While the locational criteria of LPP 10 is acknowledged, the permissibility of the use within the zone obligates the City to consider any proposal within that zone, which could result in undesirable locations being proposed. Furthermore, the reliance on a Local Planning Policy as a “due regard” document creates an undesirable situation. • There is no residential density coding designated on the scheme map under LPS 15. There is some inconsistency around density as LPP 10 specifies densities that the City will consider, however this conflicts with Clause 4.2.3 of LPS 15 which states the following: <i>“The Residential Design Codes density applicable to land within the Scheme area is to be determined by reference to the Residential Design Codes density number superimposed on the particular areas contained within the borders shown on the Scheme Map or where such an area abuts another area having a Residential Design Code density, as being contained within the area defined by the centre line of those borders.”</i> • While the Belmont Business Park is focused on providing light industrial and business park type uses, the Central Sub-Regional Planning Framework stipulates that existing industrial centres should be preserved and protected from incompatible residential encroachment.
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		- As per State Planning Policy 4.1 - Industrial Interface (SPP 4.1), it is also necessary to consider land use conflicts and the interface between industrial facilities and sensitive land uses, i.e. residential development. - Considering the early 2000s Mixed Use Study found no need for residential uses in the Business Park, coupled with the State's position on preserving industrial centres it may be appropriate to prevent further residential development in the Mixed Business zone. - The Great Eastern Highway urban corridor is intended to provide for a mix of active commercial and residential land uses. The City has prepared the Great Eastern Highway Urban Corridor Strategy to guide development along the corridor. Consistent with the intent of this Strategy, a 'Mixed Use' zone may be more appropriate over the lots directly adjacent to Great Eastern Highway in place of the existing 'Mixed Business' zone.
Actions:	Zoning	- Investigate the appropriateness of applying a 'Service Commercial' zone to the Belmont Business Park through the preparation of a new local planning scheme. - Investigate changing the permissibility of residential uses from 'A' to 'X' in the existing Mixed Business zone through the preparation of a new local planning scheme. Consider applying Additional Uses for existing residential developments. - Investigate rezoning the existing 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use' through the preparation of a new local planning scheme. - Review and/or investigate revoking Local Planning Policy No. 10
	Built Form	Investigate planning controls to ensure appropriate interface between Mixed Business zoned land and Residential zoned land.

7: Great Eastern Highway Corridor	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. 5. Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape. 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 • Great Eastern Highway is identified as an Urban Corridor in Perth and Peel @ 3.5 Million. These areas focus on higher density residential development integrated with active uses. • In line with this, the City of Belmont has prepared the Great Eastern Highway Urban Corridor Strategy to guide development along the corridor. The Strategy presents the Belmont section of Great Eastern Highway as an ‘Activity Corridor’ envisioning active, commercial land uses on ground floors, with upper floors accommodating residential and additional commercial uses. • Lots along Great Eastern Highway offer accessibility via both private motor vehicles and public transport. The corridor connects to the Perth CBD, Perth Airport, and other major regional roads. It also includes a high-frequency bus route providing access to the Perth CBD, Airport, Midland, and the Redcliffe Train Station. • All lots are subject to transport noise considerations, and so future development will be assessed against State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4). • The majority of lots are zoned ‘Mixed Use’ and ‘Mixed Business’, generally featuring wide and/or deep configurations, providing potential for more substantial built forms.

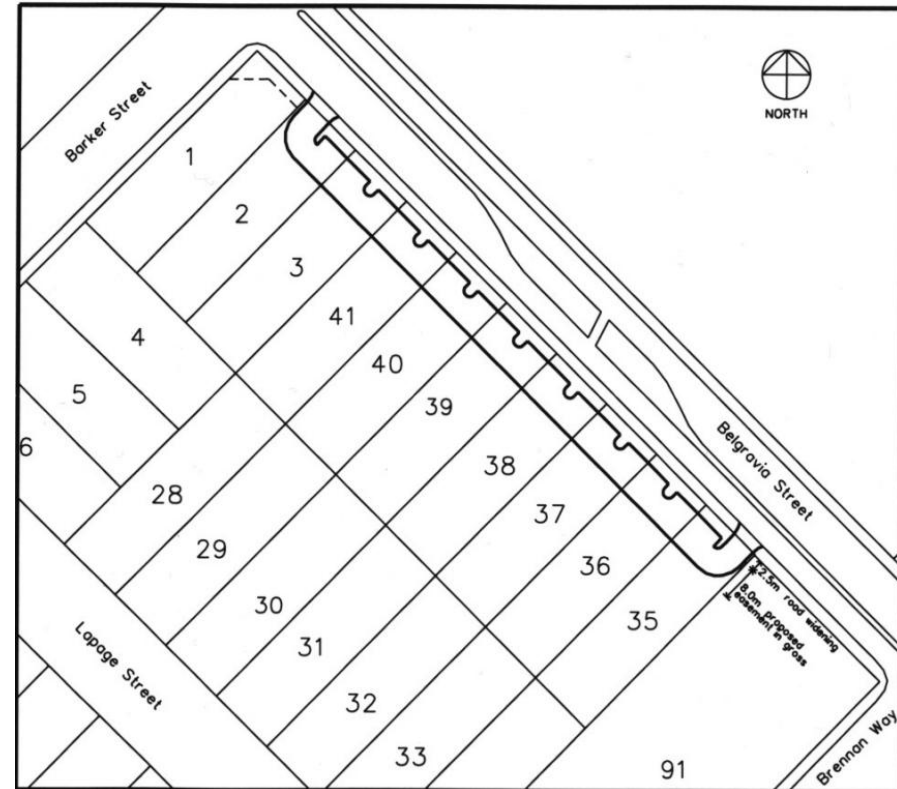
	• The current 'Mixed Use' zone objective under LPS 15 allows for certain industrial activities, which is viewed as being inconsistent with the desired outcomes of the draft Corridor Strategy. There is an opportunity to review these objectives through the preparation of a new local planning scheme. • There is an opportunity for alignment with the City's ACPS which includes an action to investigate the appropriateness of rezoning the 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use'. This change may align better with the intended mix of active commercial and residential uses as promoted by Perth and Peel @ 3.5 Million. • Currently, LPS 15 offers limited guidance on residential development within the 'Mixed Use' zone and does not specifically assign residential density codes. • Clause 4.2.3 of LPS 15 requires residential density codes to be assigned based on adjoining properties codes, which is inconsistent with the Central Sub-Regional Planning Framework, where codes of R60 or higher are seen as suitable for urban corridors. • Development viability requires careful consideration along Great Eastern Highway, presenting an opportunity to provide viable densities and built form controls. Additionally, there is potential to supply housing that addresses the need for increased dwelling diversity, particularly smaller dwelling types within the City of Belmont. Accordingly, the Great Eastern Highway Urban Corridor Strategy envisions heights of up to 10 storeys and a plot ratio of 3.0 between Epsom Avenue and Hardey Road, and up to 15 storeys with a plot ratio of 5.0 for the remainder of the corridor. To support this development, applying an R-ACO density code may be appropriate for the corridor.
Actions:	Zoning 1. Through the preparation of a new local planning scheme, review the 'Mixed Use' zone objectives to ensure that the statutory planning framework allows for the desired mix of commercial and residential land uses. 2. Investigate rezoning 'Mixed Business' zoned lots within the urban corridor to 'Mixed Use'.

	Residential Density 3. Through the preparation of a new local planning scheme, apply appropriate density codes to the corridor having regard to the Great Eastern Highway Urban Corridor Strategy.
	Built Form 4. Consider the need for additional specific site and development requirements for the Mixed Use zoned lots under the new local planning scheme, e.g. building height, plot ratio, rear setbacks abutting residential zoned land.

8: Belmont Corridor Transition Area	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 - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes - Ambulance Depot - Public Purposes - Civil Defence Place of Public Assembly Legend: - 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	- 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 medium and high-density infill development which is of a high-quality and positively contributes to the streetscape. - 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 near the urban corridor presents an opportunity for increased residential densities to support corridor uses and create a suitable transition. This aligns with the Central Sub-Regional Planning Framework. - Establishing a transition area is also consistent with the City's Great Eastern Highway Urban Corridor Strategy, which highlights areas that may accommodate additional residential development. - In the short term, land fragmentation and the age and condition of existing dwellings in the transition area may hinder development beyond current densities. - Densities ranging from R40 to R160 could be appropriate. The extent of the transition area and corresponding density code will be further explored through the development of a new local planning scheme.
Actions:	Residential Density Through the preparation of a new local planning scheme, identify an appropriate transition area from Great Eastern Highway and investigate suitable density codes.

9: Local Planning Policy 4 Belgravia / Barker Streets (LPP 4) policy area	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 - Parks and Recreation : Water Supply Sewerage and Drainage - Public Purposes : Ambulance Depot - Public Purposes : Civil Defence Place of Public Assembly Legend: - 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	1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community. 7. Facilitate medium and high density infill development which is of high quality and positively contributes to the streetscape.
	Key Considerations and Opportunities • Belgravia Street is an ‘Other Regional Road’ and serves as a connection between the Belmont Town Centre, Mixed Business Zone, Great Eastern Highway and the Garratt Road Bridge. • Lots fronting Belgravia Street present opportunities for development subject to considerations such as road widening and transport noise (State Planning Policy 5.4 – Road and Rail Noise). • <i>Local Planning Policy 4 Belgravia / Barker Streets</i> was prepared in 2002 to guide redevelopment of the area. The Policy considers the need to limit the number of access points to onto Belgravia Street and the desire for high quality development. • For lots fronting Belgravia Street (Precinct 1) the following must be achieved in order to develop: ○ “Any land affected by the Belgravia Street road widening having been ceded; ○ A minimum lot size of 1,400m²; ○ The removal of existing dwellings; ○ The achievement of a high standard of development through establishing an individual identity for each dwelling, imaginative layout, variation in building design and the use of complementary colours and materials; and ○ With the exception of high quality terrace style developments, any development should comply with all aspects of Clause 5.7.3 of <i>Local Planning Scheme No. 15</i>. ○ Where terrace style developments are proposed, variations to any of the above standards will be considered in terms of their likely impact on the amenity of future residents and adjoining landowners.” • Seven of the original 10 lots within Precinct 1 still contain their original dwellings and have not been developed at the higher density. These dwellings may be suitable for redevelopment.

- The combination of required road widening, and the easement proposed by the adopted Vehicle Access Plan (see below image) results in a significant portion of these lots being undevelopable.



- LPS 15 permits the Additional Uses of Consulting Rooms, Office, Showroom, and Studio for 56 Barker Street and 34-48 Belgravia Street (outlined in red on the plan to the left on the previous page). LPP 4 requires the following to be achieved for Additional Uses:
 - *"Any land affected by the Belgravia Street road widening having been ceded;*
 - *A minimum lot size of 1,400m²*

	○ <i>The removal of existing dwellings and the production of a design customised for the new proposed use(s);</i> ○ <i>Mixed use buildings incorporating residential dwellings shall consist of a vertical layering of landuses (e.g. office ground floor, residence above) and separate front doors being provided to the commercial and residential components.”</i> • LPP 4 also contains provisions that guide the standard of development, parking provision, signage and fencing of developments within Precinct 1. • For R20/50 coded lots (Precinct 2), the following must be achieved to develop above the base density code: ○ <i>“A minimum lot size of 1,500m2 or a minimum 30 metre frontage to a gazetted constructed road;</i> ○ <i>The removal of existing dwellings;</i> ○ <i>The design having regard for the nature of existing abutting landuses;</i> ○ <i>The achievement of a high standard of development through establishing an individual identity for each dwelling, imaginative layout, variation in building design and the use of complementary colours and materials;</i> ○ <i>With the exception of high quality terrace style developments, any development should comply with all aspects of Clause 5.7.3 of Local Planning Scheme No. 15.”</i> • Extensive development has occurred within Precinct 2 however there remains a number of lots with development potential. • While there are isolated lots that would not be able to achieve compliance with the required minimum site area or frontage requirements, the City looks at proposals on a case-by-case basis. • The City is aware that DPLH are seeking to rationalise flexible density codes through the preparation of new local planning schemes. There may be opportunity to apply straight density codes to the precinct through the preparation of a new local planning scheme.
Actions:	Zoning and Built Form

	1. Undertake a holistic review of the local planning framework (LPS 15, LPP 4 and Vehicle Access Plans (VAPs)) relating to the Belgravia Street Corridor to determine the most appropriate approach for redevelopment of remaining lots within this precinct. Consider: ○ The need for VAPs, or identification of alternative methods to consolidate access for future development. ○ The need and/or appropriateness of existing Additional Uses. ○ The suitability and effectiveness of local planning policy provisions.
	Residential Density 2. Investigate the appropriateness of applying straight density codes through the preparation of a new local planning scheme.

Appendix 1 - Population and Housing Characteristics

Population

The 2021 residential population for the City of Belmont was 42,257, which represents a population density of 1,062 persons per square kilometre. The 2021 Census data revealed the suburb of Belmont had a population of 6,959 people. From 2011 to 2021, Belmont's population increased by 696 people or 11.1%. Forecasts undertaken by Forecast id predict that by 2041 Belmont's population will increase to 11,161 people and have a density of 2,546 persons per square km.

Age Structure

The suburb of Belmont and the City of Belmont had similar age structures with both having a median age of 36 years, increasing from 34 in 2011. Despite similarities, the suburb of Belmont had a lower proportion of people in the younger age groups (0 to 17 years) and a lower proportion of people in the older age groups (50+ years) compared to the City of Belmont (see **Figure 1**). The percentage of the population between 0 and 17 years of age is 17.7%, and 29.8% were aged 50 years and over. This is compared to 18.4% and 30.7% respectively for the City of Belmont. Belmont also had a large percentage of 'Parents and Homebuilders' (35 to 49 years) at 22.6% compared to 21.7% for the City of Belmont.

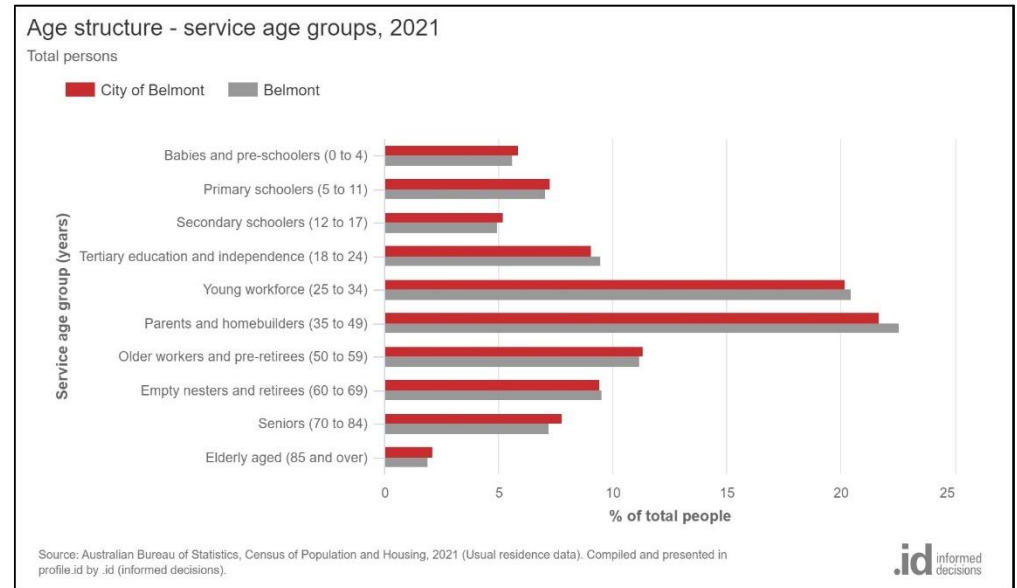


Figure 1 – Age Structure – Service Age Groups (2021) (.id 2024)

Forecasts indicate that by 2031 there will be large increases in the 40 to 44 year age bracket (+170) and large increases in the 60 + age brackets (+726). However, the largest increase between 2021 and 2031 will occur in those aged 25 to 29 accounting for an additional 206 persons (see **Figure 2**). The dominant age structure for persons in the suburb will also change from the 35 to 49 year age bracket which accounted for 22.6% of the total persons in 2021, to the 25 to 29 year age bracket which will grow by 388 and account for 9.9% of the population by 2041.

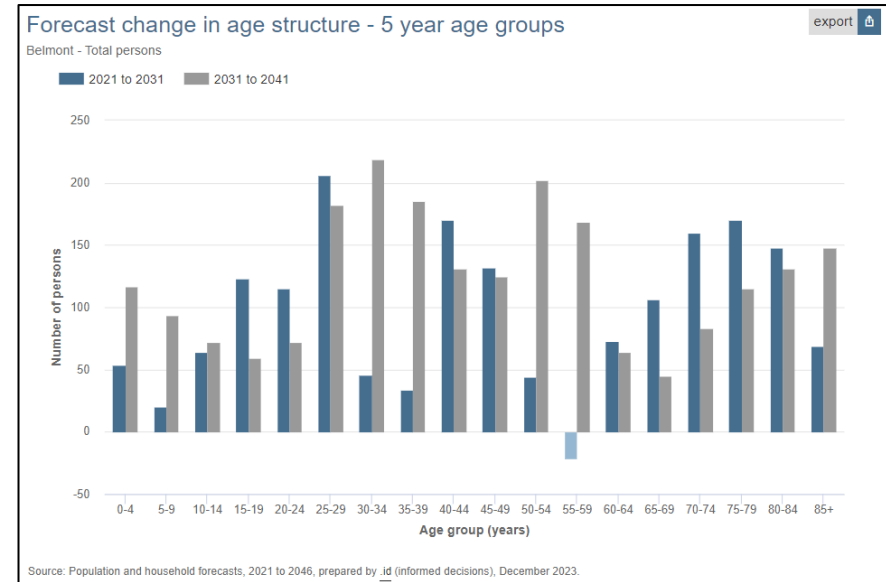


Figure 2 – Forecasted Change in Age Structure (2021) (.id 2024)

Family Structure

In 2021 the dominant household type in Belmont was lone person households comprising 32% of all households. This was followed by couples with children, one parent families, group households, and other families (see **Figure 3**).

In comparing Belmont, the suburb, with the City of Belmont local government area, there are minimal discrepancies in household types. However, several small differences were identified:

- Higher proportion of lone person households (32% compared to 31.1% for the City of Belmont)
- Lower proportion of couples without children (23.3% compared to 23.9% for the City of Belmont)
- Lower proportion of couples with children (20.7% compared to 22.4% for the City of Belmont)
- Higher proportion of group households (6.5% compared to 5.9% for the City of Belmont)

The largest changes between 2011 and 2021 occurred in the number of lone person households (+197 households) and in the number of households with children (+105 households). Forecasts undertaken by Forecast Id predict that lone person households will remain the dominant household type and account for 37% of all households. By 2041, forecasts indicate that Belmont's household types will be as follows as visualised by **Figure 4**:

- 1,654 (37%) lone person households (+519)
- 1,131 (25.3%) Couples without children (+278 households)
- 918 (20.5%) couples with children (+193 households)
- 380 (8.5%) one parent family (+86 households)
- 266 (5.9%) group households (+43 households)
- 124 (2.8%) other families (+21 households)

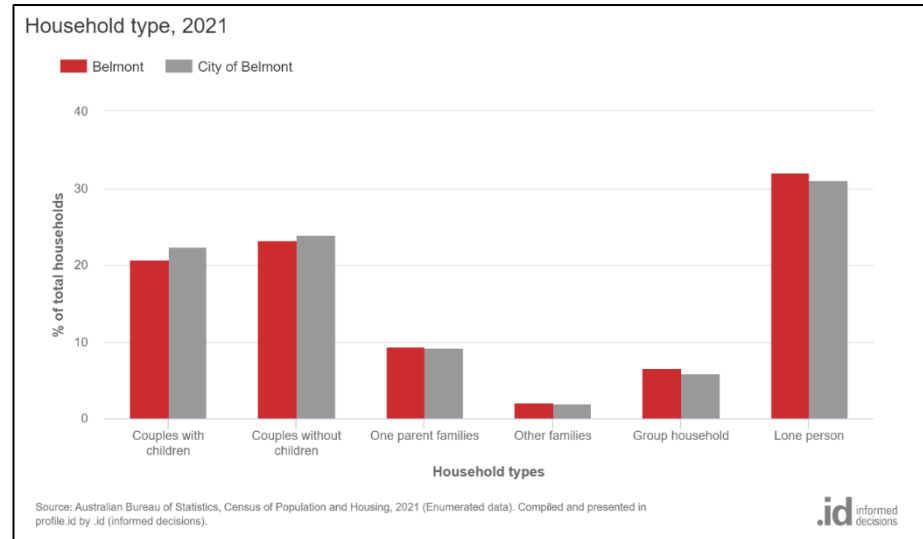


Figure 3 – Household Type (2021) (.id 2024)

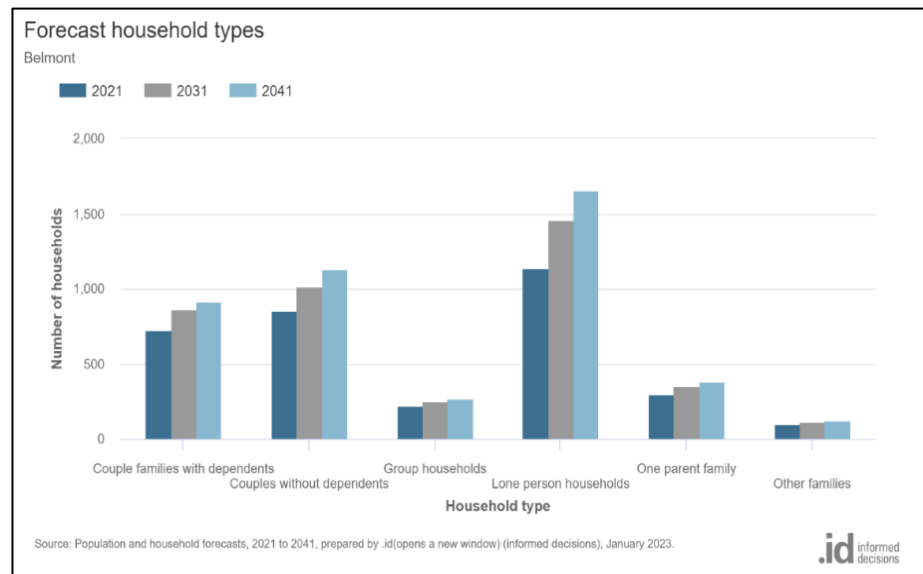


Figure 4 – Forecast Change in Household Types (.id 2024)

Dwelling Structure

In 2021 the types of dwellings in Belmont compared to the City of Belmont revealed some notable differences. As shown in **Table 2**, 75.4% of all occupied dwellings in Belmont in 2021 were separate houses, 18.4% semi-detached/row/terrace house/ townhouses, and 6% flats or apartments. Between 2011 and 2021, Belmont experienced the largest increase in separate house typologies. As shown in Table 1, an additional 472 separate houses were delivered in the suburb during this period. However, there was also a reduction in 174 semi-detached/row/terrace house/townhouses.

The following are significant differences between dwelling types in 2021 between the suburb of Belmont and the City of Belmont local government area:

- The City of Belmont has 65% of separate house dwellings, compared to Belmont's 75.4%.
- The City of Belmont has 14.4% of flat or apartments, compared to Belmont's 6%.

It is expected that Belmont will see an increase in the number of flats and apartments between 2021 and 2041, anticipated to occur along Great Eastern Highway and within activity centres.

Belmont - Dwellings (Enumerated)	2021			2011			Change
Dwelling type	Number	%	City of Belmont %	Number	%	City of Belmont %	2011 to 2021
Separate house	2,156	75.4	65	1,684	69.0	73	+472
Semi-detached, row or terrace house, townhouse etc.	525	18.4	20.3	699	28.7	15.1	-174
Flat or apartment	171	6.0	14.4	40	1.6	11.6	+131
Other	0	0.0	0.1	0	0.0	0.1	0
Total Private Dwellings	2,852	100.0	100.0	2,423	100.0	100.0	+429

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

Number of Bedrooms

In 2021 Belmont, when compared to the City of Belmont, had a lower proportion of dwellings with 2 bedrooms or less, and a similar proportion of dwellings with 4 or more bedrooms. There are 22.4% of dwellings with two bedrooms or less, and 21.4% had 4 or more, compared with 27.5% and 24.2% for the City of Belmont respectively. As visualised by **Figure 5**, the notable differences between the number of bedrooms per dwelling in Belmont and the City of Belmont are as follows:

- The City of Belmont has a smaller percentage of 3 bedroom dwellings (42.2% compared to 47.5%)
- Belmont (suburb) has a smaller percentage of 0 or 1 bedroom dwellings (4.8% compared to 7.8%)
- Belmont (suburb) has a smaller percentage of 2 bedroom dwellings (17.6% compared to 19.8%)

As shown in **Figure 6**, the largest increase in number of bedrooms between 2011 to 2021 has been in 4 bedroom dwellings (+199 households). However, as shown in **Figure 7**, the largest increase in household size between 2011 to 2021 has been in 1 person households (+206 households). In addition, only 4.8% of all households had 0 to 1 bedrooms despite 34% of all households being lone person households. Therefore, there is a clear discrepancy between the size of dwellings within Belmont and the number of people residing in them. To address this issue, it is important to promote diversity in dwelling types, including single bedroom dwellings, within the suburb. This will help cater to the specific housing needs of Belmont's residents.

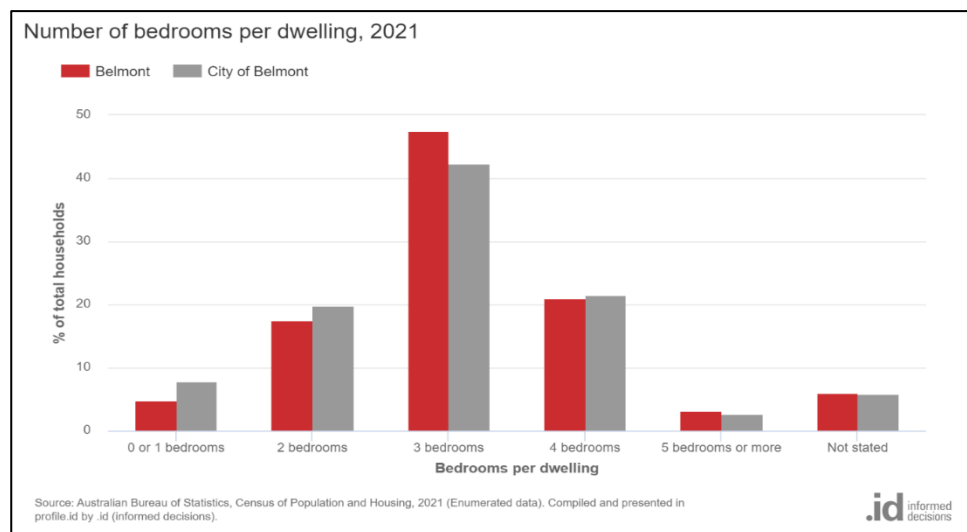


Figure 5 – Number of bedrooms per dwelling – Belmont and City of Belmont (.id 2024)

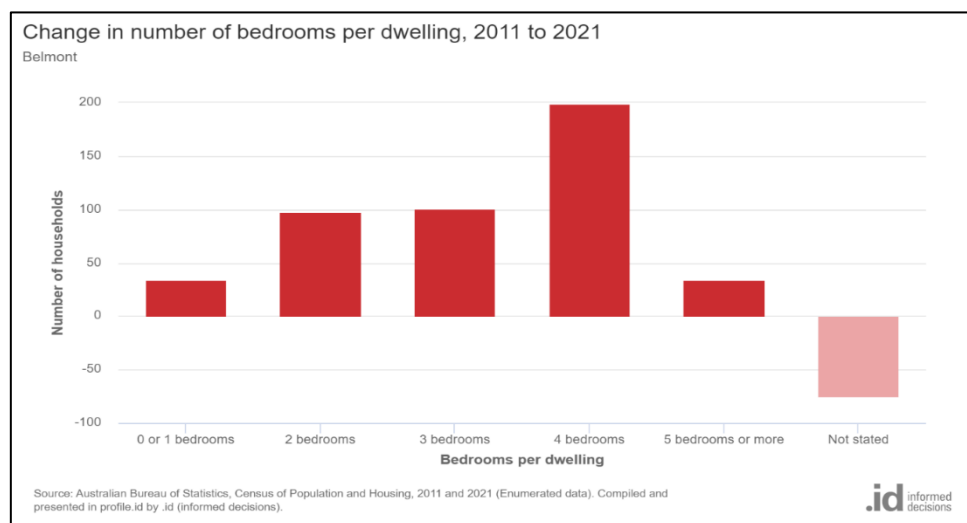


Figure 6 – Change in number of bedrooms per dwelling 2011 to 2021 (.id 2024)

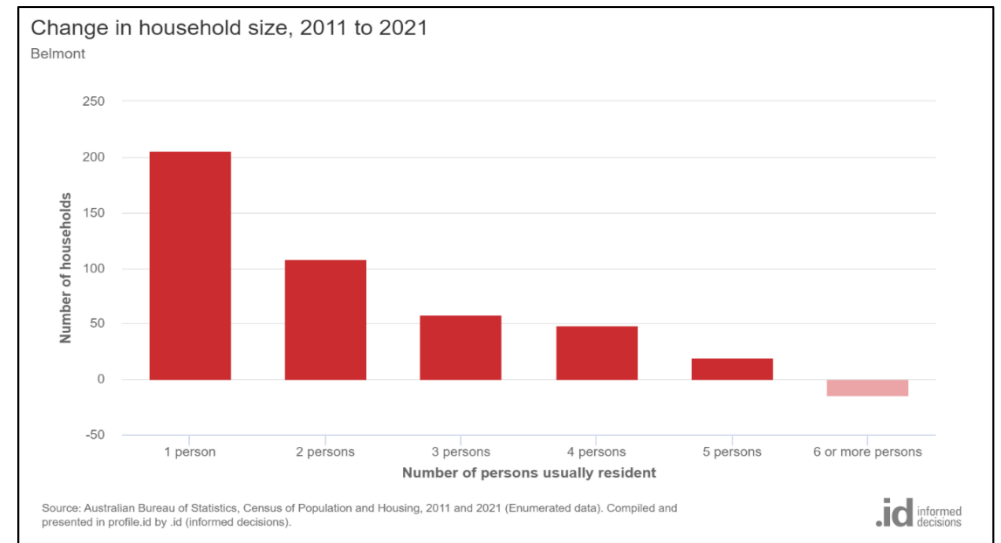


Figure 7 – Change in Household Size 2011 to 2021 (.id 2024)