

PART 2

REDCLIFFE

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Snapshot – Population and Dwellings

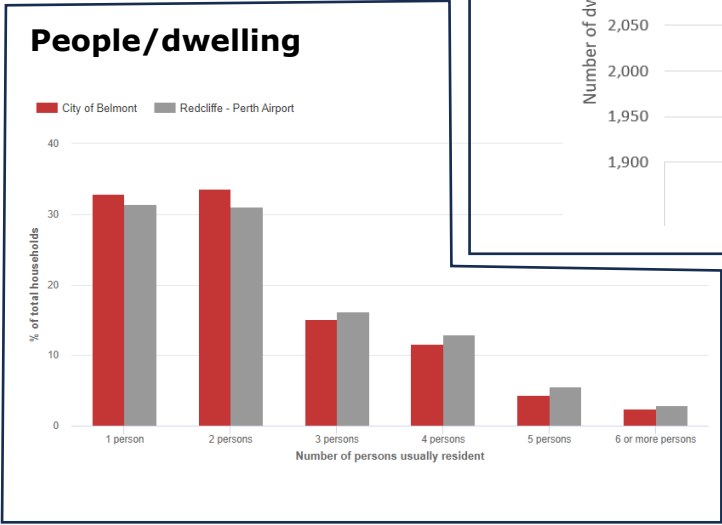
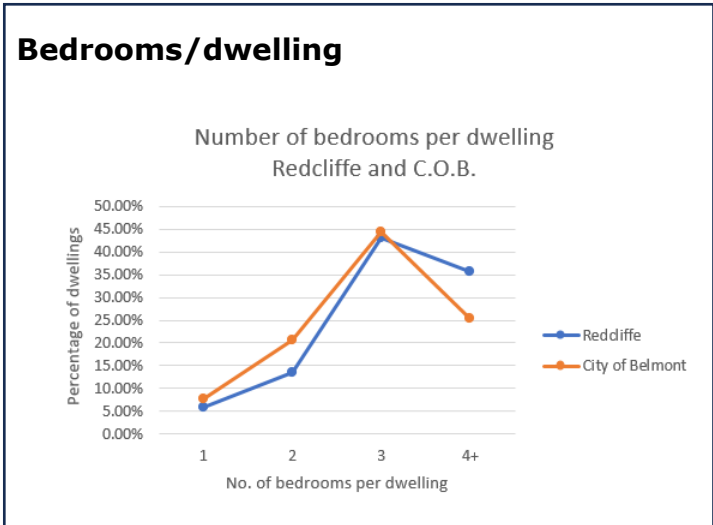
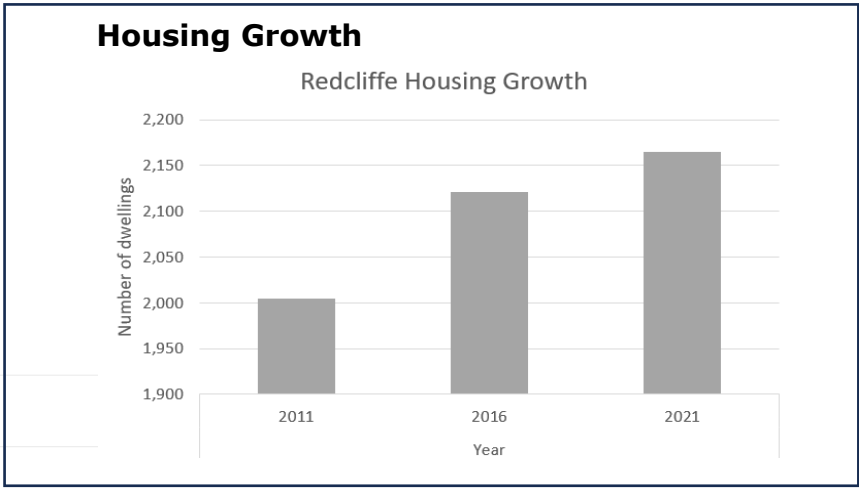
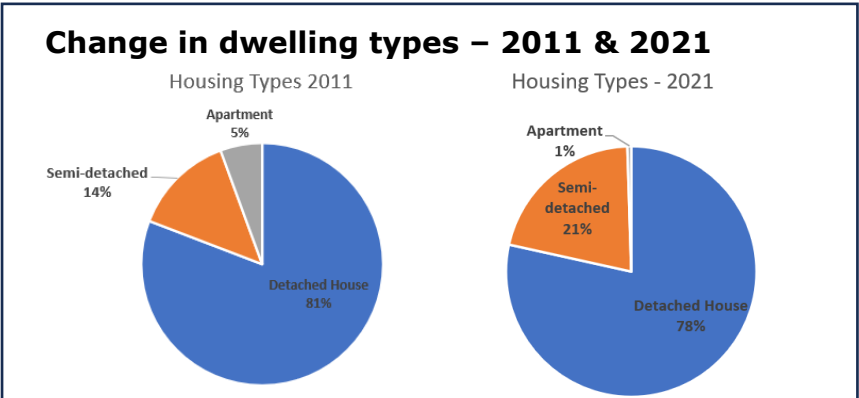
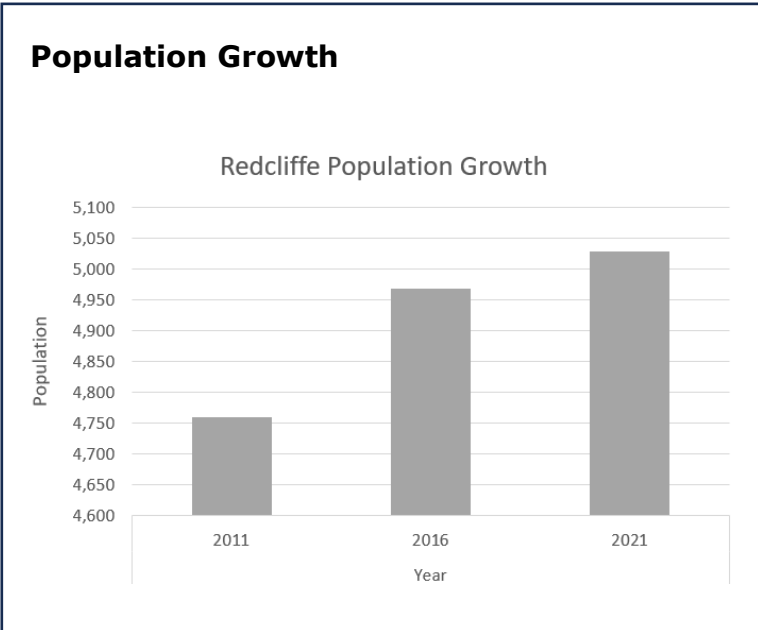
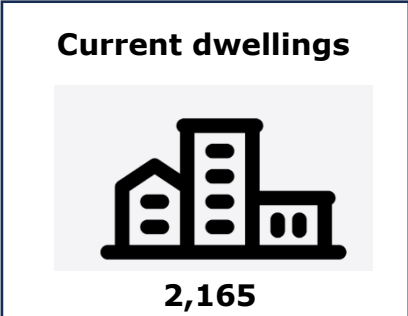
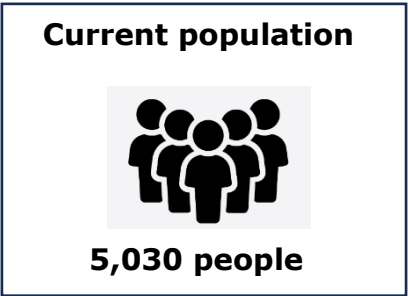


Table 1: Snapshot (Source: ABS 2024 and .ID Community 2024)

Redcliffe Overview

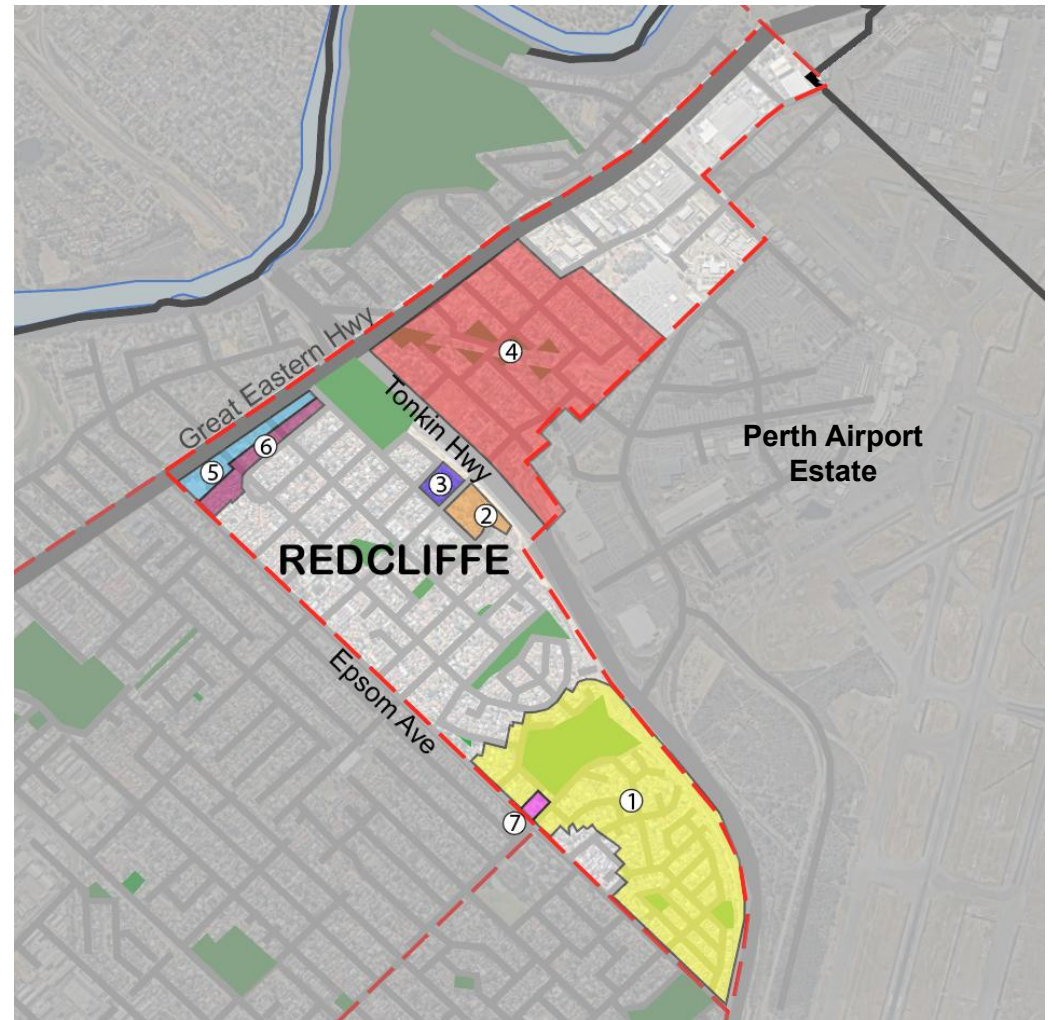
Location and Focus Areas

The suburb of Redcliffe covers an area of approximately 4.2 square kilometres. It is generally bound by Great Eastern Highway to the north, Epsom Avenue to the west, Tonkin Highway and the Perth Airport Estate to the south-east.

There are 7 key focus areas within the suburb of Redcliffe that will be analysed as part of this Local Housing Strategy. These include:

1. Land subject to aircraft noise from Perth Airport
2. Development Area 4
3. Development Area 5
4. Development Area 6
5. Great Eastern Highway Corridor
6. Great Eastern Highway Transition
7. 1 Grand Parade

Land outside of these focus areas will be more broadly discussed in the City wide section of the Local Housing Strategy.



Key Features

Connectivity

- Redcliffe benefits from connections to Tonkin Highway and Great Eastern Highway.
- Redcliffe benefits from good access to public transport, and is serviced by bus routes 39, 290, 291, 292, 293 and the 935 and the Redcliffe Train Station.
- Walking paths are located throughout the suburb. There is also several bicycle friendly streets and a shared path along Tonkin Highway and Dunreath Drive.

Centres and Services

- There are three activity centres located within Redcliffe:
 - Redcliffe Station Neighbourhood Centre (partly located within the Perth Airport Estate)
 - Redcliffe Industrial Area Specialised Centre
 - Part of Perth Airport Specialised Centre
- Perth Airport and the Redcliffe Industrial Area both provide employment opportunities for residents within the suburb.
- While outside of the suburb, Redcliffe benefits from its proximity to the Epsom Avenue Local Centre, Belmay Local Centre and Belvidere Street Neighbourhood Centre.

Public Open Space

- Properties in the suburb benefit from excellent access to public open space, as more than 90% of the suburb is situated within a 400m radius of a park.

Development Patterns

- The bulk of development within Redcliffe occurred during the 1980s and 1990s with some properties dating back to the 1960s and 1970s and a smaller portion predating the 1960s. This development predominantly comprised single houses.
- The suburb has experienced a relatively low level of growth between 2011 and 2021 (8.0% compared to approximately 26.4% for the City of Belmont).
- There are opportunities for additional housing within Redcliffe, particularly surrounding Redcliffe Station. The State Government is currently preparing an Improvement Scheme to guide future development in the precinct.
- Regarding the balance of the suburb, there are a total of 1,668 residential lots. Of these, 271 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.

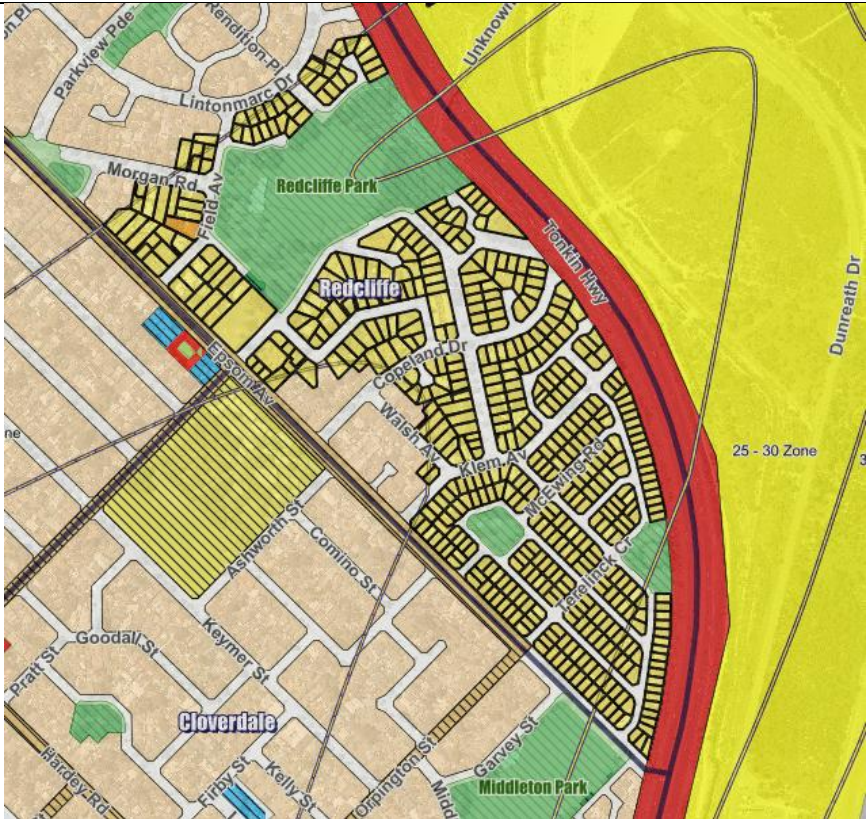
Suburb Wide Actions

Suburb wide actions for Redcliffe 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 the suburb.

- Encourage a variety of housing options to cater to the evolving needs of the community, especially with Redcliffe’s projected rise in single person households.
- Promote alternative transport modes, such as public transport and active travel, to reduce reliance on private vehicles.

- Continue to monitor population increases within the suburb to determine the suitability of public open space provision.

Focus Areas

1: Perth Airport Noise 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 LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Water Supply Sewerage and Drainage - Public Purposes - Ambulance Depot - Public Purposes - Civil Defence	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 - Portions of Redcliffe are impacted by aircraft noise. The primary measure of aircraft noise used in Australia is the Australian Noise Exposure Forecast (ANEF) system. This system is used to delineate what type of development can take place around airports. - State Planning Policy 5.1 – Land use planning in the vicinity of Perth Airport (SPP 5.1) contains requirements for the development of land within the 20+ ANEF contours, which are those properties most susceptible to aircraft noise impacts. - 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 exceeded 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. - The R12.5 density code can be exceeded in areas above ANEF 25 where: - A higher density is necessary to facilitate redevelopment or infill development of an existing residential area;

	○ Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan; ○ It can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise; and ○ A higher density would facilitate the concurrent provision of noise insulation in accordance with the indoor design sound levels prescribed in AS2021. • In areas subject to noise exposure levels above 30 ANEF, the permissible density of residential development should generally not be increased above R12.5. • Noise insulation is not mandatory for residential development within the ANEF 20-25 contour but is required in areas above 25 ANEF. • 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. • Redcliffe contains 10 lots with a density code of R12.5 which are no longer located within the 25 ANEF contour. Although several of these dwellings are recent builds and/or are in good condition, upcoding these lots to R20 would
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		allow for eight additional dwellings. The R20 coding would also allow for additional flexibility of development on the sites, e.g. slightly reduced street setback and open space requirements under the R-Codes. Redcliffe contains a number of lots with R20 density codings located within the 25 ANEF contour. These generally do not have subdivision potential and there is limited risk with maintaining the R20 density.
Actions:	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 for single dwellings within the 20-25 ANEF contour, to support the implementation of SPP 5.1.
	Residential Density	2. Through the preparation of a new local planning scheme investigate whether it is appropriate to upcode the existing R12.5 lots bound by Epsom Avenue, Grand Parade, Board Avenue and Field Avenue to R20.

2: Development Area 4



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
- WSD Parks and Recreation : Water Supply Sewerage and Drainage
- AD Public Purposes : Ambulance Depot
- C Public Purposes : Civil Defence

Strategies

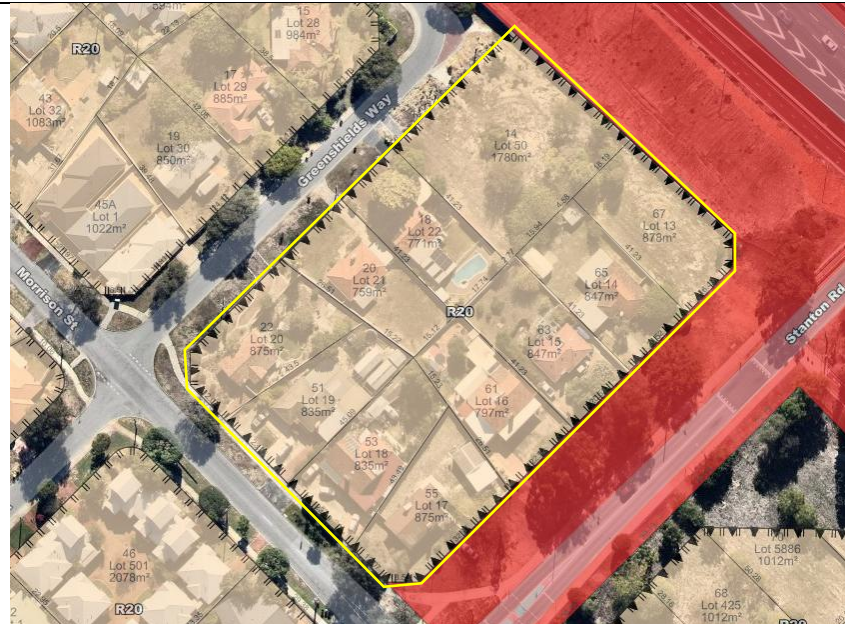
1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
5. Encourage development of underutilised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

Key Considerations and Opportunities

- Lots outlined in yellow on the plan to the left are designated by LPS 15 as being located within a Special Control Area – Development Area 4 (DA 4).
- LPS 15 requires a structure plan to be prepared to guide subdivision and development and for not less than 75% of the area to be developed for the purpose of single houses. Given the proximity of the area to Redcliffe Train Station, there may be an opportunity to delete this requirement and provide for the construction of higher density development.
- The Department of Communities previously investigated the preparation of a structure plan in 2018. To date no plan has been approved for this land.
- The land abuts Stanton Road which is a primary regional road reserve. Clause 4.7.1 of LPS 15 states that where residential land abuts a regional road reserve, vehicular access to that road shall not be permitted for residential development other than for a single house. This is unless a vehicular access plan has been approved.
- It may be appropriate to identify additional site and development requirements within the new local planning scheme that requires coordination of vehicle access and tree retention.
- The WA Land Authority is the majority landowner of the precinct, owning all but four lots (65, 67, 68 and 71 Morrison Street).

	• The four privately owned lots are held by individual landowners. Three contain houses constructed in the 1950s-60s (65, 67 and 68 Morrison Street). The fourth, corner lot is vacant (71 Morrison St). • Future planning/development will need to address bushfire and noise considerations. • Changes to the Primary Regional Road Reservation have resulted in land outside the Special Control Area and 10 and 12 Ryans Court no longer being zoned. There is an opportunity to apply an appropriate zone and density code to this land as part of the preparation of a new local planning scheme.						
Actions:	<table border="1"> <tr> <td data-bbox="320 560 320 991">Zoning</td><td data-bbox="320 560 2047 759"> 1. Engage with Development WA to understand their development intentions. 2. Through the preparation of a new local planning scheme, investigate an appropriate zone for the unzoned land between Morrison Street and the Stanton Road and Tonkin Highway Primary Regional Road reserves. 3. Through the preparation of a new local planning scheme, investigate additional site and development requirements within the new local planning scheme that require coordination of vehicle access and tree retention. </td></tr> <tr> <td data-bbox="320 759 320 991">Built Form</td><td data-bbox="320 759 2047 858"> 4. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the existing scheme provision requiring 75% of land to be developed for single houses. </td></tr> <tr> <td data-bbox="320 858 320 991">Residential Density</td><td data-bbox="320 858 2047 991"> 5. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the R20 density coding for the area. 6. Through the preparation of a new local planning scheme investigate whether it is appropriate to apply an R20 density code to the unzoned land between Morrison Street and the Stanton Road and Tonkin Highway Primary Regional Road Reserves (this includes 10 & 12 Ryans Court). </td></tr> </table>	Zoning	1. Engage with Development WA to understand their development intentions. 2. Through the preparation of a new local planning scheme, investigate an appropriate zone for the unzoned land between Morrison Street and the Stanton Road and Tonkin Highway Primary Regional Road reserves. 3. Through the preparation of a new local planning scheme, investigate additional site and development requirements within the new local planning scheme that require coordination of vehicle access and tree retention.	Built Form	4. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the existing scheme provision requiring 75% of land to be developed for single houses.	Residential Density	5. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the R20 density coding for the area. 6. Through the preparation of a new local planning scheme investigate whether it is appropriate to apply an R20 density code to the unzoned land between Morrison Street and the Stanton Road and Tonkin Highway Primary Regional Road Reserves (this includes 10 & 12 Ryans Court).
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Residential Density	5. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the R20 density coding for the area. 6. Through the preparation of a new local planning scheme investigate whether it is appropriate to apply an R20 density code to the unzoned land between Morrison Street and the Stanton Road and Tonkin Highway Primary Regional Road Reserves (this includes 10 & 12 Ryans Court).						

3: Development Area 5



LOCAL SCHEME ZONES

LOCAL SCHEME RESERVES

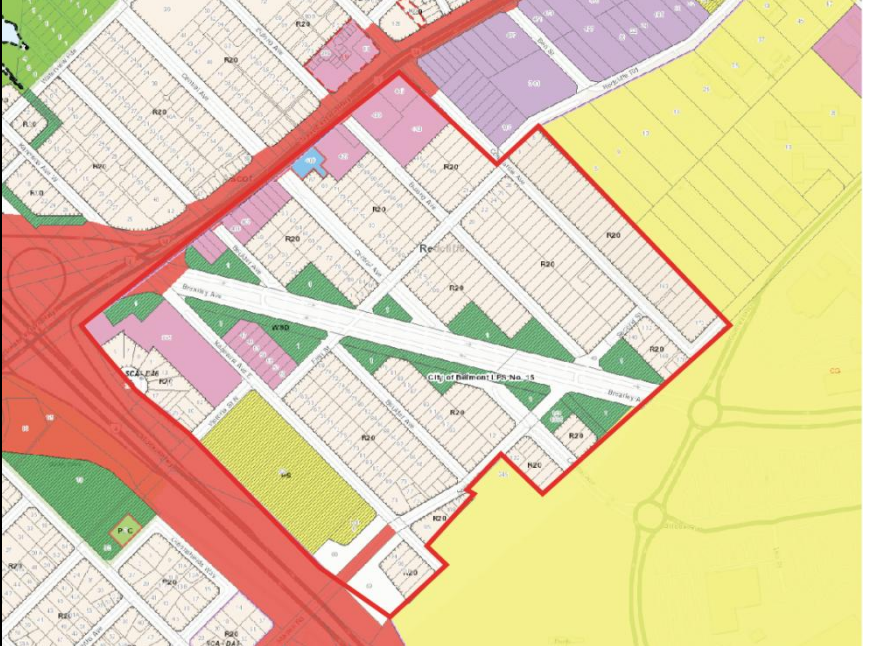
Strategies

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 high quality and positively contributes to the streetscape.

Key Considerations and Opportunities

- Lots outlined in yellow on the plan to the left are designated by LPS 15 as being located within a Special Control Area – Development Area 5 (DA 5).
- LPS 15 requires a structure plan to be prepared to guide residential subdivision and development.
- A structure plan prepared by the City in 2008 proposed a density increase from R20 to R25. This also proposed a central access area to facilitate the removal of vehicle access points from Stanton Road. The structure plan was not adopted by Council.
- The WA Land Authority owns two lots within the precinct (14 Greenshields Way and 67 Stanton Road). On the 8th of October 2024, the WAPC granted approval for 8 single bedroom dwellings for social housing (public works).
- All other lots are in private ownership and contain dwellings constructed in the 1960s. The age of these dwellings may present an opportunity for redevelopment.
- The land abuts Stanton Road which is a primary regional road reserve. Clause 4.7.1 of LPS 15 also states that where residential land abuts a regional road reserve, vehicular access to that road shall not be permitted for residential development other than for a single house. This is unless a vehicular access plan has been approved.
- The precinct is within 800m of the Redcliffe Station and the Redcliffe Neighbourhood Centre. This may present an opportunity to apply a density code greater than R20 or R25 to this land.

		• Future planning/development will need to address bushfire and noise considerations. • It may be appropriate to identify additional site and development requirements within the new local planning scheme that requires coordination of vehicle access and tree retention.
Actions:	Zoning	1. Through the preparation of a new local planning scheme, investigate additional site and development requirements within the new local planning scheme that require coordination of vehicle access and tree retention.
	Residential Density	2. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the R20 density coding for the area.

4: Development Area 6	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 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.
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 - 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	Key Considerations and Opportunities • LPS 15 requires a structure plan to be prepared for the Development Area 6 (DA 6) precinct (outlined in red in the image to the left) to guide subdivision and development. • In response to Redcliffe Station being opened within the precinct, the City prepared a draft Activity Centre Plan (ACP). It was anticipated this draft Plan would result in 2,800 and 4,000 dwellings with an estimated population between 6,000 and 8,500 people. • At 23 March 2021 Ordinary Council Meeting, Council resolved to adopt the ACP and supporting scheme amendment for advertising. • Before the City could advertise, consent from the Western Australian Planning Commission (WAPC) was required. The WAPC would not grant consent for advertising until infrastructure funding matters were resolved, as this would have implications for the Development Contribution Plan. • A key aspect of the draft ACP related to the vision to transform the Southern Main Drain into an urban stream in a parkland setting. The proposed urban stream was intended to be the focal point of the precinct and continue to serve the practical function of conveying regional stormwater from Kalamunda to the Swan River.

	• As the Southern Main Drain is regional infrastructure and therefore the responsibility of the State Government, it was not considered appropriate for the City to expend municipal funds toward its upgrade. • The State Government offered to contribute to the funding of the upgrade, however this would only provide for clearing, revegetation and re-fencing. Therefore, at the 26 April 2022 Ordinary Council Meeting, Council resolved to write to the State Government to express concerns with the funding commitment and seek further funding from the State. Council also resolved to write to the State Government requesting that Development WA progress the future planning for the precinct. • The State Government has now taken over the future planning of the area and has prepared an Improvement Plan (Improvement Plan No. 45). The objectives of Improvement Plan No. 45 are: ○ To plan for the establishment of contemporary transit oriented development that includes an appropriate mix of uses; ○ To provide for a range of non-residential uses in appropriate locations and which include retail and commercial uses to support the convenience and employment needs of the local community; ○ To provide the community with employment opportunities and equitable access to goods and services; ○ To provide public open space for local amenity and recreational needs of the community; ○ To achieve high quality built form and public place design; ○ To provide for a diverse range of housing to meet the needs of the community; ○ To manage interface between future development and future development within the adjacent Perth Airport; ○ To facilitate co-ordinated infrastructure planning and delivery; and ○ To facilitate land use activities that can respond to the planned development of the scheme area over time. • Department of Planning, Lands and Heritage (DPLH) are in the process of preparing an Improvement Scheme for the area to guide future subdivision and development
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		in accordance with the above objectives. DPLH will be using the draft ACP to inform the Improvement Scheme.
Actions:	Zoning, Residential Density and Built Form 1. Continue to engage with the Department of Planning, Lands and Heritage through the preparation of the Improvement Scheme, and advocate for the delivery of high quality, mixed use transit oriented development.	

5: Great Eastern Highway Corridor



LOCAL SCHEME ZONES

	Civic and Cultural		Place of Public Assembly : Pre-School Centre
	Commercial		Place of Public Assembly : Private School
	Industrial		Place of Public Assembly : Racecourse
	Mixed Business		Residential (R20 Density Unless Otherwise Shown)
	Mixed Use		Residential and Stables
	Place of Public Assembly		Service Station
	Place of Public Assembly : Club		Special Development Precinct
	Place of Public Assembly : Place of Public Worship		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

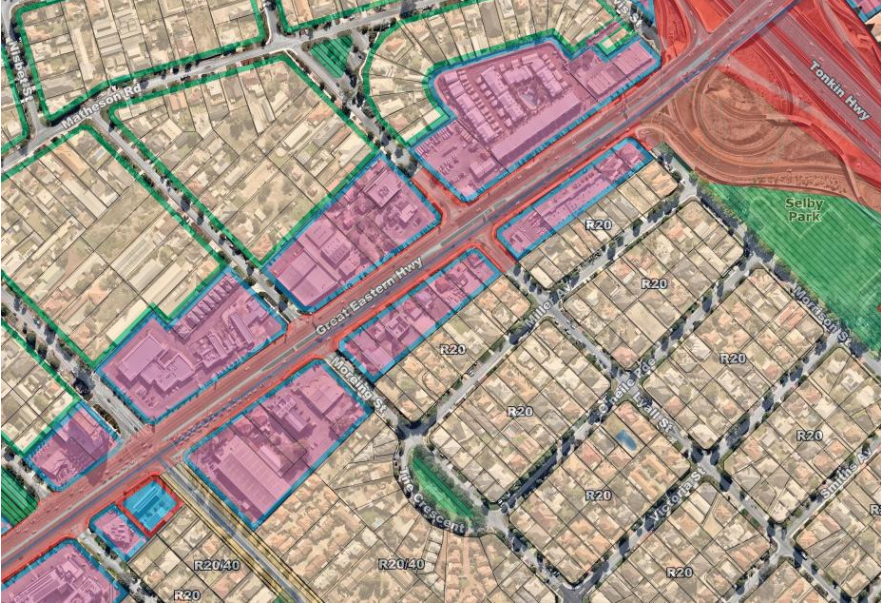
Strategies

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.
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.
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 under Perth and Peel @ 3.5 Million. The focus for these areas is for higher density residential integrated with active uses.
- Consistent with the above, the City of Belmont has prepared the Great Eastern Highway Urban Corridor Strategy to guide development along the corridor.
- The Strategy identifies the Redcliffe section of Great Eastern Highway as an 'Activity Corridor' and envisages active, commercial land uses on ground floors, with upper floors containing residential and other commercial uses.
- There is an opportunity for development along Great Eastern Highway that benefits from good accessibility by both private motor vehicle and public transport. The corridor provides access to the Perth CBD, Perth Airport, and connections to other major regional roads. The corridor also contains a high frequency bus route providing access to the Perth CBD, Airport, Midland, and the Redcliffe Train Station.
- All lots are subject transport noise considerations. Future development will be considered against State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4).

		• Lots abutting the corridor are currently zoned 'Mixed Use' and between Morrison and Moreing Streets, are generally narrow and/or shallow. Between Moreing Street and Epsom Avenue, lots are larger and may allow for a more substantial built form. • The Mixed Use zone objective within LPS 15 currently provides for appropriate industrial activities to occur within this zone. It is considered that this is contrary to the outcomes the draft Corridor Strategy is seeking to achieve. • The Mixed Use zone generally adjoins low density (R20-40) residential development to the rear. • Currently LPS 15 provides little guidance for residential development in the 'Mixed Use' zone and does not specifically allocate residential density codes. However, in considering development, LPS 15 requires a residential density code to be assigned having regard to the density code of adjoining properties. This approach is inconsistent with the Central Sub-Regional Planning Framework which states that codes of R60 or higher are appropriate for urban corridors. • There is an opportunity to align with the City's Great Eastern Highway Urban Corridor Strategy, which contemplates this portion of the activity corridor having development up to 10 storeys and a plot ratio of 3.0.
Actions:	Zoning	
	1. Through the preparation of a new local planning scheme, investigate the appropriateness of retaining the Mixed Use zone along Great Eastern Highway.	
	2. 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.	
	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.	

6: Great Eastern Highway Transition	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. 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. 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 - The Central Sub-regional Planning Framework identifies land close to urban corridors as appropriate locations for increased residential densities. - Residential zoned lots to the rear of the Mixed Use zone between Morrison and Moreing Streets are coded R20. All lots have or had an area in excess of 900m² and all but two have now been subdivided or redeveloped. - Residential zoned lots between Moreing Street and Epsom Avenue are currently coded R20/40. This has resulted in some lots being developed for grouped dwellings. - In the short-term, land fragmentation and the age and condition of dwellings within the transition area would serve as a barrier to further development above existing densities. Despite this, there is an opportunity to apply appropriate density codes to this land to facilitate an appropriate transition of development from Great Eastern Highway. - Densities of R40-R160 may be suitable. The extent of the transition area and associated density code will be further investigated through the preparation 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.

7: Grand Parade	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 - 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 - 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 high quality and positively contributes to the streetscape.
	Key Considerations and Opportunities 1 Grand Parade is currently owned by the City. It was formerly occupied by a childcare centre, which was demolished in 2011. The site has been vacant since. - The site contains a number of mature trees, which Council previously expressed a desire to retain. - There is a 2 metre wide drainage easement along the full length of the south-east lot boundary. - The current planning framework allows for development of up to 20 dwellings on the site. Alternatively, the zoning would allow for development of an aged care facility, or a new childcare premises. - To facilitate the cohesive redevelopment of this land, it may be appropriate to require a Structure Plan or Local Development Plan to be prepared. This could look at matters including dwelling orientation, vehicle access arrangements and fencing design. - The site is located within the ANEF 20 contour. SPP 5.1 specifies that the densities should generally be limited to R20. However, this can be increased where land is close to activity centres. - It may be appropriate to increase the density to R40 through the preparation of a new local planning scheme given its proximity to Belmay local centre.

Actions:	Zoning, Residential Density & Built Form 1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to apply an R40 density code to the site. 2. Through the preparation of a new local planning scheme, investigate whether it is appropriate to require a Local Structure Plan or Local Development Plan to guide future subdivision and development. 3. While preparing a new local planning scheme, seek to further understand the City's long term intentions for the site.
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Appendix 1 - Population and Housing Characteristics

Population

The 2021 Census data revealed Redcliffe had a population of 5,030 people. From 2011 to 2021, Redcliffe's population increased by only 271 persons or 5.7%. Forecasts undertaken by Forecast Id predict that by 2041 Redcliffe's population will increase to 13,645 (+159.6%).

Age Structure

A comparison between Redcliffe and the City of Belmont in 2021 reveals that Redcliffe had a higher proportion of people in the younger age groups (0 to 17 years) as well as a higher proportion of people in the 85 and over age groups (refer to **Figure 1**).

Overall, 20.9% of the population was aged between 0 and 17, and 21.8% were aged 60 years and over, compared with 18.6% and 19.2% respectively for the City of Belmont. The largest age group in Redcliffe was those aged 35 to 39 accounting for 8.1% of the population compared to the City of Belmont which was those aged 30 – 34, accounting for 10.3%.

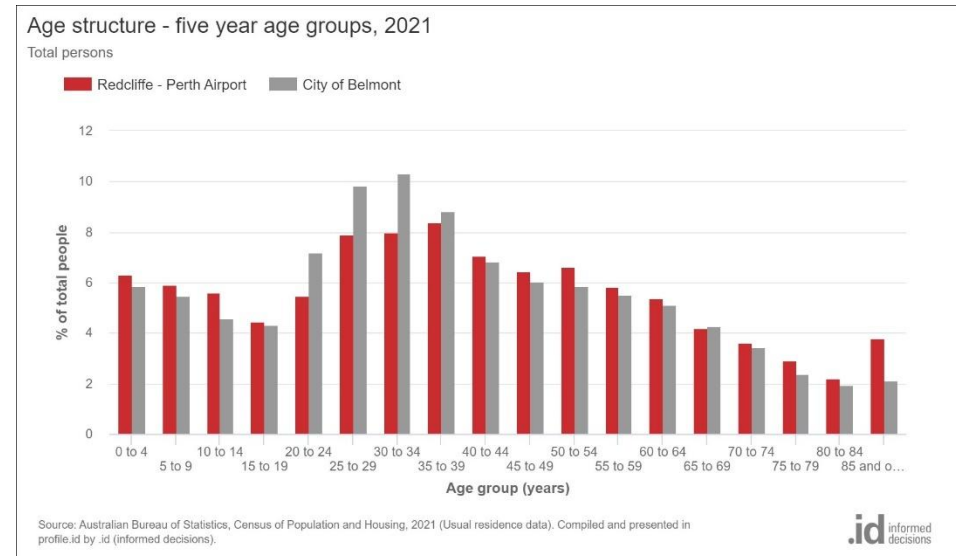


Figure 1 –Age Structure – Five year Age Groups (2021) (.id 2024)

The most significant changes in age structure between 2011 and 2021 occurred in the following age groups (refer to **Figure 2**):

- 60 to 64 (+84 persons)
- 30 to 34 (-83 persons)
- 20 to 24 (-70 persons)
- 65 to 69 (+55 persons)

While growth across the entire suburb has been limited, the changes indicate an ageing population. However, forecasts undertaken by Forecast Id predict that this situation will change between 2021 and 2041. The largest increase in persons is expected to be in the 20 to 34 year age bracket accounting for 8.9% of all persons (refer to **Figure 3**).

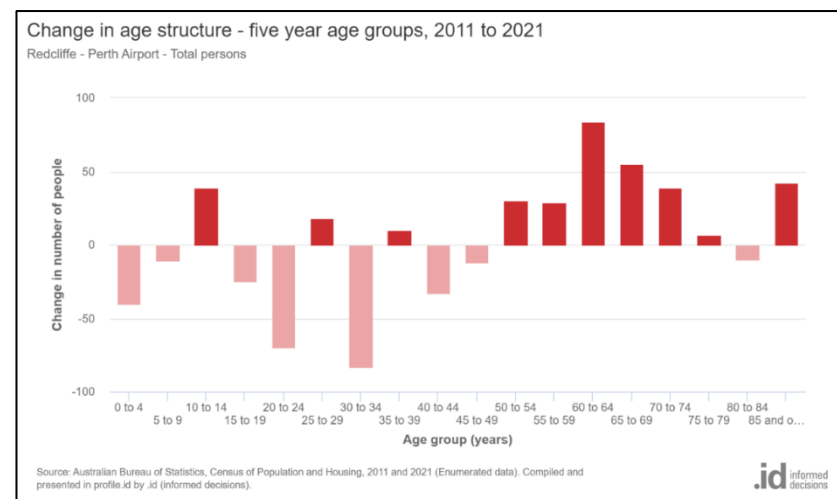


Figure 2 –Change in Age Structure – Five year Age Groups (2021) (.id 2024)

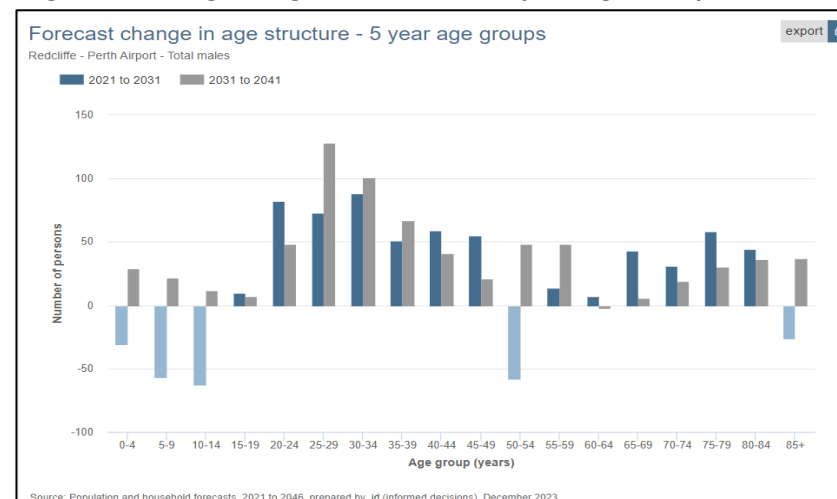


Figure 3 –Forecast change in Age Structure – Five year Age Groups (2021) (.id 2024)

Family Structure

When comparing household types in Redcliffe to the City of Belmont in 2021, the analysis reveals some notable differences. The key differences were:

- Couples with children (25.6% compared to the City of Belmont's 22.4%)
- One-parent families (11.6% compared to the City of Belmont's 9.3%)

In Redcliffe, there is a lower proportion of lone person households and couples without children compared to the City of Belmont. Lone person households constitute 29.2% of the total compared with 31.1% for the City of Belmont. Additionally, couples without children represent 21.7% of households, compared to 23.9% in the City of Belmont (refer to **Figure 4**).

Despite the above, lone person households continue to be the dominant household type in Redcliffe followed by couples without children and then couples with children. Forecasts undertaken by Forecast Id indicate that this will continue to be the case as demonstrated in **Figure 5**.

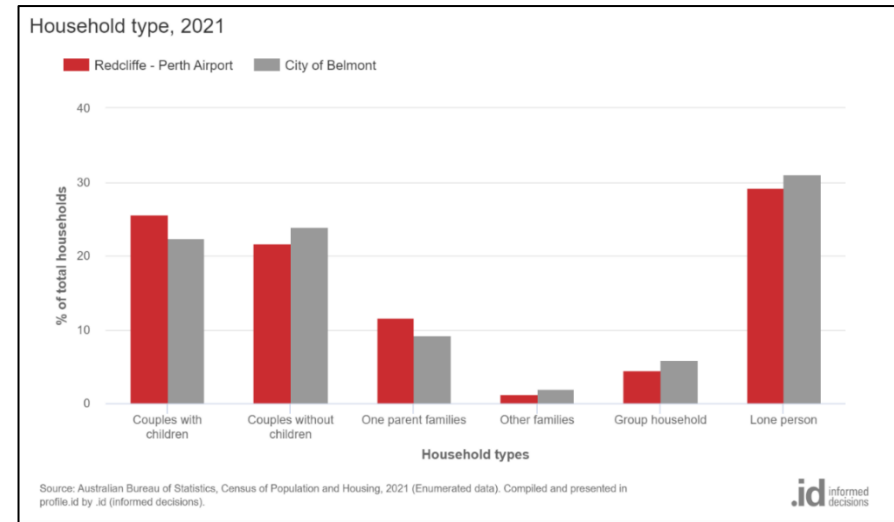


Figure 4 – Household Type (2021) (.id 2024)

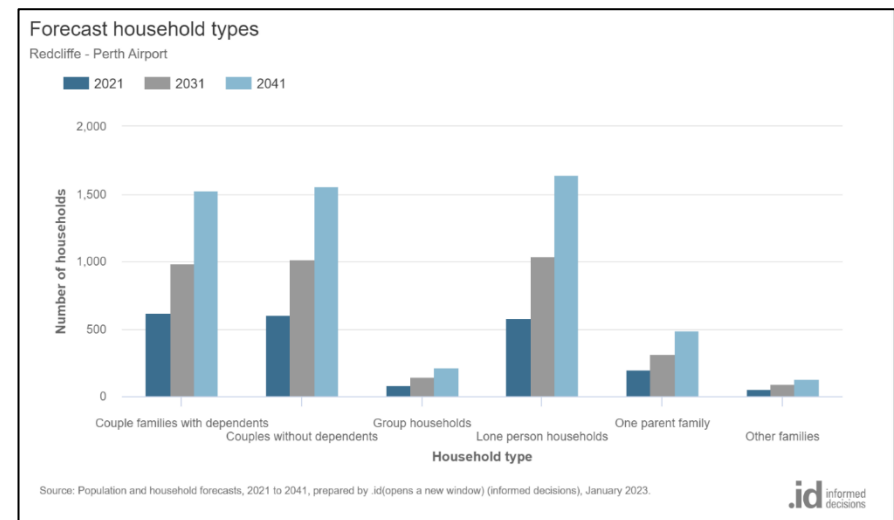


Figure 5 – Forecast Change in Household Type (2021) (.id 2024)

Analysing changes between 2011 and 2021, the largest increases in Redcliffe were observed in the number of lone person households followed by couples without children and then couples with children. One parent families, group households and other families all declined (refer to **Figure 6**).

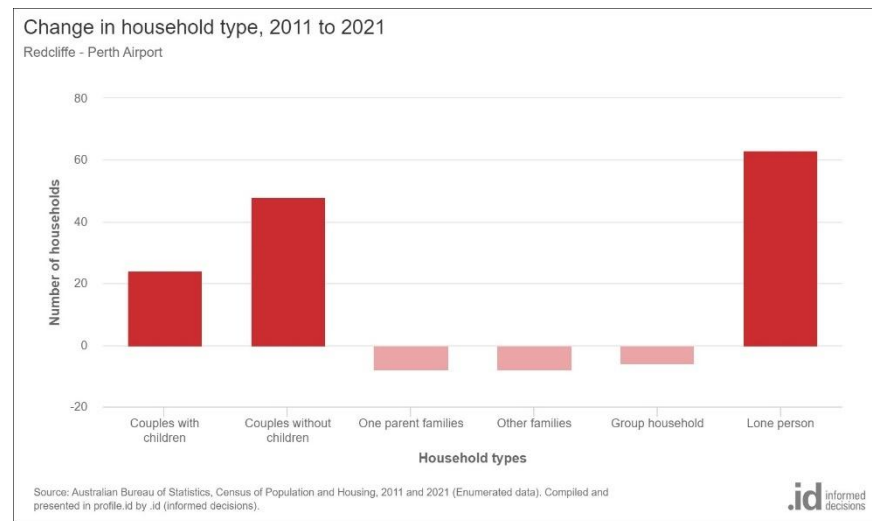


Figure 6 – Change In Household Type (2011-2021)) (.id 2024)

Dwelling Structure

In 2021 the types of dwellings in Redcliffe compared to the City of Belmont revealed some notable differences. In Redcliffe, 78.3% of all occupied dwellings were separate houses, 21% were semi-detached, row or terrace house, townhouse dwellings, and 0.5% were flats or apartments (refer to **Table 2**). In comparison, the City of Belmont comprised 65% separate houses, 20.3% semi-detached, row or terrace house, townhouses, and 14.4% flats or apartments. These figures indicate that Redcliffe currently has a much lower scale of development than the City of Belmont.

Between 2011 and 2021, Redcliffe experienced the following changes in dwelling structure:

- Separate house (+108 dwellings)
- Semi detached, row or terrace house, townhouse (+158 dwellings)
- Flat or Apartment (-87 dwellings)

While the suburb has a limited number of flats or apartments, it is expected that this situation will change as development occurs around Redcliffe Station.

Redcliffe-Occupied Dwellings (Enumerated)	2021			2011			Change
	Dwelling type	Number	%	City of Belmont %	Number	%	
Separate house	1,495	78.3%	65	1,387	80.8	73	+108
Semi-detached, row or terrace house, townhouse	391	21%	20.3	233	13.6	15.1	+158
Flat or apartment	10	0.5%	14.4	97	5.6	11.6	-87
Other	0	0.0	0.1	0	0.0	0.1	0
Total Private Dwellings	1,896	100.0	100.0	1,717	100.0	100.0	+179

Table 2 – Occupied Dwelling Structure (ABS 2024)

Number of Bedrooms

A comparative analysis of bedroom numbers for Redcliffe and the City of Belmont in 2021 reveals that Redcliffe had a smaller proportion of dwellings with two bedrooms or less, and a higher proportion of dwellings with four or more bedrooms. More specifically, 19% of households in Redcliffe resided in dwellings with two bedrooms or less, while the City of Belmont was higher at 27.5%. In terms of 4 or more bedrooms, 33.7% of Redcliffe households resided in dwellings with 4 or more bedrooms compared to 24.2% for the City of Belmont (refer to **Figure 7**).

When examining trends between 2011 and 2021, the largest increase occurred in the number of dwellings with four bedrooms (refer to **Figure 8**). This is despite the largest increase in household type during this period being lone person households followed by couples without children. The dominant household size within the suburb is also currently single person households (refer to **Figure 9**) which highlights a significant disparity between the number of bedrooms and the size of households in Redcliffe.

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

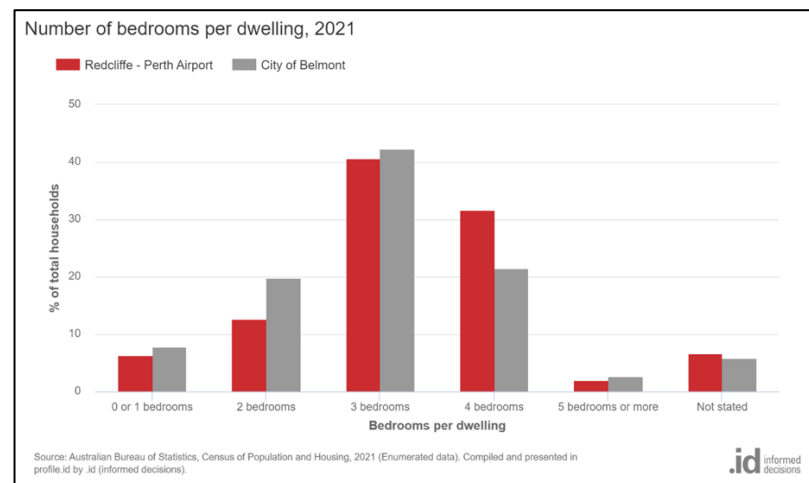


Figure 7 – Number of bedrooms per dwelling – Redcliffe and City of Belmont (.id 2024)

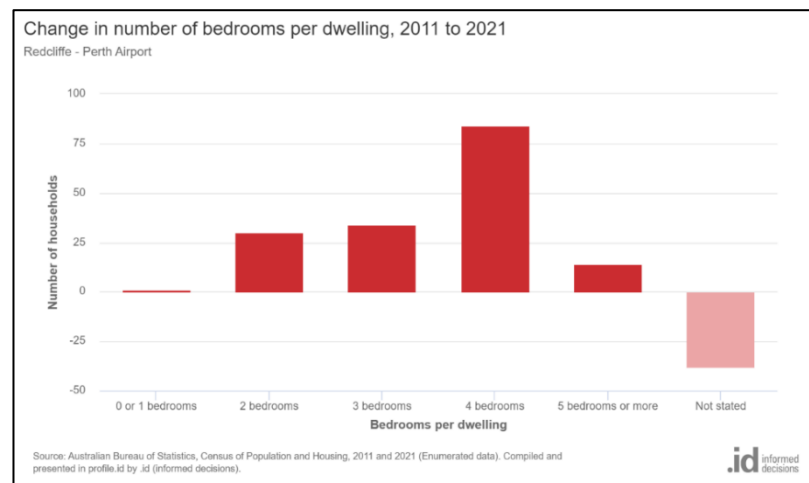


Figure 8 – Change in number of bedrooms 2011-2021 (.id 2024)

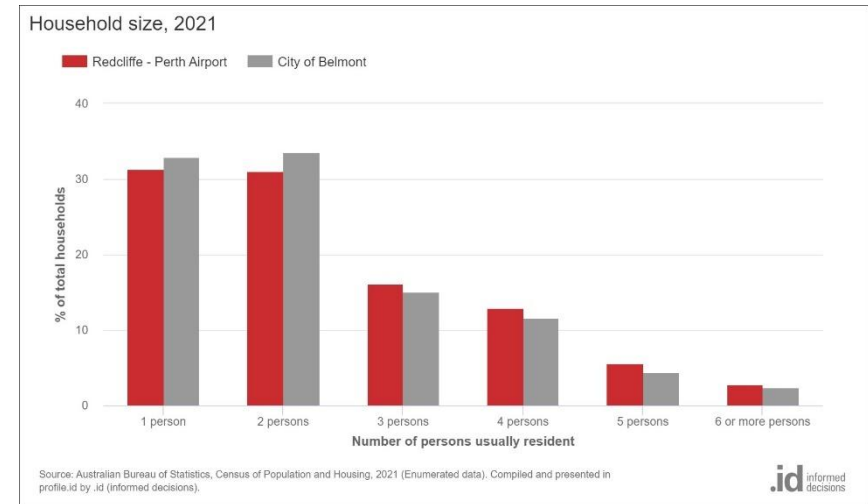


Figure 9 – Household Size – Redcliffe and City of Belmont (.id 2024)