

**Report of Review**  
**City of Belmont Local Planning Scheme No. 15**  
**October 2020**



*Creating opportunities*



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### 1. Introduction

This Local Planning Scheme Review Report has been prepared by the City of Belmont under Regulation 66 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). Land use planning in the City of Belmont is guided by the Local Planning Scheme No. 15 (LPS 15) and this Local Planning Scheme Review Report applies wholly to this Local Planning Scheme.

There has been no comprehensive review of LPS 15 undertaken since its gazettal in 2011. Although a number of minor reviews/amendments have been undertaken, LPS 15 still contains zones, land uses and definitions that are inconsistent with the Model Provisions contained within Schedule 1 of the Regulations. Furthermore, it is considered that there are opportunities to refine provisions contained within LPS 15 to improve clarity and interpretation.

The City of Belmont has completed a review of LPS 15 and submits this report to the Western Australian Planning Commission (WAPC).

### 2. Background

#### 2.1 City of Belmont

The City of Belmont is located in Perth's eastern suburbs, on the southern side of the Swan River and approximately 6kms east of the Perth Central Business District (Figure 1). The City of Belmont covers approximately 40km<sup>2</sup> and is generally bound by the Swan River, Orrong Road, the Kewdale Freight Terminal and Perth Airport, which occupies approximately 30% of land within the local government area.

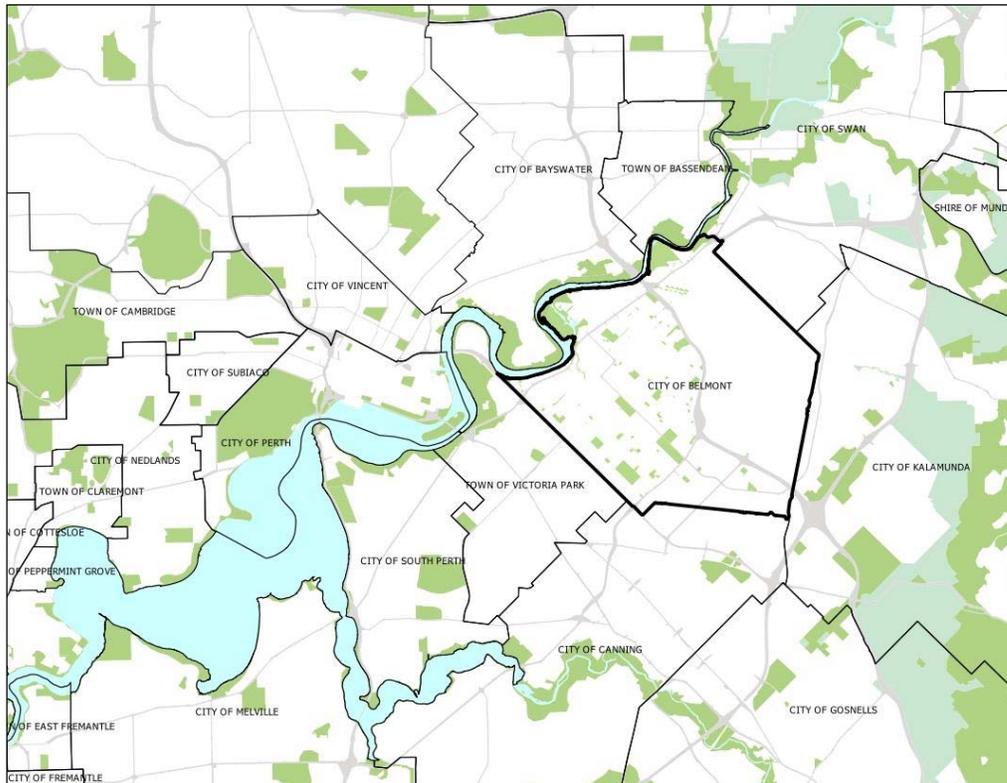


Figure 1: District context (Intramaps)

The City comprises the suburbs of Ascot, Belmont, Cloverdale, Kewdale, Redcliffe, Rivervale and a portion of South Guildford, and is served by the major transport routes of Great Eastern Highway, Tonkin Highway, Leach Highway and Orrong Road (Figure 2). The Swan River, its foreshore and adjacent parkland areas of Garvey Park, Kuljak Island, Ascot Waters marina, Adachi Park, and Ascot racecourse are major recreation features within the City of Belmont.

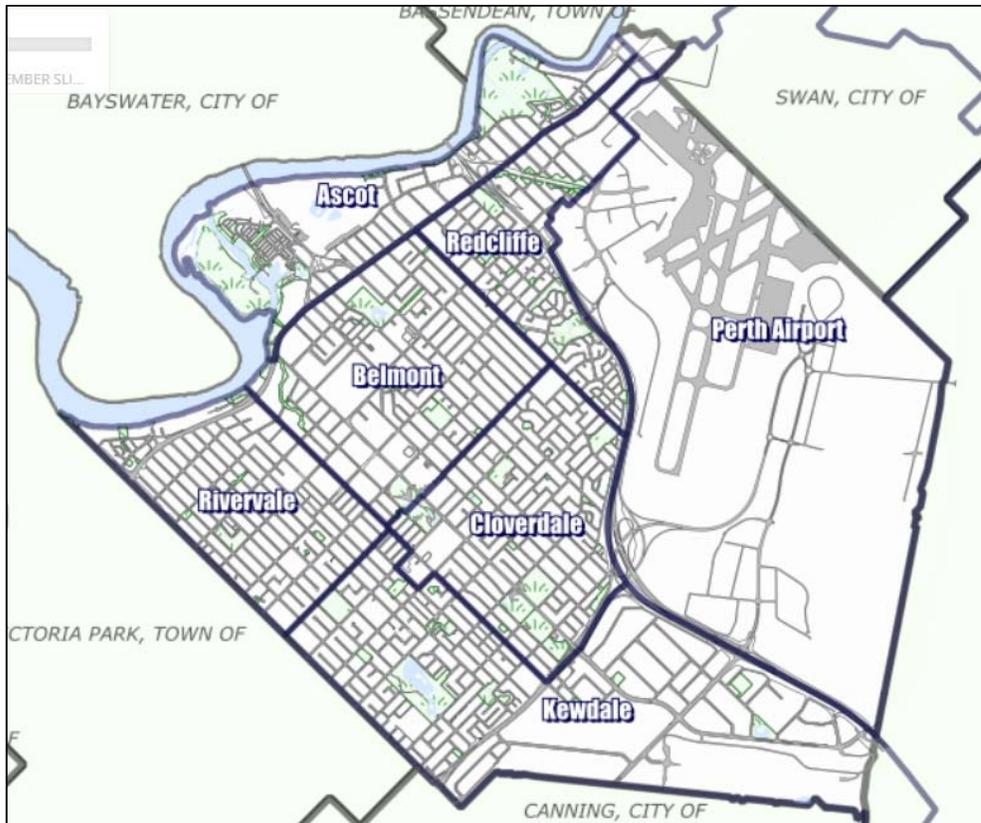


Figure 2: City of Belmont local context (Intramaps)

Since LPS 15 was gazetted in 2011, there has been substantial residential redevelopment undertaken throughout the City, particularly within The Springs, the Belgravia Residential Estate, Ascot Waters Estate and surrounding the Belmont Town Centre and local and neighbourhood centres.

Mixed commercial uses are prominent within the 'Mixed Use' zone that is located adjacent to Great Eastern Highway and light industrial uses and offices are prominent within the 'Mixed Business' zone in Belmont, which is known as the Belmont Business Park. Retail and entertainment land use are focused within the Belmont Town Centre, located in the suburb of Cloverdale, and local and neighbourhood centres that are distributed across the City.

The Kewdale and Redcliffe industrial areas are the largest employment centres within the City. These industrial areas are located in close proximity to Perth Airport and are easily accessed by major roads including:

- Great Eastern Highway
- Tonkin Highway
- Leach Highway
- Abernethy Road
- Kewdale Road

The Kewdale Industrial area also benefits from being located in close proximity to the Kewdale Freight Terminal. The significance of the City as a logistics centre has been acknowledged by the State through the adoption of the Kewdale Hazelmere Integrated Masterplan. The Kewdale-Hazelmere region has been identified as a strategic precinct for the freight industry in Perth and Western Australia.

In 2016, the City of Belmont had a population of approximately 39,682 people which was forecast to increase to approximately 44,642 people by 2020 and approximately 65,659 people by 2041.

### 2.2 Local Planning Scheme No. 15

LPS 15 was gazetted on 1 December 2011 and contains 10 zones and five reserves as outlined in the table below.

Zones	Reserves
Residential	Civic and Cultural
Town Centre	Local Road
Commercial	Parks and Recreation
Mixed Use	Public Purpose
Mixed Business	Major Distribution Road
Industrial	
Service Station	
Place of Public Assembly	
Residential and Stables	
Special Development Precinct	

Table 1: LPS 15 zones and reserves

Since its gazettal, two minor reviews have been undertaken of LPS 15. The first review (Amendment 1) was gazetted on 15 December 2015 and related to minor administrative changes to help clarify certain provisions of the Scheme. At the time of writing this report, the second review (Amendment 11), is still progressing, and proposes various modifications to the Scheme which relate to:

- Providing a greater level of consistency with the Deemed Provisions contained within the Regulations;
- Amending the Scheme Map to encompass an area of land transferred from the City of Swan to the City of Belmont; and
- Rectifying various minor errors and anomalies.

Notwithstanding the abovementioned amendments, it should be noted that LPS 15 still contains a number of zones, land uses and definitions that are inconsistent with the Regulations. Furthermore, it is considered that there are opportunities to refine provisions contained within LPS 15 to improve legibility and interpretation.

### 2.3 Local Planning Strategy

The City of Belmont Local Planning Strategy was endorsed by the Minister for Planning at the time LPS 15 was approved in 2011. In addition to the overarching Local Planning Strategy, Council has adopted the following supporting documents to LPS 15:

- Local Housing Strategy (4 October 2011);
- Local Commercial Strategy (March 2010);
- Environment Strategy (4 October 2011);
- Public Open Space Strategy (25 November 2008);
- Business Report (March 2010);
- Commercial Vehicle Register (25 November 2008);
- Community Statistics Report (25 November 2008);
- Heritage Report (25 November 2008);
- Non-Conforming Use Register (25 November 2008);
- Safety and Security Report (25 November 2008); and
- Tree Register (25 November 2008).



A review of each supporting strategy/document has not been undertaken previously and it is considered that these are now outdated and in need of review to ensure that they remain relevant and are aligned with contemporary planning principles.



**3. Strategic Context**

**3.1 Scheme Amendments**

Since 2011, 14 amendments to LPS 15 have been initiated and 12 have been gazetted. A list of all amendments to LPS 15 is provided in the table below.

No.	Amendment Summary	Gazettal Date
1	Omnibus amendment with minor administrative changes.	15 December 2015
2	Amending Schedule 16 to include Development Contribution Area 1 (The Springs Special Development Precinct).	7 February 2017
3	Amending Clause 5.5.1 to read:  If a development is the subject of an application for planning approval and does not comply with a standard or requirement prescribed under the Scheme, the local government may, despite the non-compliance, approve the application unconditionally or subject to such conditions as the local government thinks fit.	28 February 2014
4	Deleting Clause 5.3.2 and insert Clause 5.3.2(2) to clarify that development of Multiple Dwellings at the R30 density is not permitted on R20 coded corner lots.	26 March 2015
5	Amending Table 1- use class to modify Child Family Day Care land use in the Special Development Precinct.  Amending the Scheme Map to remove the underlying zoning of 'Residential' from all Special Development Precincts and creating a new legend delineation for 'Special Development Precinct' on the LPS15 Scheme Map under Local Scheme Zones and rezoning Lot 401 (20) Gladstone to 'R20/60'.  Amending Clause 5.18.1 to clarify the development standards of commercial vehicles parked on Residential land.  Amending Schedule 2 to include the use of 'Horse Sales' and 'Stables' as Additional Use 18.	28 November 2014
6	To amend the Scheme Map, Clause 5.8.1 and Schedule 2 (Belvidere Main Street Precinct).	21 February 2017
7	Amending Table 1 (use class table) and Schedule 1 (General Land Use Definitions).	1 November 2016
8	Rezoning 242 (1) Ballantyne Road, Kewdale from Industrial to Service Station zone.	18 August 2017
9	Amending Clause 5.3.2(2)(c) to explicitly state that development of Multiple Dwellings at the R30 density is not permitted on R20 coded corner lots.	11 November 2016
10	Replacing Clause 5.12.1(a) in relation to external space in the Mixed Business zone.	15 January 2019
11	Omnibus amendment that deleted and/or amended provisions that are inconsistent with the Regulations, provide clarity and/or rectify provisions in the Scheme Text and correct minor errors in the Scheme Map.	Currently with the Western Australian Planning Commission for consideration.
12	Deleting Development Area 8 from the Scheme Map and Schedule 14 of the Scheme Text, and reserve Lot 603 Fauntleroy Avenue as 'Parks and Recreation'.	6 March 2020

No.	Amendment Summary	Gazettal Date
13	Modifying the Zoning Table in the Scheme Text to change the land use classification for 'Trade Supplies' in the 'Mixed Business' zone from an 'X' to a 'D' use classification.	9 June 2020
14	Modifying the Scheme Map to recode existing lots coded R20 within the Development Area 9 precinct bound by Hay Road, Fauntleroy Avenue, land reserved for Parks and Recreation and properties zoned Mixed Use fronting Great Eastern Highway to an R60 coding.  Introducing development provisions into Schedule No.14 – Development Areas, relating to Development Area 9.	Referred to the Environmental Protection Authority to determine whether an environmental assessment is required.

Table 2: Amendments to LPS 15

### 3.2 Local Planning Strategy Amendments

As outlined previously in this report, the local planning strategy and supporting strategies have not been amended since being endorsed by Council.

### 3.3 Development Activity in the Local Government Area

#### 3.3.1 Development Areas and Structure Plans

There are eight Development Areas delineated on the Scheme Map. LPS 15 requires a structure plan to be approved to guide subdivision and development within these areas. The table below provides information in relation to the Development Areas and whether a structure plan has been approved for these precincts.

Development Area	Location	WAPC Structure Plan Approval
3	Applies to land fronting Kew Street and abutting Dod Green in Cloverdale.	29 August 2008
4	Applies to land bound by Ryans Court, Morrison Street, Stanton Road and Tonkin Highway in Redcliffe.	No
5	Applies to land bound by Stanton Road, Morrison Street, Greenshields Way and Tonkin Highway in Redcliffe.	No
6	Applies to land bound by Tonkin Highway, Great Eastern Highway, Coolgardie Avenue, Redcliffe Road, Fauntleroy Avenue and Perth Airport in Redcliffe.	No, however draft Activity Centre Plan has been prepared. Refer to table below.
7	Applies to land bound by Tibbradden Circle, Coolgardie Avenue, Central Avenue, Garvey Park and the back of lots 57 to 75 Ferridge Cove in Ascot.	4 April 2013

Development Area	Location	WAPC Structure Plan Approval
9	Applies to land bound by Fauntleroy Avenue, Hay Road, Lot 185 Hay Road and the rear of the Mixed Use zoned lots fronting Great Eastern Highway in Ascot.	4 April 2013
10	Applies to Lot 120 Epsom Avenue and Lot 111 Nisbet Street, Ascot.	1 February 2012
11	Applies to land within The Springs bound by the Swan River, Brighton Road, Great Eastern Highway and Graham Farmer Freeway.	18 December 2009

Table 3: LPS 15 Development Areas

It is considered necessary for a review of the Development Areas to be undertaken to determine whether they are all still required and whether there are any other areas across the City of Belmont that should be classified as a Development Area.

It should be noted that since the structure plans for Development Areas 7 and 9 were adopted by the WAPC, a scheme amendment has not been undertaken to ‘normalise’ the density provided for within these plans. Notwithstanding, as outlined above, a scheme amendment is currently in progress to ‘normalise’ the density coding provided for in the structure plan adopted for Development Area 9.

In addition to the abovementioned structure plans, the following structure plans are in draft form:

Structure Plan	Location	Status
Golden Gateway Local Structure Plan	Proposed to apply to land bound by Great Eastern Highway, the Swan River, Resolution Drive (north), Grandstand Road (north), Ascot Racecourse (southern boundary), Carbine Street and Hardey Road.	Undertaking modifications prior to re-advertising in accordance with Schedule 2, Part 4, Clause 19(1)(d) and Schedule 2, Part 4, Clause 19(2) of the Regulations.
Redcliffe Station Activity Centre Plan	Applies to land bound by Tonkin Highway, Great Eastern Highway, Coolgardie Avenue, Redcliffe Road, Fauntleroy Avenue and Perth Airport in Redcliffe.	Pre-consultation has been undertaken on the draft Activity Centre Plan. Council endorsement required for formal advertising.

Table 4: Draft Structure Plans

3.3.2 Special Development Precincts and Local Planning Policies

There are five areas within the City that are zoned ‘Special Development Precinct’. These areas include:

- Ascot Waters
- Invercloy Estate



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- The Springs
- Belgravia Residential Estate
- Belvidere Main Street Precinct

Each of the five Special Development Precincts has an associated Local Planning Policy that contains provisions to guide development. In total, there is currently 17 Local Planning Policies (LPP's) operating under LPS 15 as outlined in the table below.

No.	Local Planning Policy	Local Planning Policy Summary	Adoption Date	Date Last Reviewed
1.	Performance Criteria – Town Centre Density Bonus Requirements	Contains criteria for the assessment of development proposed in excess of R50 and up to a maximum density of R100, within the Belmont Town Centre precinct. The criteria aim to achieve high quality development outcomes, streetscapes and living environments.	14 February 2011 (came into effect on 1 December 2011 when LPS 15 was gazetted).	N/A
2.	Orrong Road	Contains criteria to guide development abutting Orrong Road and adjacent land. The Policy aims to achieve high quality development outcomes and limit direct vehicular access to Orrong Road.	18 December 2000	Reviewed as part of TPS 14 review and readopted under LPS 15 which was gazetted on 1 December 2011.
3.	Abernethy Road (Gabriel to Dempsey Streets) Policy Area	Contains criteria to guide development abutting Abernethy Road and adjacent land. The Policy aims to achieve high quality development outcomes and minimise direct vehicular access to Abernethy Road.	14 February 2011 (came into effect on 1 December 2011 when LPS 15 was gazetted).	N/A

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No.	Local Planning Policy	Local Planning Policy Summary	Adoption Date	Date Last Reviewed
4.	Belgravia/Barker Streets Policy Area	Contains provisions to guide the development of land generally bound by Barker Street, Belgravia Street, Hehir Street and 'Mixed Business' zoned properties in Belmont. The Policy encourages the amalgamation of lots to achieve high quality development outcomes and the minimisation of vehicular access to Belgravia Street.	29 July 2002	Reviewed as part of TPS 14 review and readopted under LPS 15 which was gazetted on 1 December 2011.
5.	Belgravia Residential Estate Policy	Contains provisions to guide development and facilitate in achieving high quality built form outcomes within the Belgravia Estate.	24 February 2004	Reviewed as part of TPS 14 review and readopted under LPS 15 which was gazetted on 1 December 2011.
6.	Ascot Waters Special Development Precinct Policy	Contains provisions to guide development and facilitate in achieving high quality built form outcomes.	15 August 2005	Reviewed as part of TPS 14 review and readopted under LPS 15 which was gazetted on 1 December 2011.
7.	The Springs Policy Area	Contains provisions and guidelines that aim to guide and control development within The Springs Precinct.	26 July 2011	24 July 2012
8.	Invercloy Estate (Nulsen Haven) Special Development Precinct Policy	Contains provisions that aim to facilitate a high standard of development, which complements the presence and cultural significance of the 'Invercloy' building.	17 April 2000	24 May 2016



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No.	Local Planning Policy	Local Planning Policy Summary	Adoption Date	Date Last Reviewed
9.	Child Care – Child Care Premises and Child Family Day Care	Contains locational criteria and development requirements for both Child Care Premises' and Child Family Day Cares.	14 February 2011 (came into effect on 1 December 2011 when LPS 15 was gazetted).	N/A
10.	Residential Landuses in the 'Mixed Business' Zone	Identifies appropriate locations and development standards for residential land uses within the 'Mixed Business' zone.	28 August 2007	N/A
11.	Public Art Contribution Policy	Requires developments that have a value of \$4.5million or greater, within nine key precinct areas, to provide public art or a cash-in-lieu payment to the City.	14 February 2011 (came into effect on 1 December 2011 when LPS 15 was gazetted).	N/A
12.	Advertisement Signs	Contains objectives and standards to assess applications for advertisement signs.	27 May 2002	27 August 2019
13.	Vehicle Access for Residential Development	Provides controls on vehicular access to residential development with an aim to reduce the number of vehicle crossovers.	27 November 2012	N/A
14.	Development Area 6 (DA6) Vision	Articulates the City of Belmont and Perth Airport Pty Ltd's vision for Development Area 6.	23 February 2016	N/A
15.	Belvidere Main Street Precinct Design Guidelines	Contains design guidelines that aim to facilitate high quality development outcomes within the Belvidere Main Street Precinct.	24 May 2016	N/A



No.	Local Planning Policy	Local Planning Policy Summary	Adoption Date	Date Last Reviewed
16.	Service Stations	Contains criteria to guide the location and development of Service Stations within the City of Belmont.	24 April 2018	N/A
18.	Container Deposit Scheme Infrastructure	Contains criteria to guide the location and development of Container Deposit Scheme infrastructure.	22 September 2020	N/A

Table 5: City of Belmont Local Planning Policies

In addition to the abovementioned policies, there is also one LPP that is in draft form being:

- Local Planning Policy No. 17 – Ascot Kilns Design Guidelines which is currently on hold.

Development within a number of the Special Development Precincts is complete or is nearing completion. It is therefore considered necessary for a review to be undertaken to determine whether these areas still need to be zoned ‘Special Development Precinct’ or whether the zoning of these areas can be ‘normalised’ into a standard zoning.

A number of the LPP’s these reference zones that are inconsistent with the Model Provisions and have not been reviewed since their adoption. It is therefore considered necessary for an in depth review of LPP’s to be undertaken, where necessary, to address the abovementioned considerations, in addition to exploring opportunities to refine provisions to improve clarity and interpretation.

3.3.3 Other Planning Instruments

The draft Great Eastern Highway Urban Corridor Strategy is a strategic planning document that has been prepared in response to the need for coordinated planning along Great Eastern Highway. It seeks to address a number of issues, including:

- Uncoordinated land uses and access arrangements;
- Disconnect to high amenity areas including the Swan River; and
- Improved amenity for pedestrians, cyclists and businesses.

The draft Strategy was advertised in mid to late-2018 and needs to be reviewed in light of the submissions received and any findings that emerge from the review of LPS 15. Furthermore, consideration needs to be given to how this document is formally implemented.



### 3.3.4 Lot Creation

Between January 2012 and March 2020, a total of 1,314 lots were created throughout the City of Belmont based on subdivision applications lodged and approved by the WAPC. This total comprised of a distribution of lots by the following broad categories:

Category	Total Lots Created (Final Approval) 2012-March 2020
Residential	1,222
Non-residential (comprises the following categories)	92
Commercial	38
Industrial	13
Rural Residential/Special Residential	6
Other	35

Table 6: WAPC lot creation information within the City of Belmont between January 2012 and March 2020

The subdivision of land has occurred all across the City of Belmont. There has however been a high level of subdivision activity associated with R20 coded corner lots. It is considered that the subdivision of R20 coded corner lots has been facilitated by a provision in LPS 15 which allows the City to consider the subdivision of an R20 coded corner lot to a maximum density of R30 provided that:

- The existing lot has frontage to two constructed roads; and
- Any existing dwelling that is of low quality and incapable of being upgraded or is poorly sited is demolished; and
- The created lots are of a regular shape.

In addition to the 1,314 lots created throughout the City based on subdivision applications lodged and approved by the WAPC, a total of 2,960 built strata lots were approved by the City of Belmont. These built strata lots were generally created throughout the flexible coded areas, which are generally located surrounding activity centres and select district open spaces and high frequency bus routes.

### 3.3.5 Dwelling Completions

Between 1 January 2012 and 31 July 2020, 1,296 Development Approvals and 1,381 Building Permits were issued by the City for the construction of single houses, grouped dwellings, multiple dwellings and ancillary dwellings.

A breakdown of the number of Development Approvals and Building Permits issued annually for these dwellings collectively, between 1 January 2012 and 31 July 2020, is provided in the tables below.

Dwelling Type	2012	2013	2014	2015	2016	2017	2018	2019	2020 (July)	Total
Single Dwelling	60	85	61	28	23	43	54	39	25	418

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Dwelling Type	2012	2013	2014	2015	2016	2017	2018	2019	2020 (July)	Total
Grouped Dwellings	70	94	97	59	42	32	38	39	27	498
Multiple Dwellings	10	57	120	62	35	11	5	7	0	307
Ancillary Dwellings	3	8	18	11	14	8	5	6	0	73
<b>Total</b>	<b>143</b>	<b>244</b>	<b>296</b>	<b>160</b>	<b>114</b>	<b>94</b>	<b>102</b>	<b>91</b>	<b>52</b>	<b>1,296</b>

Table 7: Development Approvals issued for residential development between 1 January 2012 and 31 July 2020

Dwelling Type	2012	2013	2014	2015	2016	2017	2018	2019	2020 (July)	Total
Single Dwelling	103	132	144	101	72	67	78	98	72	867
Grouped Dwellings	57	60	42	26	21	16	8	11	3	244
Multiple Dwellings	1	17	61	64	26	19	8	12	0	208
Ancillary Dwellings	1	4	11	8	13	9	6	8	2	62
<b>Total</b>	<b>162</b>	<b>213</b>	<b>258</b>	<b>199</b>	<b>132</b>	<b>111</b>	<b>100</b>	<b>129</b>	<b>77</b>	<b>1,381</b>

Table 8: Building Permits issued for residential development between 1 January 2012 and 31 July 2020

During this time period, 543 Developments Approvals and 2,298 Building Permits were issued by the City for additions to residential developments, and 319 Development Approvals and 123 Building Permits issued for amendments to residential development.

The WAPC’s infill targets require the City of Belmont to provide a minimum total of 6,100 dwellings by 2031 and a minimum total of 10,410 dwellings by 2050 as outlined in the table below.

Timeframe	Infill Target (Additional Dwellings)
2011-2016	1,860
2016-2021	1,410
2021-2026	1,560
2026-2031	1,270
Post 2031	4,310

Table 9: WAPC infill dwelling targets for the City of Belmont

An additional 2,345 dwellings were provided within the City of Belmont between 2011 and 2016. This exceeded the 1,860 additional dwelling target set by the WAPC for this time period by 485 dwellings. The redevelopment of land within The Springs in Rivervale (Figure 3) has largely facilitated the City in being able to achieve the WAPC’s infill dwelling targets in addition to uptake of subdivision and development opportunities within the City’s flexible coded areas.





Figure 3: The transition of The Springs from 2010 to 2020 (Nearmaps)

Current forecasting indicates that LPS 15 makes the City capable of achieving the abovementioned targets for each time period. The forecasting attributes this largely to residential infill development opportunities within Development Area 6 (land surrounding the future Redcliffe Station) and Golden Gateway, in addition to smaller scale redevelopment opportunities within the City’s flexible coded areas.

### 3.3.6 Commercial Development Activity

There were 1,012 Development Approvals and 853 Building Permits granted for non-residential between 1 January 2012 and 31 July 2020. A breakdown of the number of Development Approvals issued annually for non-residential development, between 1 January 2012 and 31 July 2020, is provided in the table below.

Application Type	2012	2013	2014	2015	2016	2017	2018	2019	2020 (July)	Total
New	15	27	12	14	7	14	3	10	14	116
Additions	17	12	64	64	77	60	67	63	19	443
Change of Use	21	76	25	49	31	25	39	31	15	312
Amendments	16	14	9	19	20	22	17	16	8	141
<b>Total</b>	<b>69</b>	<b>129</b>	<b>110</b>	<b>146</b>	<b>135</b>	<b>121</b>	<b>126</b>	<b>120</b>	<b>56</b>	<b>1,012</b>

Table 10: Development Approvals issued for non-residential development between 1 July 2012 and 31 July 2020

A breakdown of the number of Building Permits issued annually for non-residential development, excluding changes in building classification, between 1 January 2012 and 31 July 2020, is provided in the table below.

Application Type	2012	2013	2014	2015	2016	2017	2018	2019	2020 (July)	Total
New	6	14	8	4	5	7	11	4	2	61
Additions	32	67	105	91	114	122	104	89	47	771

Amendments	0	4	2	1	3	6	3	1	1	21
<b>Total</b>	<b>38</b>	<b>85</b>	<b>115</b>	<b>96</b>	<b>122</b>	<b>135</b>	<b>118</b>	<b>94</b>	<b>50</b>	<b>853</b>

Table 11: Building Permits issued for non-residential development between 1 July 2012 and 31 July 2020

### 3.4 Population Change

#### 3.4.1 Population Growth

In 2016, the City of Belmont had a population of approximately 39,682 people, with a population density of 10.61 persons per hectare (.idcommunity). As Perth Airport accounts for approximately 30% of the City of Belmont and does not support a permanent resident population, the population would be denser should the Perth Airport land not be included.

The City of Belmont estimated resident population indicates annual growth increased steadily between 2006 and 2013, and then slowed between 2013 and 2019 (Figure 4). This correlates with a decline in growth rate of:

- 18.73% for 2006 to 2011; and
- 10.94% for 2011 to 2016.

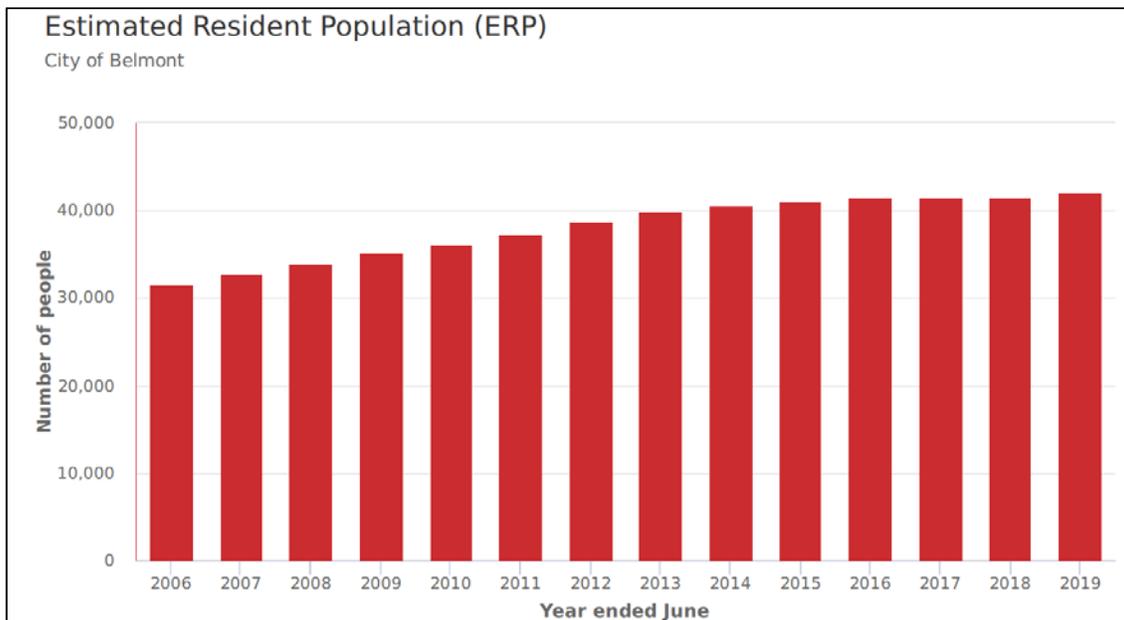


Figure 4: City of Belmont Estimated Resident Population (.idcommunity)

The slow down corresponded with a State wide trend; however in comparison the City experienced a greater growth rate.

Forecasting indicates continual population growth in the City of Belmont (Figure 5), with greater population increases and a higher rate of change pre-2031, compared with the period between 2031 and 2041. The pre-2031 higher growth rate is primarily a result of the completion of the Redcliffe Station in 2021 and redevelopment of adjacent residential land within Development Area 6.

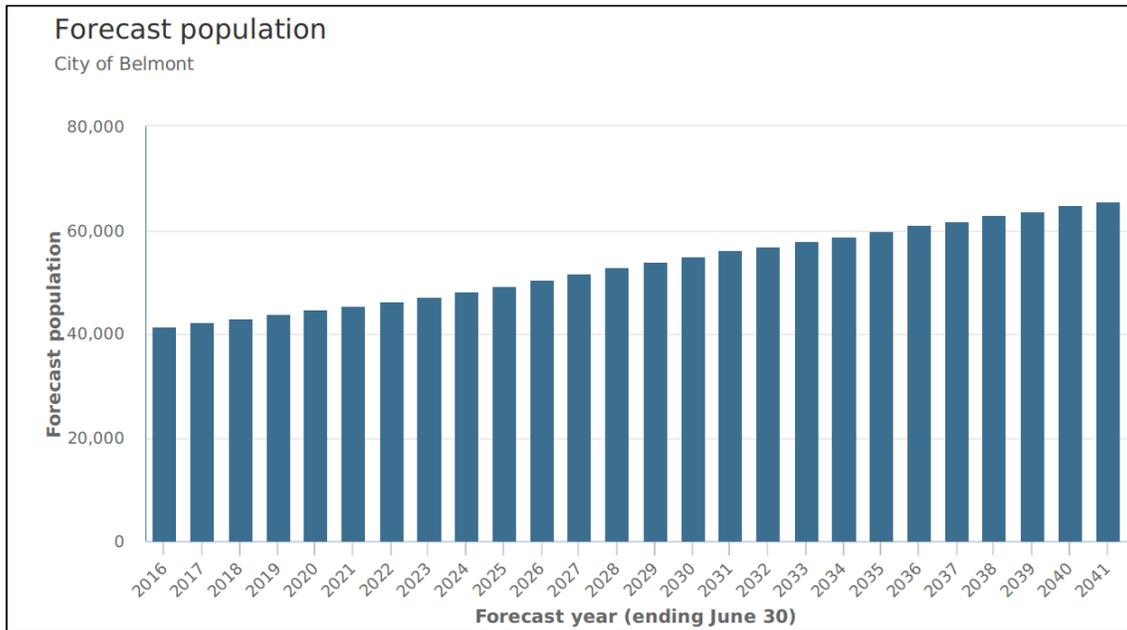


Figure 5: City of Belmont Estimated Resident Population (.id)

### 3.4.2 Population Age

The City of Belmont has a relatively young population, with a median age of 34 years, and approximately 58% of persons under the age of 39 years. The City's population is forecast to continue to grow in all age groups over the next two decades to 2041, with predominant growth in the 25 to 29 and 30 to 34 year age groups (Figure 6).

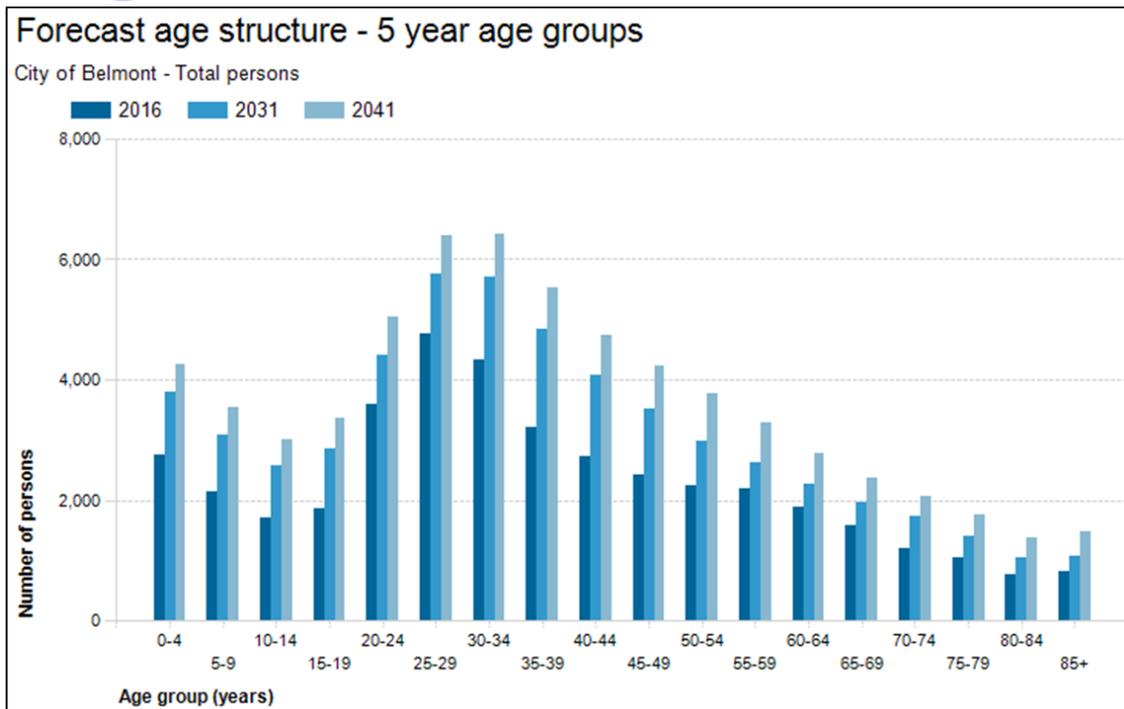


Figure 6: City of Belmont forecast population ages

### 3.4.3 Household Composition

The predominant household type across the City is lone person households, followed by couples without children and couples with children. Compared with Greater Perth, the City of Belmont has a higher proportion of group and lone person households (Figure 7). This could be indicative of the higher than Greater Perth average number of 20-34 year olds currently residing within the City.

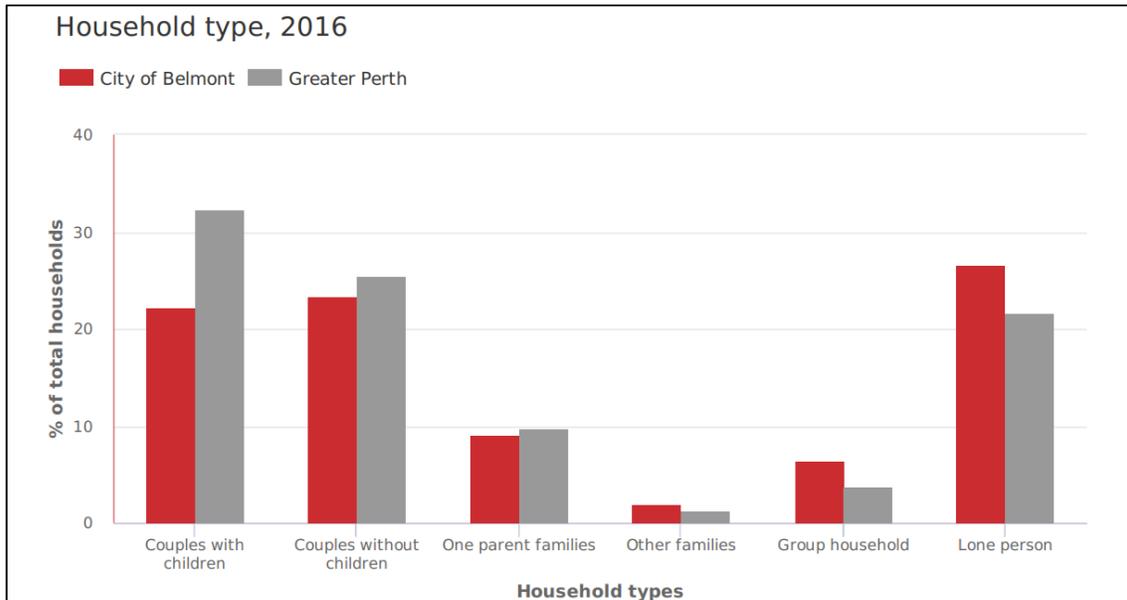


Figure 7: City of Belmont 2016 household composition (.idcommunity)

The forecasts indicate that growth will continue in all household types at similar proportions to the current situation, with the dominance of lone person households set to continue in the decades ahead (Figure 8).

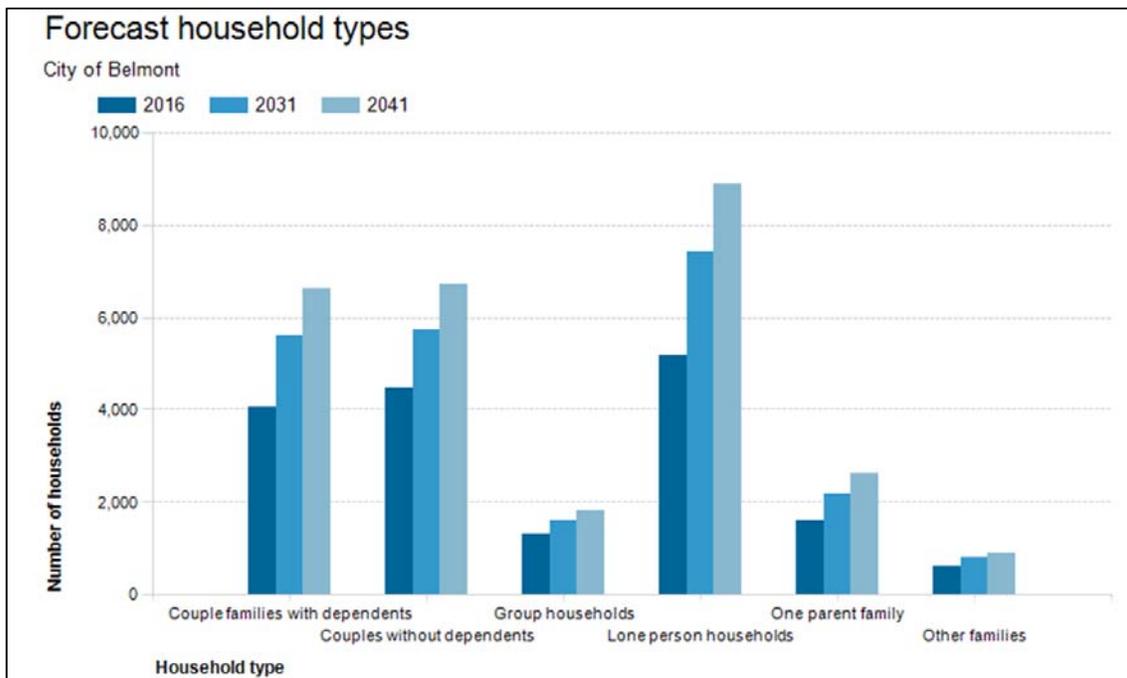


Figure 8: City of Belmont forecast household composition (.id)

### 4. Consultation

As part of preliminary investigations into the review of LPS 15, community engagement exercises were undertaken. In June and July 2019, the City held five precinct specific resident workshops. The workshops provided the community with an opportunity to inform the future planning of the City by sharing their local knowledge and experiences and by expressing their aspirations. More specifically, the workshops aimed to:

- Establish a vision for future planning of housing, activity centres and public open space in the City of Belmont generally and each local neighbourhood area.
- Identify the perceived strengths, weaknesses, opportunities and threats in relation to housing, activity centres and public open space in the City of Belmont generally and each local neighbourhood area.

The key findings from the workshops include:

- Residents envision the City as being safe, vibrant, green, liveable, multicultural and community orientated.
- The upgrading and activation of several activity centres in addition to vegetating verges, public open spaces and activity centres was considered important.
- There were aspirations for additional cafes and restaurants within activity hubs.
- There was a desire for improved pedestrian and cyclist infrastructure and for a variety of housing typologies to be provided across the City.

In addition to the resident workshops, meetings were held with a number of land and business owners of activity centres within the City of Belmont.

At the conclusion of the workshops and meetings, two surveys, one for residents and one for businesses, were distributed to the community. The key themes from each survey are displayed in the table below.

Resident Survey	Business Survey
<ul style="list-style-type: none"> <li>• Tree canopy cover was generally considered important.</li> <li>• Residents will shop outside of the City of Belmont for better amenity and more offerings.</li> <li>• Residents will often travel by car to activity centres due to this form of transport being convenient and safe.</li> <li>• A number of residents considered housing diversity important.</li> </ul>	<ul style="list-style-type: none"> <li>• Businesses generally considered flexibility in the planning framework important.</li> <li>• There was a strong preference for high quality streetscapes and built form.</li> </ul>

Table 12: Key survey findings

### 5. Officer's Comments

#### 5.1 Local Planning Strategy

In considering the acceptability of the Local Planning Strategy and associated sub-strategies, the following is relevant:

- The Local Planning Strategy was endorsed by the Minister for Planning at the time Local Planning Scheme No. 15 was approved in 2011.
- A review of the Local Planning Strategy and associated sub-strategies has not been undertaken to date.
- The Local Planning Strategy provided for increased densities along major transport corridors, within 400m to activity centres and surrounding district open spaces. This facilitated in the City being on track to meeting the WAPC's infill dwelling targets.
- There is no detailed analysis or strategies identified for a number of natural hazards.
- The Local Planning Strategy references zones (e.g. Town Centre) and terminology that is inconsistent with the Regulations.
- The Golden Gateway precinct and its housing and activity centre implications are not recognised within the Local Planning Strategy or associated sub-strategies.
- A new activity centre proposed within the Development Area 6 precinct is not identified.
- In light of community sentiment, the Residential and Stables zoning needs to be reviewed.
- The zoning of land and its associated density coding needs to be reviewed in light of modifications to the Australian Noise Exposure Forecast (ANEF) contours associated with Perth Airport.
- The existing Development Areas and Special Development Precincts need to be reviewed to determine whether they are still relevant and required.
- A review of existing local structure plans needs to be undertaken with a view to 'normalising' zoning and density.
- Consideration needs to be given to reviewing and implementing the draft Great Eastern Highway Urban Corridor Strategy.

In light of the above, it is considered essential for the City of Belmont Local Planning Strategy and associated sub-strategies to be reviewed, in particular to ensure that they align with contemporary planning principles. Due to the extent of the review required and the age of the strategies, a new local planning strategy and associated sub-strategies should be prepared.

### 5.2 Local Planning Scheme

In considering the functionality of LPS 15, the following is relevant:

- It was gazetted on 1 December 2011.
- There are inconsistencies between the structure of the Scheme Text and the Model Provisions contained within the Regulations.
- There are a number of zones, reserves, objectives, and land use classifications that are inconsistent with the Model Provisions contained within the Regulations.
- There are opportunities to refine Scheme Text provisions to improve clarity and interpretation.
- The Cities of Belmont, Canning, Swan and Kalamunda form part of a project initiative titled Link WA. A key aim of this project initiative is to streamline planning processes and provisions that apply to freight and logistics land uses across these local governments. An independent review found a number of inconsistencies in these local government's development provisions.
- The Scheme Map contains a number of zones, which provide for residential development, that do not have an associated density coding, leading to ambiguity.
- The Scheme Text provides for additional uses in relation to certain land parcels, however does not specify the permissibility of these uses.
- There are no criteria contained within the Scheme Text to assess whether a Tree Preservation Order should be served upon a landowner(s) for the preservation of a tree(s).
- The Scheme Text contains a number of provisions that apply to development proposed within flexible coded areas above the base coding which should be reviewed in light of proposed modifications to the Residential Design Codes.

In light of the above, whilst LPS 15 could be amended to address the abovementioned concerns, given the number and pure scale of the modifications required, it is considered more appropriate to prepare a new local planning scheme that will result in LPS 15 being repealed.

### 6. Recommendation

That Council, pursuant to Clause 66(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Western Australian Planning Commission that:

1. The City of Belmont Local Planning Strategy be repealed and a new Local Planning Strategy be prepared in its place.
2. The City of Belmont Local Planning Scheme No. 15 be repealed and a new scheme prepared in its place.