

City of Belmont  
Local Planning Scheme No. 15  
**LOCAL HOUSING STRATEGY  
REPORT**

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## • EXECUTIVE SUMMARY

A number of housing strategy approaches have been tried within the City of Belmont.

Under Town Planning Scheme No. 11, an R20-40 density code applied to all residential areas throughout the City. A dispersal ratio was applied to each street block allowing 50% of lots to be developed with units, and the remaining 50% was limited to single housing.

That Strategy had some advantages as it avoided enclaves of a particular density. The Strategy was reviewed for the following reasons:

- The densities were increased; however an increase in population did not follow.
- There was community apprehension that a unit development could occur adjacent to single houses.
- Administration of the dispersal rate was difficult and operated on a 'first come, first serve' basis.

On review of the Housing Strategy to enable Town Planning Scheme No. 14, Council decided to limit the majority of the residential area to R20, to encourage families into the locality. Larger R20 lots were considered to best cater for family needs and include adequate private space for children.

At the current time, the majority of the City's residential areas are coded 'Residential R20', however, there are a number of designated R20-40 flexible coded areas which are strategically located due to proximity to major transport routes and local shopping centres. Other split coded areas have also been designated which are linked to specific Local Planning Policies.

The City's practice is that in flexible coded areas, the 'base' code of R20 applies, in accordance with Clause 10.3.1.5. The Scheme allows development to occur at a higher density where there is a high degree of compliance with relevant Local Planning Policies (primarily LPP No. 1). Any development above the base code is a bonus, not a right.

The consistent application of Local Planning Policy No 1 and its predecessor (which adopted a similar philosophy) has resulted in the development of high quality grouped dwelling housing. The possibility of achieving a greater yield/density by providing a high quality development in accordance with LPP1 has proven to be attractive to developers, and the "carrot and stick" approach has been a successful means of achieving the City's planning objectives. This has successfully contributed to the rejuvenation of the housing stock within the City.

The current Local Housing Strategy is being undertaken in conjunction with the review of Town Planning Scheme No.14. The Strategy will provide the basis of the planning for housing and residential densities within the City.

An overview of the preliminary statistics published by the Australian Bureau of Statistics (ABS) 2006 census indicates that the population of Belmont is now 30,331. This represents a minor increase from the ABS 2001 census recorded population of 29,050. Therefore, it appears that the City's corporate objective to reverse the population decline of the mid 1990's continues to be addressed. It would appear that this is a result of the increased residential densities and redevelopment that Town Planning Scheme No.14 encourages.

Consequently, the pursuit of increased densities remains a feature of this Local Housing Strategy.

The ABS 2006 census statistics indicate that the City's average household size of 2.2 persons per dwellings continues to decline from the 2001 census statistics of 2.3. The decline of household size is generally a nationwide trend due to changing family/household characteristics. However, it remains the City's objective to retain and encourage families with children, within the City. This will support the range of primary and secondary education facilities within the Local Government. Consequently the provision of lower densities is also being maintained within select areas of the Local Government, primarily around education facilities.

The principles of 'new urbanism' and 'liveable neighbourhoods' is applied in the preparation of the Local Housing Strategy. In regard to the City this includes:

- Identifying walkable catchments for a range of services and facilities within the City.
- Increasing residential density and promoting a variety of housing types around Belmont Regional Centre.
- Increasing residential density around Local and Neighbourhood Centres.
- Increasing residential density around select transport corridors and district open space areas.
- Maintaining low residential densities around education facilities to encourage family housing types.

## • INTENT AND METHODOLOGY

The intent of this document is to:

- Provide a direction for the future planning for residential development, densities, and housing types within the City. This will provide the basis for residential zonings and provisions within the review of Town Planning Scheme No.14.
- Assess the past development of the City to determine if the housing density and form has met the City of Belmont's housing and population objectives.
- Identify the location of residential areas which require further Structure Planning and/or Detailed Area Planning and Policy. These areas require particular attention to address infill and redevelopment.
- Identify the need to retain, modify or introduce Local Planning Policy to address the implementation of appropriate residential housing density and form.
- To promote a high standard of integrated development that recognises the inter-relationship between the Town Centre and surrounding residential areas.

This Strategy examines:

- The State and Local context of influences on the planning system and some of the opportunities and restrictions on the City of Belmont. The overview does not cover all influences only those with direct impact on planning for the City of Belmont.
- The planning principles of 'Liveable Neighbourhoods' and 'New Urbanism' and the ability to incorporate these principles into the Strategy.
- Population characteristics and changes within the City and its implications for future residential densities and housing types.
- The location of commercial centres, community, education, public open space and recreation facilities within the City and a 400m (5 minutes) and 800m (10 minutes) walkable catchments around these facilities. The walkable catchments ('ped sheds') over the City is presented in a separate document. The walkable catchments are generally shown as a 400m distance from the edge of a facility.

The 400m walkable catchments have been used to identify areas where increased residential density – medium to high density - may apply. A priority weighting has been allocated to specific catchments as the basis for this identification. These are ranked from the highest (commercial centres) to the lowest (schools) and include:

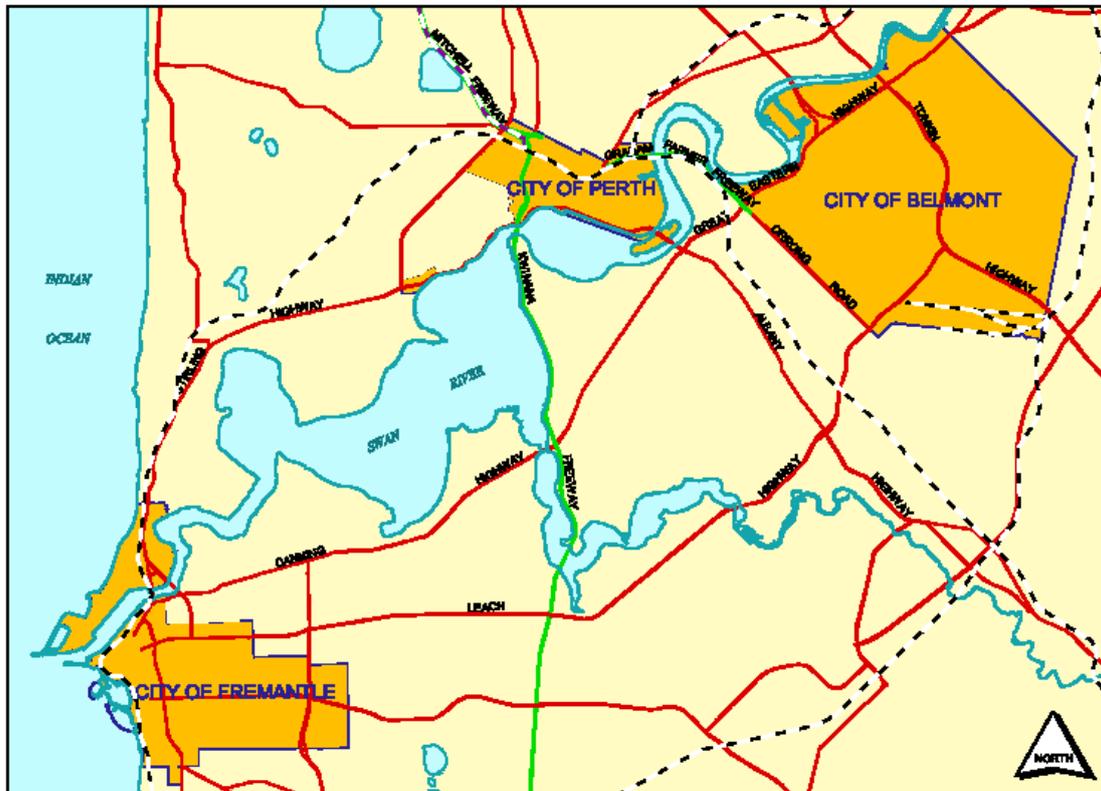
- Commercial centres – Regional, Neighbourhood, and Local.
- Public Transport Routes of high frequency routes and stops.
- Public Open Space – Regional, District, Local
- Education Facilities – Primary and Secondary

It is intended that the weighting system will identify the general areas where increased residential densities may be appropriate due to the 'high accessibility' of that particular area. This is visually presented in a plan within Appendix 1, which indicates the 'lighter shaded' areas have low accessibility and the 'darker shaded' area is the high accessibility. However, the specific application of varying densities will be further refined having regard for local features, such as streetscapes, Australian Noise Exposure Forecast (ANEF) contours, proximity to other zones/land uses, location of specific 'Development Areas', unique characteristics of an area and/or regional features such as Great Eastern Highway and the Swan River.

- The findings within the 'City of Belmont Housing Strategy Workshop Report' of November 2006. This report identifies a series of workshops undertaken across all wards of the City and involved Community, Councillors, Youth and Aboriginal representatives. It addressed responses to 'the needs for singles, families and seniors', 'the location for community hubs and density', and 'design aspects for streetscape'.

## • THE STUDY AREA

The City of Belmont covers an area of approximately 40 square kilometres and is located 5.5 kilometres from the Perth Central Business District (CBD).



Map 1: City of Belmont Location

The City contains the suburbs of Ascot, Belmont, Rivervale, Cloverdale, Kewdale, and Redcliffe. The City is bounded to its northwest by the Swan River with approximately 11 kilometres of river foreshore. To the east of the City is the Kewdale Freight Terminal. The southern boundary is shared with the Town of Victoria Park and City of Canning, the northern boundary the City of Swan, and the eastern boundary with the Shire of Kalamunda.

The Local Housing Strategy encompasses all residential land within the City of Belmont.

## • **PLANNING CONTEXT**

### ○ **State Context**

The Western Australian Planning Commission's existing and draft State Planning Policies and Development Control Policies have been reviewed and the application and relevance of each policy to the City, and its implications for the Local Housing Strategy is identified. The detailed review is provided within Appendix 2.

### ○ **Regional Context**

The relevance of the Metropolitan Region Scheme and the Swan and Helena River Management Framework Project Report 2006 is detailed within Appendix 2.

### ○ **Local Context**

A brief summary of the existing local planning provisions, which influence residential housing within the City of Belmont is identified below. In addition the City of Belmont Corporate Plans also addresses the City's vision for housing. A detailed review of the provisions and policies and their relevance to their future application within the Local Housing Strategy is discussed in further detail within Appendix 3.

The local provisions include:

- Town Planning Scheme No.14 which provides:
  - A range of zones where residential housing may be developed and includes the low density zone of 'Residential and Stables', the general 'Residential' zone and the 'Mixed Use' zone which allows for residential housing.
  - A range of residential densities exist from R10 to R100 and the provision of 'split codes' R20/40 to R20/60 – where the higher code only applies where development is undertaken as part of the development control process and the quality of development can be controlled.
  - Four Special Development Precincts
  - Eleven Special Control Areas – Development Area
  - A range of Local Planning Policies applicable to residential housing in general and specific housing redevelopment areas.
- The City of Belmont Municipal Heritage Inventory – identifies a small number of specific residential dwellings and one larger area (the first State Housing Commission area) with varying levels of significance.
- The City of Belmont Housing Strategy Workshop Report identifies the needs of the community arising from a series of public workshops with local residents, councillors, the aboriginal community, and youth.

## • OBJECTIVES

- To promote the long term sustainability of the City, by encouraging an increase in the City's population through the provision of residential land and housing.
- To encourage a range of housing types, which will attract and meet the needs of a diverse range of age groups.
- To identify and encourage the location of appropriate densities and housing types (for families, singles, aged and couples), which support community and education facilities, commercial centres and transport routes within the City.
- To identify and encourage the development of sites which are suitable for new housing development, redevelopment and infill.
- To provide a focal point for the residential neighbourhoods within the City.
- To achieve the highest standard of residential development and subdivision outcomes for the City based on sound planning principles and design criteria.

## • POPULATION AND HOUSING DEMAND

The City of Belmont Community Statistics (January 2006) and the City of Belmont Community Profile (an overview of statistics 1991, 1996, 2001, 2006) are provided as separate documents, which generally indicates statistics and trends up until the 2006 Australian Bureau of Statistics (ABS) Census.

A summary of the population trends for the City is provided in Appendix 4.

## • ISSUES, CONSTRAINTS AND OPPORTUNITIES

This section brings together the background, analysis, public input and identifies issues, opportunities constraints and areas for further investigation.

### 7.1 Issues

#### Relationship between Population and Density

- The City's population continues to increase (albeit at a slower rate between 2001 to 2006, when compared with 1996 to 2001) and the number of dwellings has increased. Therefore it appears that the existing density provisions under the Scheme which provides for medium density and high density continues to support redevelopment and growth within the City.

- In 1996 to 2001, the actual numbers of couple and single parent families with children reduced, together with the percentage that they comprised of the total number of family groups (59.2% to 55.5%). However in 2001 to 2006, the actual number increased, but the percentage that this group comprises to the total population stabilized at approximately 55% of total families. Therefore the majority of family groups within the City continues to include children and the number of these family groups has actually increased (albeit not major increases). It appears that the City's marketing strategy of 'The City of Opportunity', its strategy to promote family type housing to retain family/children households and the mix of low and medium density residential codes within Town Planning Scheme No.14 (gazetted 1999) has assisted to retain family groups with children.
- It is also noted that the majority of schools within the City continue to experience increased enrolments over these years. The City has a range of schools, which should be supported by ensuring that low density/family type housing remains in close proximity to these facilities.
- The report prepared by Hames Sharley indicates that medium density contributes to affordability for lower income households and therefore increases home ownership. However, the households on 900m<sup>2</sup> – 1,000m<sup>2</sup> lots have less affordability and particularly as property prices increase. The City has the objective to encourage more affordable low density housing for family groups and therefore provides a low density R20 code in certain areas of the existing TPS No. 14, which aims to achieve this objective.

## Planning Provisions

- The current Scheme has a range of planning provisions which aim to control housing density, form and standard of development. It is considered that the extent of controls could be simplified within the future Town Planning Scheme. The current provisions include:
  - Specific zones – other than Residential eg. 'Residential and Stables', 'The Springs Special Development Precinct' - which may or may not have a specific Scheme provisions and/or a Structure Plan designation under CI 10.17.1 and Schedule 14.
  - Special Development Precincts – which may or may not have a specific zone (other than 'Residential'), and/or scheme provisions, and/or a policy and/or a structure plan designation under CI 10.17.1 and Schedule 14.
  - CI 10.1.4 and Schedule No.11 'Additional Residential Development Sites' which relates to specific sites and applies an additional R Code overlying the base code on the Scheme maps and applies compliance with Residential Guidelines
  - CI 10.2.4.4 and Schedule No.12 'Ascot Waters Marina Village' which also has a 'Special Development Precinct' designation, and Local Planning Policy over this area.
  - Schedule No. 13 'Additional Residential Development Sites' which relates to a specific site only and allows 6 grouped dwellings (~ R30) within an R20 coded area.
  - CI 10.3.1.5 of the Scheme refers to 'The City of Belmont Housing Strategy' shown on the Scheme Maps. This relates to the dual R coded areas shown on the Scheme Map.
- The use of flexible residential density codes within the Town Planning Scheme and supported by a Local Planning Policy provides a more flexible and responsive planning control that deals with housing density, form, housing types and the quality and standard of development.

- The current Local Planning Policy 'Performance Criteria – Medium Density Residential Development (LPP1) which applies to dual coded areas, has contributed to a high standard of medium density residential development. This occurs by only permitting medium density when compliance with specific development standards is observed through the planning application/development control stage and the proposal is subsequently built. The 'higher' code of a dual coded area cannot be achieved by a vacant lot survey strata or subdivision alone.
- The Local Planning Policies which are currently applied will need to be reviewed to determine if they address the Housing Strategy. It is expected that:
  - LPP1 'Performance Criteria – Medium Density Residential Development' can be deleted and specific clauses incorporated into the Scheme Text.
  - LPP No. 27 'Applications for R Code Concessions for Single Bedroom Dwellings and Aged and Dependent Persons Dwelling in Flexible Coded Areas' should be deleted as this does not actively encourage housing for the aged, dependant persons and single bedroom dwellings. The application of the R Code bonus should apply.
  - LPP No. 6 'Ascot Waters Special Development Precinct Policy' has provided for the redevelopment of this area, which is predominantly complete. However the Policy could remain to address future additions to existing dwellings and fencing
  - LPP No. 8 'Invercloy Estate (Nulsen Haven) Special Development Precinct' has provided for the redevelopment of this area, which is predominantly complete. However the Policy could remain to address future additions to existing dwellings and front fencing.
  - LPP No. 9 'Building Height and Bulk Along Great Eastern Highway' will be deleted and the Town Planning Scheme will adequately address height.
  - LPP No. 10 'Draft Great Eastern Highway Strategic Access – issued raised during the advertising of this policy was referred to Main Roads and WAPC however the issues have not been addressed. This Policy will be deleted. Reference will be made in the future Scheme that access plans may be required along Great Eastern Highway.
- Further Policies or amendments to existing Policies may need to be considered in the future to address such issues as encouraging single bedroom and aged persons dwellings.

## 7.2 Constraints

### Noise Sources affecting Residential

- The residential areas of the City are affected by a range of features, including the Perth Airport ANEF contours, Orrong Road major freight route, the Primary Distributor Roads of Leach Highway, Tonkin Highway, Great Eastern Highway, the Kewdale Industrial area and Ascot Racecourse, which are contributors of (intermittent or regular) noise levels which are not normally compatible with residential areas. Consequently, different approaches are applied to address this issue and include – retain low density, permit single house only, notification on titles about the noise source, increase density and require acoustic measures within buildings. This is implemented through zoning, policy and the application of conditions on planning approvals and building licences.
- The location of the 20 – 30 ANEF contours (associated with Perth Airport) across the City limits the ability to increase residential density in specific locations.

## Landholdings

- The City contains a number of areas where groups of large or irregular shaped lots are restricted in redevelopment due to the need to coordinate the planning and development over the range of landholdings and ownership. These areas have been identified for future structure planning and in some cases assistance to redevelop. Where lots are held under numerous ownership the ability to introduce this land into the residential land/housing supply for the City is usually a protracted process. This can limit growth in specific areas. Therefore, to allow subdivision of existing regular shaped lots into smaller individual lots provide an alternative to address the land and housing supply within the City.

## 7.3 Opportunities

### Existing Infrastructure and Facilities

- The City is characterized by an older housing stock of the 1950's – 70's, ranging in poor to good condition and situated on large lots of 700m<sup>2</sup>-1,000m<sup>2</sup>. This facilitates redevelopment for increased housing densities and rejuvenation of housing stock.
- Belmont is predominantly an established inner urban area of the region. Its aged housing stock together with the existing infrastructure of commercial centres, community facilities, schools, transport, sewer and other services provide the basis to support increased residential density and housing types and encourage redevelopment, in order to accommodate future growth in close proximity to Perth City.
- The City currently provides a diversity of residential density, built form and variety of amenity within the residential areas. This includes the multi storey high density multiple dwellings along Great Eastern Highway, low density house and stable suburbs of Ascot, modern two storey grouped housing development located throughout the City, large single residential dwellings overlooking the river in Redcliffe, smaller single residential dwellings in the older suburbs and the fully planned and newly developed 'new urbanism' neighbourhood of 'Ascot Waters' abutting the river. The housing diversity that the City provides, within 5 – 10 km of Perth City is a sound basis on which to continue the Housing Strategy.
- The City contains an established road hierarchy of Primary, District and Local Distributor roads and Access roads (refer Appendix 5). The existence of Tonkin Highway with Leach Highway and Great Eastern Highway entry/exit points, Orrong Road (major freight route), Great Eastern Highway – the principal entry/exit route between Perth City and the Airport, and also Abernethy/Belgravia District Distributor all contribute to a highly accessible area. With the exception of Tonkin Highway and Leach Highway (no direct access permitted) the road hierarchy may contribute to further consideration for increased densities along transport corridors. In addition, further consideration will be required for vehicular access to sites with increased residential densities which abut these transport corridors.
- Belmont Town Centre is the commercial and civic heart of Belmont. The centre is a Regional Centre under the Western Australian Planning Commission Metropolitan Centres Policy. It has a predominantly retail function but also includes entertainment facilities. The Centre provides a region-serving function that in some cases extends well beyond the municipal boundaries. The opportunity to increase densities and housing types around this centre is evident.
- The declining floor space and viability of many of the local and neighbourhood commercial centres (1996-2001) identifies the potential to increase residential densities within the vicinity of these centres to encourage an increase in local patronage.

## Physical Features

- The Swan River is a major physical feature of the City which provides an attraction for residential housing in areas abutting the river. The various features of the abutting land including the elevated areas of Rivervale, to the lower lying areas of 'reclaimed land' around Ascot, the older 'residential and stables' subdivision around Ascot Racecourse and lower lying areas of Redcliffe, including the heritage emphasis for housing in 'Invercloy Estate (the former 'Nulsen Haven' site) in Tibbradden Circle, provides the opportunity for a range of residential densities and built form to be accommodated within the City. This should also correspond to a mix of demographics within the City.
- The significant proportion of open space (local and regional) throughout the City (i.e. 14% of all residential zoned land) supports increased residential density, without detrimentally affecting the amenity of the residential neighbourhoods.

## Perth Airport ANEF Contours

- The location of the 20 to 30 ANEF contours (associated with Perth Airport) across the City - although acting to limit the ability to increase residential density in specific locations - may also be seen as an opportunity to ensure that low density is retained within the City and therefore achieve a successful mix of housing densities. The extent of housing affected by the 20-30 ANEF is not considered to be extensive, relative to the balance of the City, and nor will it prejudice other strategic planning objectives for the City.

## Public Consultation

- The public workshops undertaken indicate that the Community and Councillors have a general acceptance and awareness of increased residential densities within the City and also the need to provide for single bedroom and aged accommodation. The increased densities are seen as an opportunity to contribute to improving the viability of local/neighbourhood commercial centres and further to provide a focus for the neighbourhood. Therefore an increase in densities, to support the principles of 'New Urbanism' and 'Liveable Neighbourhoods' would appear to be acceptable.
- The community desire to retain diversity in housing style and density and maintain a demographic mix (families, seniors, singles, disabled) also indicates that low density family type housing needs to be maintained within the City and at the same time housing for the aged, disabled and singles needs to be actively promoted in appropriate locations.

## • THE LOCAL HOUSING STRATEGY

The Strategy will identify:

- The densities which are generally intended for the City.
- The locational criteria for the range of densities.
- Specific locations for various density.
- Specific locations for further structure planning.
- The Local Planning Policies that are relevant, require modification and/or introduction.

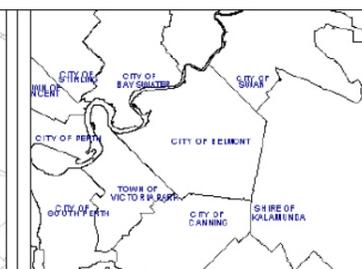
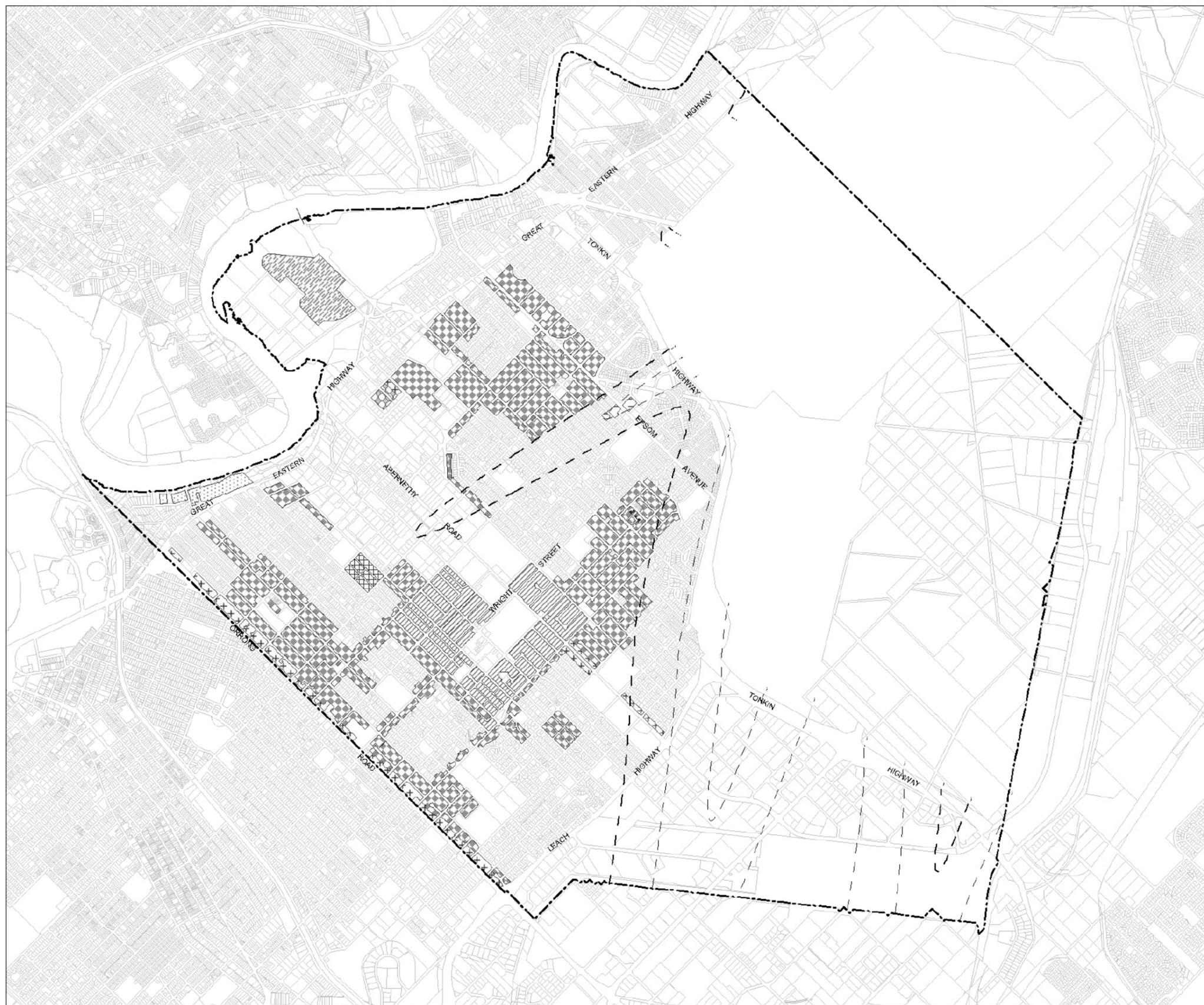
The Strategy should be read in conjunction with:

- The plans produced which identify 'walkable 'ped sheds' for the commercial centres, schools, open space, bus routes, transport corridors, community facilities.
- Suburb locations within the City.
- Other strategies prepared for the review of Town Planning Scheme No.14.
- Reference to the Scheme maps and text of Town Planning Scheme No.14.
- Local Planning Policies (existing and draft).

The Local Housing Strategy Plan comprises:

- a 'Conceptual Plan' which indicates the general areas for the range of proposed densities; and
- the 'Housing Strategy Plan' which refines the 'Conceptual Plan' and indicates more specifically the location of densities, Development Areas and Local Planning Policy areas which relate to housing.

The Local Housing Strategy makes provision for a range of densities from low density (approximately R10) through to high density (R160).



**LEGEND**

SCHEME AREA BOUNDARY

**RESIDENTIAL DENSITY CODE AREAS**

- R 12.5
- R 30
- R 20/R 40
- R 20/R 50
- R 50
- R 20/R 60
- R 20/R 50/R 100
- R 20/R 100
- R 100

**OTHER**

- CADASTRE
- ANEF CONTOURS

**CITY OF BELMONT  
LOCAL PLANNING SCHEME NO 15  
HOUSING STRATEGY MAP**

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Examples of the built form which may arise from the range of densities is illustrated in Appendix 6.

- **Low Density**

In general, low density should apply to the following areas:

- Land affected by ANEF contours.
- Areas due to their unique character warrant a low density.
- Land around schools to encourage and support family type housing.
  - **Low Density R12.5**
- Low density R12.5 should be maintained within the area of Cloverdale/Belmont 25-30 ANEF contours for Perth Airport in accordance with 'SPP 5.1 Land Use Planning in the Vicinity of Perth Airport'.
  - **Low Density R20**
- Low density R20 should be maintained within the areas affected by the 20-25 ANEF contour and the sections of Cloverdale which abut Leach/Tonkin Highway and are affected by 25-30 ANEF, in accordance with 'SPP 5.1 Land Use Planning in the Vicinity of Perth Airport'. Exceptions may apply where, land is currently developed or zoned in excess of R20 and/or situated abutting Abernethy Road (Other Regional Road) where this strategic transport corridor warrants increased density in order to encourage a reduced number of crossover to the road.
- Low density R20 should continue to apply at this stage to the Redcliffe area, which abuts the Perth Airport and being situated south east of Great Eastern Highway and east of Tonkin Highway (generally within DA 6 area). This aims to maintain the predominant single residential lots of 800m<sup>2</sup> – 850m<sup>2</sup>, on the basis that to encourage increased development and subdivision at this stage may prejudice future structure planning which is intended for this area. The Perth Airport Master Plan and the possible closure of Brearley Avenue will have implications for this area and therefore changes in density should await further implementation of the Perth Airport Master Plan. It is expected that increased densities will occur in the medium to longer term with the structure planning process. When the structure planning is finalised, the Housing Strategy can be amended to address the increased densities. The City will be undertaking public workshop/consultation forums with owners/residents to investigate future planning options. However, in the interim the low density will continue to apply and this will maintain family type housing in this area to support the Redcliffe Primary School in the locality.
- Low density - 1,000m<sup>2</sup> lot sizes - should be maintained for the residential and stable area between Ascot Racecourse, Great Eastern Highway and Tonkin Highway, with the exception of land abutting Great Eastern Highway and Lot 120 Epsom Ave and Lot 111 Nisbett Street (former Ascot Inn) which should be the subject of a 'Special Control Area' and/or specific Scheme provisions. The 1,000m<sup>2</sup> density is an historical provision which protects the amenity of the area for the horse racing industry and a high level of planning controls is required.
  - **Low Density R20**
- Low density R20 should generally be maintained as shown within Town Planning Scheme No. 14. (with the exceptions outlined above). The R20 code will promote increased growth, whilst assisting to accommodate affordable low density, family type housing and to ensure a variety of housing density and type exists within the City.

- The Residential Design Codes currently include provision for variation to minimum site area for grouped dwellings in areas coded R20 as at 4 October 2002 and allows for an average site area of 450sqm where applications are made prior to and including 30 April 2009. The inclusion of the requirement relates to the earlier 1991 version of the Codes and the standards for R20 contained therein.

The 450sqm average has allowed for continued infill within lower density areas, however, as the standard only applied to Grouped Dwellings there have been numerous instances within the City where survey strata has been approved with 'common property' which has been considered by the City to be non-functional. This has thereby created de-facto single dwellings (particularly where owners have later entered into legal agreements with each other for 'exclusive use' of common property).

In regard to the 'sunset clause' within the Codes which relates to the variation to average lot size for R20, it is considered that this reduced average is an appropriate one to apply within the City of Belmont to allow incremental infill without detrimentally impacting on amenity and streetscape. In so saying, it is considered that the average should apply also to Single Houses and appropriate reduced provisions incorporated for minimum battleaxe lots. As such it is proposed that the Scheme Text should incorporate modified minimum, average and battleaxe requirements for R20 coded areas.

**Proposed modified minimum, average and battleaxe requirements for R20 coded areas**

It is proposed to retain the average 450sqm for R20 coded lots. To provide clarity a minimum effective lot area for development at the 450sqm average should also be introduced. Based on current minimum and average lot areas for R20 and R25 it is suggested minimum effective area be based on a R22.5 Code (as the average 450sqm equates to R22.5). This results in a minimum effective lot area of 380sqm.

The minimum lot area for battleaxe lots was introduced in the 2002 R-Codes to provide an effective minimum site area and to provide additional area for vehicle manoeuvring and access on site. The additional area requirements is considered sufficient to accommodate the access leg provided it constitutes no more than 20% of the site area and therefore the battleaxe lot area is inclusive of the access leg.

Table 1 includes minimum lot area for battleaxe lots based on minimum lot area plus five times the R-code number.

- eg     R20 = 440 plus 5 x 20 = 540sqm  
        R25 = 320 plus 5 x 25 = 445sqm  
        R22.5 = 380 plus 5 x 22.5 = 492.5sqm rounded to 490sqm

Therefore for R20 Coded areas, it is proposed:

R Code	Dwelling type	Minimum lot size (m2)	Average lot size (m2)	Min. lot size battleaxe lots (m2)
R20	Single House or Grouped Dwelling	380	450	490
	Multiple Dwelling	500		

The option of 'up-coding' the existing R20 coded areas to R25 was considered and is not supported on the basis that an increase to R25 will increase the current development potential of approximately one third of all lots currently coded R20. This amounts to approximately 3,000 (existing single residential) lots, which could be developed with two dwellings under R25. Under the modified R20 standards proposal, a maximum total of approximately 5963 lots could be created from 2257 existing lots(refer Appendix 7)\*.

- \* *It should also be noted that in some cases R20/40 (and above) will apply to areas which are currently coded R20. Having regard for the existing lot sizes within the existing R20 coded areas (8,145 lots), it is identified that the increased number of potentially R40 developed lots would increase the current development potential of approximately 7,000 lots currently coded R20 (allowing for redevelopment between two to seven grouped dwellings per site).*

In regard to the R20 code:

- Low density R20 should be allocated as the base code for the dual coded areas within a 400m radius of designated Local and Neighbourhood Centres.
- Low density R20 should be allocated for any low density area within a 400m radius of primary schools and in areas outside the 400m radius of Neighbourhood/Local Centres, unless other strategic reasons warrant a higher code.
- Low density R20 should generally apply to the residential land in Redcliffe – between the river and the Highway and situated between Tonkin Highway and the eastern boundary of the City. This is a unique area of low density housing set in an open 'semi rural' atmosphere within close proximity to the river. Due to its unique character and in the interest of housing diversity, this should generally remain with low density with some inclusion for the lower, medium density codes. Existing development/subdivision includes; redeveloped smaller residential lots (320m<sup>2</sup> - 440m<sup>2</sup>) around the historic architectural style of (Nulsen Haven) Invercloy Estate; large single residential lots of 1,000m<sup>2</sup> – 3,000m<sup>2</sup> and including exclusive single residential lots abutting the river; predominant 800m<sup>2</sup> to 900m<sup>2</sup> lot sizes along Kanowna, Boulder, Central and Bulong Avenues'. This area also contains four larger land parcels (8,000m<sup>2</sup> to 3.8h) owned by the Department of Planning and Infrastructure (DPI) , of which the two larger land holdings are designated as a 'Special Control Area – Development Area' and subject to further planning by DPI, which would be expected to accommodate medium density in the future and provide diversity.
  - **Low Density Around Schools**
- Low density R20 should generally apply around school sites to encourage family type housing and support the 400m walkable catchment around these sites.

The R20 will also apply in areas outside the 400m 'ped shed' of schools, where other strategic influences do not warrant an increase in density. However, where properties are currently subject to a higher code, then the development potential will be maintained and the higher code retained.

School 'ped sheds' with low density applies to:

- Redcliffe Primary School 400m 'ped shed' - east side of Tonkin Highway retain R20 within area subject to Perth Airport Structure Planning, with the balance west side R20.
- Kewdale Primary School 400m 'ped shed'.

▪ **Low Density and Low/Medium Density Around Schools**

Low density R20 should generally apply around school sites to encourage family type housing and support the 400m walkable catchment around these sites. However, in some cases, the 400m 'ped shed' for a school (requiring low density) will overlap with other strategic requirements (i.e commercial centres, transport corridors), which warrant the application of a medium density. In these cases, where an overlap exists with these 'ped sheds' then, a dual code of R20/40 will apply that aims to address both the low density (for the school) and medium density (for the commercial centre) requirements.

The allocation of R20/40 within the 400m 'ped shed' of each centre is a general strategy only. The precise location of the R20/40 code will need to be further refined having regard for streetscapes, location of lot boundaries, ANEF contours, physical features (eg. open space and strategic access roads such as Orrong Road, Abernethy Road and Great Eastern Highway). Where properties are currently subject to a higher code, then the development potential will be maintained and the higher code retained.

The medium density is applied under Local Planning Policy No.1, which requires a higher standard of development, compared with R20. Therefore, the financial ability of individual owners to develop to the higher standard and/or their willingness will vary. This will ensure that the low density will also remain in these locations. In addition, R20 will also apply in areas outside the 400m 'ped shed' of schools or commercial centres, where other strategic influences do not warrant an increase in density.

School 'ped sheds' with low density and low/medium density applies to:

- St Maria Goretti Primary School 400m 'ped shed' – R20 will apply to the majority of the 'ped shed' with a portion located closer to Epton Avenue Neighbourhood Centre being R20/40.
- Belmay Primary School 400m 'ped shed' – R12.5 and R20 will apply to nearly half of this 'ped shed' due to the influence of the 20–25, 25-30 ANEF contours which impact in this area. The balance of the 'ped shed' is largely affected by the 'ped shed' of the Belmay Local Centre and Love St Local Centre and therefore the R20/40 would apply.
- Notre Dame Primary School 400m 'ped shed' – R20 will apply to the majority of this 'ped shed'. Approximately a third of the eastern sector of the 'ped shed' is affected by the Love Street Local Centre 'ped shed' where an R20/40 would apply.
- Australian Islamic (Primary/Secondary) College 400m 'ped shed' – R20 will apply to a third of the 'ped shed' between the school and Leach Highway. A third is also affected by the Belmont Square Local Centre and Orrong Road major transport corridor where R20/40 and R20/60 apply. The balance falls outside the local authority boundary.
- Carlisle Primary School 400m 'ped shed' – R20/40 will apply as the school is located opposite Wright Street Local Centre and therefore the 'ped shed' of the school and the commercial centre coincides. Half of the school 'ped shed' falls outside the local authority boundary.

- Tranby Primary School 400m 'ped shed' – R20/40 will apply as the school is located within 150m of Francisco Street Local Centre and therefore the 'ped shed' of the school and the commercial centre coincides. Kooyong Road Neighbourhood Centre and the Mixed Business zone also affects the school 'ped shed'.
- Saint Augustine's Primary School 400m 'ped shed' – R20/40 will apply as the school is affected by the 'ped shed' of Kooyong Road Neighbourhood Centre and Eastgate Neighbourhood Centre. Half of the school 'ped shed' falls outside the local authority boundary.
- Belmont Primary School 400m 'ped shed' – The majority of the 'ped shed' contains a 'Mixed Business' zone, where Local Planning Policy No. 29 does not recommend residential land use. Two pockets of residential land exist in this 'ped shed' and are controlled under Local Planning Policy No. 16 Belgravia/Barker Street (where R20/50 and R20/60 apply) and Local Planning Policy No. 22 Belgravia Residential Estate Policy (where R20/40 applies). No changes are proposed.
- Belmont College (Secondary School)/Cloverdale Primary School 400m 'ped shed' - R20 will apply to the north-eastern sector of the 'ped shed' as this also extends into the 'ped shed' for Notre Dame Primary School. The balance of the 'ped shed' comprises the mixed use zone to the west, and to the south the Council Administration and portion of the Belmont Town Centre 400m 'ped shed' which will be addressed separately.

- **Low/Medium Density**

In general Medium Density will apply to the following area:

- Around the Neighbourhood/Local Commercial Centres. (R20/40)
- On corner sites, subject to specific requirements. (R30)
- Along major transport corridor/ public transport routes – Orrong Road, Abernethy Road/Fairbrother/Belgravia Streets, Belmont Avenue, Hardey Road, Kooyong Road, Wright Street, Oats Street (R20/40 and upwards. There are exceptions where local characteristics warrant lower densities.) This is discussed in a separate section refer 8.5.
- Around District open space areas. (R20/40) This is discussed in a separate section refer 8.6.
- Within the Mixed Use/Mixed Business zone (R40 and R80 and subject to Local Planning Policy provisions).

Medium density will continue to apply in the form of the dual coding under Local Planning Policy No.1. This will continue to provide the City with the ability to control the form and standard of development through the development control process.

In some cases the R20/40 will apply to areas which are currently coded R20 and for strategic reasons, this increase in density is appropriate. Having regard for the existing lot sizes within the existing R20 coded areas (8,145 lots), it is identified that an increase to allow the R40 code may increase the current development potential of approximately 7,000 lots currently coded R20 sites and will allow for redevelopment with two to seven grouped dwellings per site. Of these 7,000 lots, there are 5,300 lots (65% of all the 8,145 R20 lots) that presently have no development potential above a single residential dwelling (i.e. lots below 900m<sup>2</sup>) and therefore to provide the redevelopment potential under R40 for typically two to four grouped dwellings per site will contribute to the housing supply and population.

It is noted that not all lots will choose to develop to the higher R40 code and may only pursue the redevelopment (or no development) at the lower R20 code. In addition, the numbers identified above will be further reduced by the retention of low density due to ANEF contours and other strategic reasons.

The allocation of R20/40 is intended to apply within the 400m 'ped shed' of each commercial centre. This is a general strategy only. The precise location of the R20/40 code will need to be further refined having regard for streetscapes, location of lot boundaries, street blocks, ANEF contours and physical features (eg. open space and strategic access roads such as Orrong Road, Abernethy Road and Great Eastern Highway). Where properties are currently subject to a higher code, then the existing R Code/development potential will be maintained and the higher code retained.

The allocation of increased density to a transport corridor and/or around open space will relate to the streetscape only. Therefore the increase density will generally affect only the lot/s which abut the transport corridor and/or open space. This is discussed further in separate sections of this strategy.

▪ **'Walkable Neighbourhoods' - Increased density within 400m of Local/Neighbourhood Centres**

- The low/medium density dual code of R20/40 should generally apply within a radius of 400m of the following Local and Neighbourhood Centres. This will support the 400m walkable catchment or 'ped shed' around these centres. It also emphasizes the commercial centre as a focal point within the neighbourhood.
- Commercial 'ped sheds' with low/medium density R20/40 applies to:

**Neighbourhood Centres**

- Kooyong Road 400m 'ped shed' – R20/40 will generally apply.
- Epsom Avenue 400m 'ped shed' – R20/40 will generally apply.
- Eastgate 400m 'ped shed' – R20/40 will generally apply to the southern portion of the ped shed (south of the Highway) with the northern side of the Highway being proposed for medium and high density as part of the structure planning within 'The Springs' area. Land abutting Great Eastern Highway is a mixed use zone which allows residential at an unspecified density.
- Belvidere Street 400m 'ped shed' – R20/40 will apply to the majority of the 'ped shed', with a third of the area affected by 20-25 and 25-30 ANEF contours which require an R20 and R12.5 density respectively.

**Local Centres**

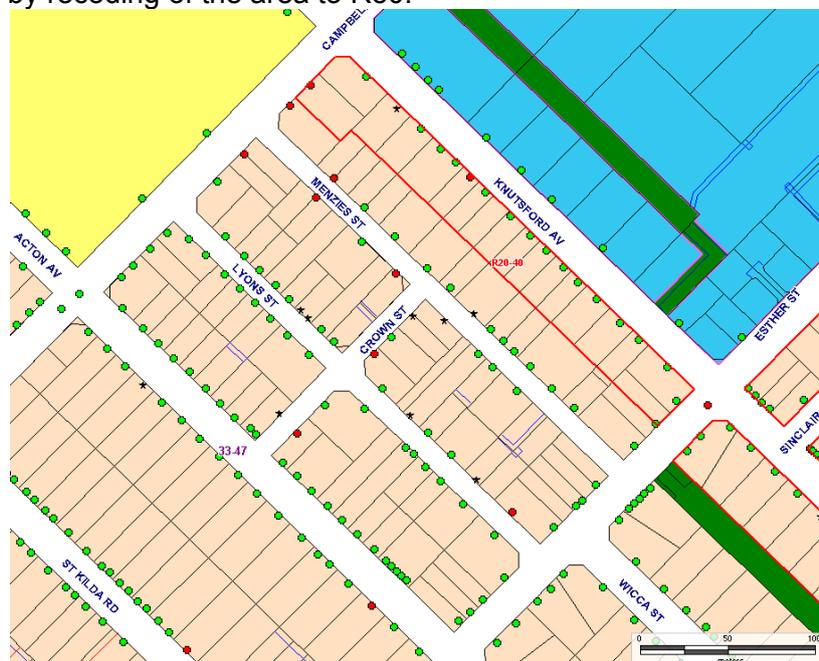
- Francisco Street 400m 'ped shed' - R20/40 will generally apply to the majority of the 'ped shed', with a third of the area including the Mixed Business zone (where R 40 residential may apply in part under LPP No. 29).
- Wright Street 400m 'ped shed' - R20/40 will generally apply to half of the 'ped shed', with half of the 'ped shed' being outside the local authority boundary.
- Belmont Square 400m 'ped shed' - R20/40 will apply to half of the 'ped shed', with half of the 'ped shed' being outside the local authority boundary.
- Belgravia Street 400m 'ped shed' - R20/40 will apply to two thirds of the 'ped shed', with the balance being R20 due to the influence of the 20–25 ANEF contour across a portion of the 'ped shed'.

- Love Street 400m 'ped shed' - R20/40 will apply to two thirds of the 'ped shed', with the balance being R20 due to the influence of the 20–25 ANEF contour across a portion of the 'ped shed'.
- Belmay 400m 'ped shed' - R20/40 will apply to a third of the 'ped shed', with the balance being R20 and R12.5 due to the influence of the 20–25 and 25–30 ANEF contour respectively across the balance of the 'ped shed'.
- Ascot Waters 400m 'ped shed' - Ascot Waters is a new community developed in recent years under the principles of 'Liveable Neighbourhoods' and in accordance with Local Planning Policy No.6. The density of R20/100 will remain.

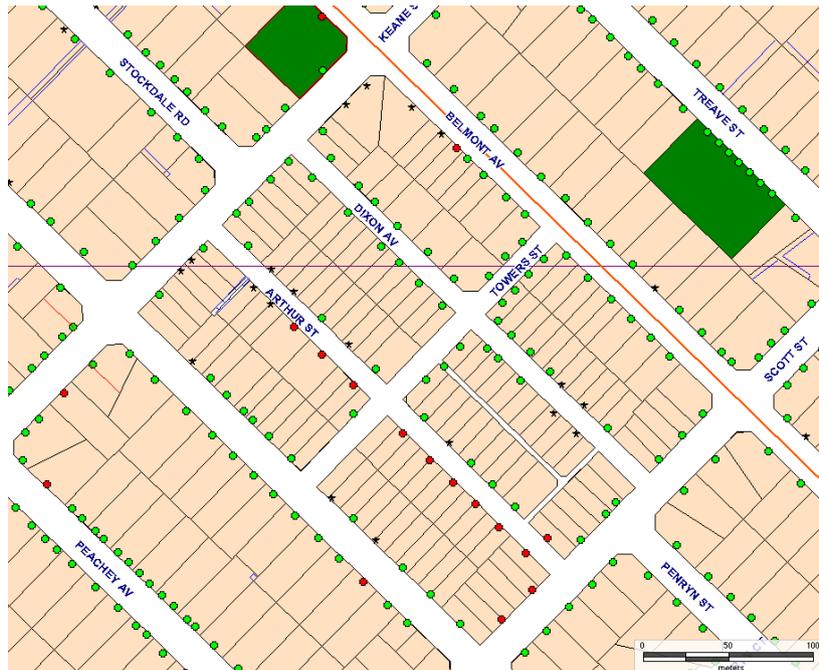
The Belmont Avenue 'cornershop' is not included within the strategy to increase the density to R20/40. The current Tibradden Local Centre, corner of Great Eastern Highway and Coolgardie Avenue, is zoned Commercial under Town Planning Scheme No. 14, however this site has not been developed as a commercial centre and currently contains a child care centre. This centre has not been included within the strategy to increase the density to R20/40.

▪ **Low/Medium Density Based on Historical Lot Size**

The area bound by Knutsford Avenue, Esther Street, Acton Avenue and Campbell Street has numerous existing lots (many of which have structures crossing one or more boundaries) which are well below the existing R20 Code that applies to most of the area. The area comprises a total of 79 lots with the majority of the lot sizes ranging from 334m<sup>2</sup> to 372m<sup>2</sup>. Subdivision within the area has been supported in the past on the basis that there are minimal remaining lots with potential for subdivision and any such subdivision reflects the existing subdivision pattern and lot sizes. It is recommended that the historical lot size be acknowledged by recoding of the area to R30.



The area bound by Belmont Avenue, Scott Street, Knutsford Avenue and Keane Street again has numerous existing lots which are well below the existing R20 Code that applies to the area. The area comprises a total of 147 lots with the majority of the lot sizes ranging from 244m<sup>2</sup> to 819m<sup>2</sup>. There are 17 lots within the area which do not reflect the existing subdivision pattern and lot sizes. If those 17 lots were to subdivide/develop to reflect the historical lot size, a total of 22 additional lots would be created. It is recommended that the historical lot size be acknowledged by recoding of the area to R40.



▪ **Increase variety of Housing Type – Aged, Dependent Person’s and Single Bedroom Dwellings**

In addition to the increased density around the commercial centres, it is necessary to also promote aged, dependent and single bedroom dwellings in order to increase the housing choice and affordability within close proximity to these centres and facilities.

The current Local Planning Policy No. 27 which limits the density for aged, dependent and single bedroom dwellings to the lower code of the dual coded areas should be revoked, as it does not encourage diversity of housing. It is recommended that where dual codes are applied, the higher code should be applied but discretion should be used to vary standards normally applied at the higher code which are not appropriate for aged or dependent persons units (such as the requirement for two storey dwellings at R40). The standard and quality of the aged/dependent person’s dwellings development will however be generally controlled in accordance with the standards required for the application of the higher code under the proposed Scheme Text modifications (previously incorporated into LPP 1). In addition, the ‘larger’ minimum site area requirement for ‘multiple dwellings’, compared with ‘grouped dwellings’ at the R40 density, will generally act to encourage aged or dependent dwellings and single bedroom dwellings in a ‘grouped dwelling’ form. This will require minimum courtyard areas per dwelling which will contribute to the higher standard of development that the City aims to achieve with the higher code.

(Note: In the Town Centre, where densities in excess of R40 may be considered up to R100, additional provisions will apply to Aged/Dependent Person’s and Single Bedroom dwellings. This is discussion in the section relating to ‘Town Centre’.)The Scheme Text requires modification to specify that in regard to Aged or Dependent Dwellings:

- a minimum internal habitable floor area per dwelling of 60m<sup>2</sup>;
- a notification on the title which limits accommodation of the Dwelling to Aged or Dependent Persons Dwelling;
- Aged or Dependent Person’s Dwellings developed in accordance with Australian Standards for Adaptable Housing;
- a minimum of 1 car bay per dwelling; and

- car parking for visitor parking to be provided in accordance with the R Code requirement for Grouped Dwellings.

It should be noted that:

- Single bedroom dwellings do not require the same single/ground level requirement as aged person's dwellings.
- Aged/Dependent Person's or Single bedroom dwellings could be in the form of grouped dwellings or multiple dwellings. (eg. multiple dwelling – with an Aged Person's Dwelling at ground level and a single bedroom dwelling above)
- Mixed residential development could occur (eg. 1 Aged Person's Dwelling and 2 Grouped Dwellings). A minimum of five Aged or Dependant Person's Dwellings as specified under the R Codes is not required. However minimum numbers will be required in the Town Centre.

- **Low Density and the R30 corner site**

Where land is zoned R20 the strategy should maintain the provision to allow an R30 development on a site where two constructed road frontages are available, the site is vacant and where the lots created are not an irregular shape or can demonstrate that a dwelling can be accommodated on all new lots. The retention of this provision further provides medium density within low density areas and aims to add variety of housing density and form within the low density area. The location on a street corner, where development has the opportunity to address both street frontages reduces the impact of this density in the R20 coded areas.

- **Medium to High Density**

In general Medium to High Density will apply to the following area:

- Around the Belmont Regional Centre (R20/50/100)
- Along major transport corridor/ public transport routes – Great Eastern Highway, Orrong Road, Abernethy Road/Fairbrother/Belgravia Streets, Belmont Avenue, Hardey Road, Kooyong Road, Wright Street, Oats Street, Alexander Road, Gabriel Street (R20/40 and upwards), There are exceptions where local characteristics warrant lower densities.
- The elevated area of Rivervale between the Swan River and Great Eastern Highway. (R80 and upwards)
- Within the Mixed Use/Mixed Business zones (R40 and R80 and subject to Local Planning Policy No. 29 provisions)

These areas are discussed below.

- **Town Centre R20/50 and up to R100**

- The residential densities located within 400m of the Belmont Town Centre should be increased significantly from R20/40 to medium to high density. This aims to reinforce the status of Belmont as a Regional Commercial Centre and to support the range of community, retail and entertainment facilities in this centre and the surrounding transport corridors and public transport routes. The precise location of the higher codes within the 400m radius of the Town Centre will need to be further refined having regard for streetscapes, location of lot boundaries, street blocks and transport corridors.

- R20/50 should generally apply within the 400m 'ped shed' of the Town Centre. The medium densities above R20 will be applied under the requirements specified under a specific Local Planning Policy for the Town Centre precinct.
- Aged or Dependent Person's Dwellings or Single Bedroom Dwellings should be more actively encouraged in order to increase the housing choice and affordability within close proximity to the Town Centre. This form of housing may be considered in accordance with the R50 density as detailed in section 8.2.3 above, or in accordance with densities up to R100 as detailed below.
- Consideration for higher density developments within the 400m 'ped shed' of the Town Centre in excess of R50 and up to a maximum of R100 may also be considered where the development incorporates all the features outlined below in point 1 to point 7:
  - 1.) Aged/Dependent Person's or Single Bedroom Dwellings in one of the following ratios:
    - 1a) A minimum of two dwellings being either Aged/Dependent Person's dwelling or Single Bedroom dwelling (i.e. a minimum of two dwellings of this form of housing, for example - one Aged Person's dwelling and one Single Bedroom dwelling, or two Aged Person's Dwellings, or two Single Bedroom dwellings) in a development where the total number of units proposed is a maximum of 10 dwellings.

Or
    - 1b) A minimum of four dwellings being either Aged/Dependent Person's dwelling or Single Bedroom dwelling (i.e. a minimum of four dwellings of this form of housing, for example - two Aged Person's dwelling and two Single Bedroom dwelling, or four Aged Person's Dwellings, or four Single Bedroom dwellings) in a development where the total number of units proposed is 11 to a maximum of 20 dwellings.

Or
    - 1c) A minimum of six dwellings being either Aged/Dependent Person's dwelling or Single Bedroom dwelling (i.e. a minimum of six dwellings of this form of housing, for example - three Aged Person's dwelling and three Single Bedroom dwelling, or six Aged Person's Dwellings, or six Single Bedroom dwellings) in a development where the total number of units proposed is 21 to a maximum of 30 dwellings.
  - And
  - 2.) The higher standard and quality of development as applied under the Scheme for densities above R20 shall apply to the development.

And
  - 3.) The development does not overshadow adjacent properties by more than 50% as at midday 21 June.

And
  - 4.) The development is oriented to provide maximum direct winter sunlight and ventilation to the development, whilst maintaining privacy in accordance with the R Codes.

And
  - 5.) The development provides exceptional urban design standards and built form that will enhance the desired streetscape. The design will incorporate high quality building materials, architectural detailing and complementary colour schemes. Other amenity features should include pedestrian paths, lighting within communal driveways and common areas, provision of resident facilities within communal open space (eg, BBQ, gazebo, seating, pool etc).

And

- 6.) The provision of other features within the development, that provide a direct benefit to the residents, streetscape and/or wider community and may include features such as – rooftop gardens, public or street art, public seating and courtyards or other features to be considered at the discretion of Council.

And

- 7.) The development provides a demonstrable commitment to a high standard of energy efficient and sustainable design and in this regard should address such features as passive design, energy consumption, water usage, passive heating/cooling, use of materials within the development and other features that contribute to sustainable housing design and construction.

In regard Point One, the following clarification is given:

- The minimum number of aged/dependent persons/single bedroom dwellings which is specified, relative to the size of the total development maintains a minimum of approximately 20% - 36% of the total development, which is allocated for aged/dependent or single bedroom dwellings. It is also acceptable for the number of aged/dependent person's/single bedroom dwellings to exceed the minimum number specified within each development.
- It is noted that the predominant lots sizes within the 400m 'ped shed' radius of the Town Centre are 700m<sup>2</sup> to 1,000m<sup>2</sup> in area. The densities that might be achieved on these lot sizes with a minimum of two dwellings for Aged/Dependent person's/Single Bedroom dwellings is illustrated in Appendix 8. The typical individual lot size within the Town Centre is likely to encourage development up to 10 dwellings on site. Amalgamated sites will increase this to up to 15 dwellings (1,400m<sup>2</sup> site) or 21 dwellings (2,000m<sup>2</sup> site) if the minimum numbers of aged/dependent person's/single bedroom dwellings are observed.
- If a total Aged/Dependent Person's/Single Bedroom Dwelling development is undertaken at R100, then up to 29 dwellings might be expected on a 2,000m<sup>2</sup> lot. However given the need to amalgamate lots to achieve this lot size, it is not expected that this size of development will be a common feature. In addition, in light of the higher standards of development, which is also required for this form of development as detailed below, the increased density is considered acceptable. It is considered that the R100 density, together with the minimum number of Aged/Dependant Person's/Single Bedroom Dwellings required within a development, provides sufficient incentive to encourage this mixed form of housing.
- The Aged/Dependent Person's or Single Bedroom dwellings may be in the form of multiple or grouped dwellings, subject to all aged and dependant dwellings being ground level dwellings only. The aged and dependant housing will be required to demonstrate compliance with the Australian Standards for Adaptable Housing (AS 4299 – 1995) as provided under the R Codes.
- The density bonus provisions under the R Codes for multiple dwelling developments at R60 and above will apply to the relevant R Code being sought by the development (eg. If R100 is being sought, then the 1/3 reduced lot area which applies for aged/dependant/single bedroom dwellings will apply at this density). In order to ensure that this form of dwelling type maintains a high standard of development there are additional standards which apply. As previously detailed in section 8.2.2, these will be incorporated into a Local Planning Policy.

The R20/50/100 should extend from the Town Centre 'outward' to approximately the 400m 'ped shed' distance. A designated street will form the demarcation between the R20/50/100 code and the 'abutting' R20/40 code (i.e. one side of the street [closest to the Town Centre] will be allocated R20/50/100 and the opposite side of the street will be R20/40). This will provide a transition area, being 'the street' and the reduced R Code of 'R20/40', to other residential properties which may have reduced densities of R20/40 or R20. The designated streets which define the outer edge of the R20/50/100, and the change in density to R20/40 are:

- Alexander Road
- Fisher Street
- Gabriel Street
- Acton Avenue

- **Density abutting Major Transport Corridors and/or High Frequency Bus Routes**

Increased densities should be considered along the major transport corridors. 'Liveable Neighbourhoods' identify the application of increased densities – medium and high – within a 200m to 800m radius of major public transport routes and transport nodes. With the exception of Tonkin and Leach Highways, the City's major public transport routes and transport corridors generally link the range of commercial centres within the City – where increased densities are already proposed. Due to the compact size of the City and the close proximity of these commercial centres, where the 400m 'ped sheds' often overlap, it is considered that the allocation of increased density within 200m to 400m of the major public transport routes is generally adequately addressed in the increased density outlined previously around commercial centres.

In general:

- Further refinement of the location of increased densities could occur along specific transport corridors. This would relate to only those lots which abut the public transport corridor/street. It is aimed at, not only supporting the public transport route, but also reinforcing a visual link between commercial centres by increasing the urban built form which abuts the street. This defines the street and also increases surveillance, safety and activity on a street where pedestrian activity moving to and from public transport will occur (eg. Wright Street - connecting Wright St Local Centre to Belmont Town Centre).
- Great Eastern Highway is an accessible primary distributor road providing the major access to and from the Perth Central Business District and Perth Airport. High density residential is a major consideration for this corridor, in addition to mixed uses, landmark buildings creating an entry statement into Perth, high standard of urban amenity taking advantages of river views and controlled access to the highway. However, the land abutting this transport route has a variety of features and characteristics which warrant further consideration and in some cases exceptions to increased densities exist in this corridor.
- The allocation of increased densities along the Primary and District distributor routes such as Great Eastern Highway and Abernethy Road should incorporate requirements for noise attenuation measures within all new developments.

## Great Eastern Highway – Primary Distributor

The majority of land immediately abutting Great Eastern Highway is zoned for Mixed Use i.e. uses such as offices, showroom, light/service industry with residential being a discretionary land use with an unspecified density provision. This maintains the greatest flexibility for mixed use development and high density to respond to demand and to the potential for improved public transport provision as part of any upgrading of Great Eastern Highway. This should be maintained. In contrast, the Mixed Business zone (located generally south–east of the Highway, between Knutsford Avenue and Hardey Road) is more prescriptive in terms of density envisaged with the existing LPP No. 29 designating a maximum R80 density for land close to the Highway.

Rivervale residential land - between the river and Great Eastern Highway, is currently zoned and/or developed at medium and high density. These sites are within the elevated areas of the Rivervale area - the land is in close proximity to the Perth City centre, has views across the river, and generally contributes to an increased level of urban development in the form of multi level residential apartments. These planning provisions address high density abutting and within 200m of Great Eastern Highway. This includes:

- 'Hill 60' development, Tanunda Drive/Great Eastern Highway - averaging R100, and in its final stages.
- 1-9 Tanunda Drive – 7 storey residential building approved 2007.
- 'The Springs' - 'The Springs' (Riversdale Road, Brighton Road, Great Eastern Highway) is designated as a 'Special Control Area – Development Area' with a structure plan being prepared for medium and high density residential development for R60 and upwards to R160.
- Sandringham Hotel site – expected future redevelopment with high density residential.
- Balneum Apartments site, 88 Great Eastern Highway - high density.
- Nannine Place and Minora Place developed and currently at R80.

Ascot residential land (between the river and situated between Ascot racecourse and Tonkin Highway, behind the Mixed Use zoned land) which immediately abuts the Highway should remain as low density to provide for the unique low density 'Residential and Stables' area which support Ascot racecourse.

Redcliffe residential land immediately abuts the northern side of the Highway and is located between Tonkin Highway, Boulder, Central and Bulong Avenues (being Lots 112 [vacant], 111 [vacant], and Lots 241–238, 162-159 [lots containing single dwellings]). The area should be considered for a higher density code up to R20/80 subject to vehicular access from a secondary street only. Lot 112 and 111 is the balance of land after road widening. Lots 241–238, 162-159 will similarly be affected by road widening with residual land. All but one lot (Lot 241) is currently owned by Main Roads. The provision of the R80 code is consistent with the density provision for other residential land along Great Eastern Highway.

The balance of residential land in Redcliffe is located between the river and the Highway and situated between Tonkin Highway and the eastern boundary of the City. This is a unique area of low density housing and was previously identified to remain predominantly low density. There is the possibility of the inclusion of medium density in the future planning of land owned by the Department for Planning and Infrastructure (DPI) with larger land parcels ranging from 8,000m<sup>2</sup> to 3.8 hectares. Regardless of whether medium density is included in this area, it will not prejudice the strategy of increased densities along Great Eastern Highway.

Other Residential zoned land in Rivervale, Belmont, and Redcliffe which is located on the south–east side of Great Eastern Highway and within 200m of the Highway (but does not immediately abut the Highway due to the presence of the existing Mixed Use zone) will be considered for increased densities within the context of the neighbourhood to which they relate.

#### **Orrong Road – Primary Distributor**

Land abutting Orrong Road is currently R20/40 and R20/60 which is intended to be modified to a consistent R20/60 within this housing strategy. The density and the application of Scheme provisions and the 'Orrong Road Local Planning Policy' address medium density provisions along this transport corridor.

#### **Abernethy Road/Fairbrother/Belgravia Streets – District Distributor**

Land abutting this route will comprise R20/40 and R20/60 generally within the Belgravia Residential Estate Policy area, Belgravia/Barker Street Policy area and a new policy area proposed for Abernethy Road (Gabriel Street to Dempsey Street).

#### **Alexander Road – District Distributor A**

R20/40 should apply to the land abutting Alexander Road between Orrong Road through to its link with the Belmont Town Centre 400m 'ped shed'/increased densities and Abernethy Road.

#### **Belmont Avenue – District Distributor B**

R20/40 should continue to apply to the land abutting Belmont Avenue between the Mixed Business zone (west of the Town Centre) through to its link with the Belmont Town Centre 400m 'ped shed'/increased densities.

#### **Hardey Road – District Distributor/Local Distributor**

R20/40 should apply to the land abutting Hardey Road, between Great Eastern Highway through to its intersection with Wright Street which then proceeds south to link with Belmont Town Centre 400m 'ped shed'/increased densities. R20 will apply with the section where the 20–25 ANEF contour affects this route.

#### **Kooyong Road – Local Distributor**

R20/40 should apply to the land abutting Kooyong Road, between Kooyong Neighbourhood Centre through to its link with Wright Street and the Wright Street Local centre 400m 'ped shed'/increased densities. Kooyong Road – northwest of the neighbourhood centre is already proposed R20/40 as part of the overlapped commercial centre 'ped sheds' in the area.

#### **Wright St – District Distributor B/Local Distributor**

R20/40 should apply to the land abutting Wright Street, between Belmont Square Local Centre through to its link with the Belmont Town Centre 400m 'ped shed'/increased densities.

#### **Oats Street – District Distributor B**

R20/40 should apply to the land abutting Oats Street, between Oats Street Local Centre through to its link with the Belmont Town Centre 400m 'ped shed'/increased densities.

- **Increased Density for Lots immediately surrounding District Open Space**

The extensive amount of open space, which is provided across the residential areas of the City contributes to the ability to increase residential densities without detrimentally affecting the amenity of the residential neighbourhoods. In addition, and more specifically, the District Open Space reserves are identified as a feature where low/medium R20/40 densities could be applied to lots which abut and/or surround these open space areas. The District Open Space is chosen as these are generally large reserves where increased activity and facilities, such as sports and recreation centres, community centres, library, tennis and bowling clubs already occur.

Increased densities on lots abutting and/or surrounding District Open Space will increase surveillance over the open space, provide a visual/urban 'border' around space, increase the neighbourhood focus upon the community/open space facilities and increase the number of residents within walking distance of this facility.

In some cases the District Open Space within the City also coincides with the 400m 'ped shed' of a Local/Neighbourhood Commercial centre and/or is located on a major transport/public transport corridor and consequently an R20/40 density will already apply around the open space for other strategic reasons. In other situations, the proposal for R20/40 around District open space will need to be modified where:

- ANEF contours exist and lower densities of R12.5 and R20 are required to apply under State Planning Policy;
- Belmont Town Centre 400m 'ped shed' applies to increase density;
- Special local characteristics of land between the Swan River foreshore and Great Eastern Highway eg 'The Springs', 'Hill 60', Ascot waters, the Redcliffe area, Ascot residential and stables area, Former Ascot Hotel site as all warrant special consideration for densities, as discussed previously.

The District Open Space within the City of Belmont includes:

- Wilson Park – Kooyong Road/Surrey Street Rivervale
- Peet Park – Kooyong/Wright Street, Kewdale
- Tomato Lake – Oats Street, Kewdale
- Miles Park – Wright Street, Cloverdale
- Centenary Park – Hardey Road, Belmont
- Selby Park - Morrison Street, Belmont
- Faulkner Park – Abernethy Road, Cloverdale - Belmont Town Centre 400m 'ped shed' affect this site to increase density.
- Swan River – Residential land abutting the river foreshore are subject to separate density considerations.
- Signal Hill – Belgravia Street, Belmont – 20-25 ANEF contours affect this site and R20 low density will apply in part.
- Forster Park – Abernethy Road, Cloverdale – 20-25 ANEF contours affect this site and R20 low density will apply in part.
- Belmont Oval/Cloverdale Sports Recreation Centre – Abernethy Road, Cloverdale – 20-25 ANEF contours affect this site and R20 low density will apply in part.
- Dod Reserve – Kew Street, Cloverdale - 20-25 ANEF contours affect the total area of this park and densities will remain low at R20.
- Redcliffe Park – Grand Parade, Redcliffe – 20-25 and 25-30 ANEF contours affect the total area of this park and densities will remain low at R12.5 and R20.
- Middleton Park – Epsom Avenue, Cloverdale – 20-25 ANEF contours affect the total area of this park and densities will remain low at R20.

## • IMPLEMENTATION

The recommendations presented in this strategy form part of the review of the current Town Planning Scheme No. 14. Consequently the implementation of this Local Housing Strategy will be through the preparation and finalisation of the proposed Town Planning Scheme No. 15 text and maps.

### ○ Town Planning Scheme No.15 Scheme Maps

#### ▪ Residential Zones

The Scheme Maps will indicate the residential areas which will primarily be zoned 'Residential' with the range of R Codes applied, as outlined in the Strategy. This generally includes:

#### Low

- Low density R12.5 and R20 for the land affected by ANEF contours, unless presently developed or coded in excess of these codes.
- Low density R20 within DA6 area, pending more detailed planning for the area which could allow for densities up to R100 depending on the outcomes of the structure planning process.
- Low density R20 in areas due to their unique character, (eg. Redcliffe), within 400m 'ped shed' of schools and areas outside the 400mm 'ped shed of commercial centres.
- Low/Medium density R20/40 within 400m 'ped shed' of Local/Neighbourhood Commercial Centres, abutting District Open Space, abutting Major transport/public transport corridors. The application of the higher code requires compliance with specific Performance Criteria to ensure a high quality of development.
- The 'Residential and Stables' zone which currently exists within Town Planning Scheme No. 14 should be retained and specific provisions relating to this zone retained within the Scheme text. This is a unique residential area that requires an increased level of planning controls relating to density and which the R Codes do not provide.

#### Low/Medium

- Existing Low/Medium density R20/40 and R20/60 codes will be retained.
- Low/Medium/High density R20/50/100 within the 400m 'ped shed' of the Town Centre. The application of the higher code requires compliance with specific Performance Criteria to ensure a high quality of development and the provision of a range of housing types.

#### High

- High density R100 to apply to existing residential zoned land in Rivervale, abutting, and on the north side of Great Eastern Highway.
- The residential sites designated in Town Planning Scheme No.14 and within Schedule 11 'Additional Residential Development Sites' and Schedule 13 'Additional Residential Development Site', should be coded accordingly on the Scheme Map, rather than listed in these schedules.

▪ **‘Special Control Areas – Development Areas’**

- ‘Special Control Areas – Development areas’ DA1 to DA 11 as identified in the Strategy should be identified on the Scheme Maps. The applicable R Code will be identified on the Scheme Map and/or within the Scheme Text Schedule for ‘Development Areas’ and/or within a Local Planning Policy. DA 1 and DA2 should be deleted from the DA areas as being substantially completed or obsolete. The remaining DA areas should be renumbered accordingly.
- Where a Structure Plan is adopted for a DA area, and subdivision and development within that area is complete but there may be a need for ongoing design guidelines and the like, consideration should be given to rezoning the area to a ‘Special Development Precinct’ with associated LPP in order to control development. Where no such ongoing control is required, the DA area can revert to other standard zoning.

▪ **Other Zones which include Residential Land Use**

- The existing ‘Mixed Use’ zone primarily located along Great Eastern Highway should continue to allow for residential land use with an unspecified density provision within the future Scheme.
- The ‘Mixed Business’ zone will allow for residential land use in accordance with Local Planning Policy No. 29 ‘Residential Landuses in the Mixed Business Zone’, which generally applies R20/80 along Great Eastern Highway and R20/40 around the periphery of the zone.

▪ **Scheme Text provisions**

- The Scheme Text should continue to refer to flexible residential density codes within the Scheme with the higher code being applied in accordance with Local Planning Policy No.1 which provides to the performance criteria for the specified higher codes.
- The provision for R30 development on corner lots within the lower density codes of R20 and R20 codes that currently exists under Town Planning Scheme No.14 should remain.

○ **Local Planning Policies**

- Local Planning Policy No.1 ‘Performance Criteria – Medium Density Residential Development’, should be deleted and the provisions incorporated into the Scheme Text. The provisions have been in play since the dual codings were introduced in 1991, have been subject of refinement through revisions and are now well accepted throughout the Belmont community as evidenced by feedback gained through the Housing Workshops.
- Introduce a new Local Planning Policy that addresses the inclusion of the R20/50/100 code and performance criteria for development around the Town Centre.
- The following Local Planning Policies should be updated and remain for future application for new residential development and/or additions to existing residential dwellings.
  - LPP No. 6 ‘Ascot Waters Special Development Precinct Policy’
  - LPP No. 8 ‘Invercloy Estate (Nulsen Haven) Special Development Precinct’
  - LPP No. 10 ‘Orrong Road Local Planning Policy’
  - LPP No. 16 ‘Belgravia/Barker Streets Area’
  - LPP No. 22 ‘Belgravia Residential Estate Policy’

- The following current or proposed draft Local Planning Policies should be revoked or discontinued:
  - LPP No. 9 'Building Height and Bulk Along Great Eastern Highway'
  - LPP No. 10 'Draft Great Eastern Highway Strategic Access'
  - LPP No. 19 'Boundary Walls'
  - LPP No.20 'Hill 60 Development Guidelines'
  - LPP No. 21 'Building Guidelines for Lots 450m2 and Less'
  - LPP No. 23 'Notification of Double Storey Development in Residential Zones'
  - LPP No. 27 'Applications for R Code Concessions for Single Bedroom Dwellings and Aged and Dependent Person's dwellings in Flexible Coded Areas'.
- Increased flexible coded densities along Abernethy Road (MRS 'Other Regional Road') requires the adoption of a Local Planning Policy, which requires noise attenuation measures against traffic noise to be applied for new development and/or design measures over the floor plan. This is similar to the Local Policy provisions for Orrong Road.

- **Access Plans**

The Scheme Text should retain the current provision which limits development to single residential development along regional road reserves unless a Vehicular Access Plan is prepared for the street block within which the development site is located. The VAP requires adoption by Council and the Department of Planning and Infrastructure.

In this regard Vehicular Access Plans (VAP) should be developed for all street blocks abutting :

- Abernethy Road which is identified for a flexible code.
- Great Eastern Highway between Kanowna Avenue and Bulong Avenue, where the land is zoned Residential identified for R20/40 under this Strategy.

- **MONITORING AND REVIEW**

As part of the statutory requirement for a five-yearly review of the town planning scheme, the Housing Strategy has prepared. It is proposed that the Housing Strategy be advertised and adopted. Further extensive review is not envisaged before the next formal five year review of the Scheme.

Monitoring and review of the success of the Strategy is ongoing and is linked to performance measures under Council's Strategic Plan.

## • REFERENCES

City of Belmont TPS 14 Local Planning Policy No. 1 - Performance Criteria for Medium Density Residential Development

City of Belmont TPS 14 Local Planning Policy No. 6 - Ascot Waters Special Development Precinct Policy

City of Belmont TPS 14 Local Planning Policy No. 8 - Invercloy Estate (Nulsen Haven) Special Development Precinct

City of Belmont TPS 14 Local Planning Policy No. 9 - Building Height and Bulk along Great Eastern Highway

City of Belmont TPS 14 Local Planning Policy No. 10 - Draft Great Eastern Highway Strategic Access

City of Belmont TPS 14 Local Planning Policy No. 11 - Orrong Road

City of Belmont TPS 14 Local Planning Policy No. 14 - Town Centre Frame Policy

City of Belmont TPS 14 Local Planning Policy No. 16 - Belgravia/Barker Streets Area

City of Belmont TPS 14 Local Planning Policy No. 19 – Boundary Walls Policy

City of Belmont TPS 14 Local Planning Policy No. 20 - Hill 60 Development Guidelines Policy

City of Belmont TPS 14 Local Planning Policy No. 21 – Building Guidelines for Lots 450m2 and Less

City of Belmont TPS 14 Local Planning Policy No. 22 - Belgravia Estate Special Development Precinct Policy

City of Belmont TPS 14 Local Planning Policy No. 23 - Notification of Double Storey Development in the Residential Zone

City of Belmont TPS 14 Local Planning Policy No. 27 – Applications for R Code Concessions for Single Bedroom Dwellings and Aged and Dependent Persons Dwelling in Flexible Coded Areas

City of Belmont TPS 14 Local Planning Policy No. 29 – Local Planning Policy on Residential Land uses in the 'Mixed Business' Zone

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Western Australian Planning Commission, Statement of Planning Policy 3.4 Draft Natural Hazards And Disasters

Western Australian Planning Commission, Statement of Planning Policy 4.1 Draft State Industrial Buffer Policy

Western Australian Planning Commission, Statement of Planning Policy 5.1 Land Use Planning In The Vicinity Of Perth Airport

Western Australian Planning Commission, Statement of Planning Policy Metropolitan Freight Network (Draft)

Western Australian Planning Commission, Statement of Planning Policy Road and Rail Transport Noise (Draft)

Western Australian Planning Commission, Development Control Policy 1.1 Subdivision of Land General Principles

Western Australian Planning Commission, Development Control Policy 1.6 Planning to Enhance Public Transport Use

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Western Australian Planning Commission Planning Bulletin No. 64 – Acid Sulfate Soils - November 2003

Western Australian Planning Commission, Liveable Neighbourhoods (Edition 3)

Western Australian Planning Commission, Residential Design Codes 2002

Western Australian Planning Commission, Network City

Western Australian Planning Commission, Designing Out Crime Planning Guidelines

Western Australian Planning Commission, Residential Density & Housing Examples Perth, WA July 2004

Australian Bureau of Statistics Census 2001 and ABS Quick Stats 2006

Australian New Urbanism – Australian Council for New Urbanism 2<sup>nd</sup> Edition 2006

Smart Growth - Downs A. Published 2005

The Smart Growth Tool Kit – Community Profiles and Case Studies ULI 2000

Planning the Good Community; New Urbanism – RTPi series Grant, J.

The New Urbanism – Towards an Architecture of Community - Katz, P. 1994

## • APPENDICES

The Appendices to this report are located in a separate document titled 'Local Housing Strategy Appendices' and includes the following appendices:

- Appendix 1 Accessibility Indicator Plan
- Appendix 2 Planning Context - State and Regional Context.
- Appendix 3 Planning Context - Local Context.
- Appendix 4 Population and Housing Demand.
- Appendix 5 City of Belmont – Functional Road Hierarchy.
- Appendix 6 Residential Density and Housing Examples – City of Belmont and Metropolitan Region
- Appendix 7 Plans Of Proposed R20 Coded Areas With Lot Sizes Over.
- Appendix 8 R100 Density Examples in the Town Centre on varying lot sizes.