

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

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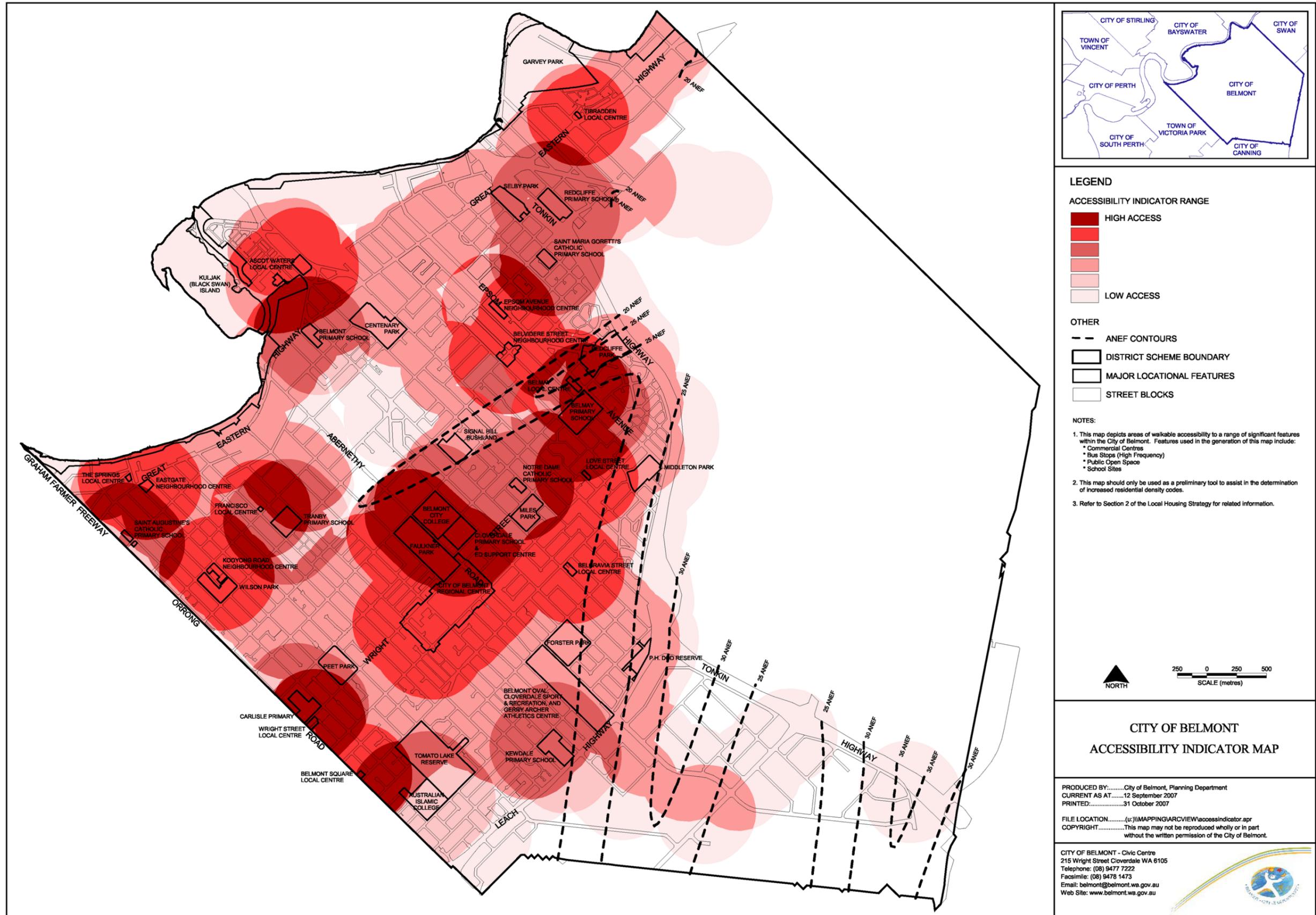
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*Note: The ‘Local Housing Strategy Appendices’ form part of the ‘Local Housing Strategy Report’ which is contained in a separate document.*

## **1. APPENDIX 1 - ACCESSIBILITY INDICATOR PLAN**

This plan represents an overlay of 400m radius 'pedsheds' to various community services and facilities, which have been identified and ranked according to their level of significance for the purpose of locating increased residential density. It is assumed that increase density is best located around areas of high accessibility to services/facilities. The greater the 'overlays' in an area, results in a 'darker shaded' area on the plan and this consequently identifies an area of high accessibility to these services/facilities. The 'lighter shaded' areas are lower accessibility.



## **2. APPENDIX 2 - PLANNING CONTEXT - STATE AND REGIONAL CONTEXT**

This section provides the detailed review of State and Regional planning provisions which affect residential housing and which is referred to in **Section 4.1 and 4.2 of the Strategy Report**.

### **2.1. 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.

#### **2.1.1. Model Scheme Text**

The Model Scheme Text (MST) is set out in Appendix B of the Town Planning Regulations 1967. The Model Scheme text consists of a set of core provisions for local and district town planning schemes which are intended to be applied consistently across the State. Outside the core provisions there is scope to vary the planning content to suit local circumstances.

#### **2.1.2. Western Australian Planning Commission Statements of Planning Policy (SPP)**

Section 77 of the Planning and Development Act 2005 requires Council to have due regard to Statements of Planning Policy, prepared under Section 26 of the Act. The Statement of Planning Policy which is relevant to the City's Housing Strategy is identified below.

Section 123 of the Planning and Development Act 2005 requires a local town planning scheme to comply with the provisions of the Metropolitan Region Scheme.

##### **2.1.2.1. State Planning Strategy and SPP No. 1 'State Planning Framework Policy' – February 2006**

In 1997 the Western Australian Planning Commission adopted the State Planning Strategy in order to plan for development up to 2029. The Strategy is aimed at developing a land use planning system to achieve a number of goals including generating wealth, conserving and enhancing the environment, and building vibrant and safe communities.

Statement of Planning Policy No. 1 'State Planning Framework' was developed to bring together existing State and regional policies and plans which apply to land use and development in Western Australia.

The State Planning Framework is an amalgamation of all planning policies, strategies and guidelines of the State that provide direction on the form and methods of growth and development.

The State Planning Strategy and Framework outline a number of principles relating to the community.

The State Planning Strategy outlines general principles and actions for the State and specific actions for the Perth Region. The Framework outlines a number of general principles for land use planning and development. In regard to the matter of the Community it states:

## *"A2. Community*

*Planning anticipates and responds to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities. Planning should recognise the need for and, as far as practicable, contribute towards more sustainable communities by:*

- i. accommodating future population growth and providing housing choice and diversity to suit the needs of different households, including specialist housing needs, and the services they require;*
- ii. providing land for a range of accessible community resources, including affordable housing, places of employment, open space, education, health, cultural and community services;*
- iii. integrating land use and transport planning and promoting patterns of land use which reduce the need for transport, promote the use of public transport and reduce the dependence on private cars;*
- iv. encouraging high standards of urban design and a sense of neighbourhood and community identity;*
- v. promoting commercial areas as the focus for shopping, employment and community activities at the local, district and regional levels; and*
- vi. providing effective systems of community consultation at appropriate stages in the planning and development process."*

### **Implications for the Local Housing Strategy**

The preparation and development of this Local Housing Strategy has been based on the overall vision outlined in the State Planning Strategy, and is consistent with the objects of that Strategy.

#### **2.1.2.2. SPP 3 Urban Growth and Settlement – March 2006**

This policy sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. It outlines that community expectations are contributing to a more compact development within established neighbourhoods, with mixed land uses and where there is less dependency upon the car. Population is ageing and household sizes reducing and a greater variety of housing types is sought. Greater emphasis is being placed upon affordable and liveable communities. In summary the objectives of the policy area:

- To provide a sustainable and well planned pattern of settlement with a variety of housing, employment, recreation and open space.
- To build on existing communities with established economies and enhance quality of life.
- To manage growth and development in response to social and economic needs and in recognition of climatic, environmental, heritage and community values and constraints.
- To promote sustainable and liveable neighbourhood form, which provide choice and affordability of housing and creates a sense of place.
- To coordinate new development with efficient, economic and timely provision of infrastructure and services.

### **Implications for the Local Housing Strategy**

The City has established infrastructure and services, community and commercial centres which can support increased residential development. The City's established commercial centres - local, neighbourhood and regional - can provide the focus for liveable neighbourhoods where increased densities and housing types may be accommodated. In addition, the existence of primary and secondary schools across the City indicate that the location of low density housing for family households with children will require consideration.

#### **2.1.2.3. SPP 3.1 Residential Design Codes – April 2008**

The R-Codes provide the basis for controlling the siting and design of residential development throughout Western Australia. The R-Codes were prepared by the Western Australian Planning Commission, and came into effect in October 2002 following a review of the 1991 Residential Planning Codes of Western Australia. A further review occurred and revised Codes were adopted in April 2008.

The Codes provide a comprehensive basis for the control, through local government, of residential development throughout Western Australia. They are intended to cover all requirements for planning control purposes and to minimise the need for Councils to introduce separate planning policies or variations to these matters.

The Codes do not address the physical construction requirements or the internal arrangements of buildings - these are matters controlled by the Building Code of Australia (BCA).

Objectives for residential development under the Codes are:

- to provide for a full range of housing types and densities that meet the needs of all people;
- to provide for local variations in neighbourhood character;
- to ensure appropriate standards of amenity for all dwellings;
- to ensure provision of on-site facilities for all dwellings;
- to protect the amenity of adjoining residential properties;
- to encourage the conservation of buildings with heritage value; and
- to encourage environmentally sensitive design.

Part 6 sets out 10 design elements:

- Element 1 Housing Density
- Element 2 Streetscape
- Element 3 Boundary Setbacks
- Element 4 Open Space
- Element 5 Access and Car Parking
- Element 6 Site Works
- Element 7 Building Height
- Element 8 Privacy
- Element 9 Design for Climate
- Element 10 Incidental Development

The standards of the Codes address such aspects as minimum site areas, frontage, plot ratio, open space percentages, outdoor living area, and setbacks for a range of density codes.

#### **Implications for the Local Housing Strategy**

The Residential Design Codes are applied within the City of Belmont Town Planning Scheme. However, where performance criteria are applied to split coded areas, a higher standard of design is required.

#### **2.1.2.4. SPP 3.4 Natural Hazards and Disasters – April 2006**

The policy requires that regional and local planning strategies, structure plans, schemes, subdivisions, strata subdivision and development applications, as well as other planning decisions and instruments should have regard to the natural elements that may combine to create hazards including:

- Climate
- Geology
- Soils
- Vegetation cover
- Slopes
- Landforms
- Hydrology.

Other factors to be taken into account would include:

- The built environment
- Community awareness
- The history of hazard events in the region
- The potential for long-term changes to risk such as climate and land use change.

Considering all of these elements will enable the definition of natural hazard management areas in planning strategies and schemes.

#### **Implications for the Local Housing Strategy**

Of the hazard considerations identified by the policy, those relating to Floods, Bushfires and Earthquakes are applicable to the City of Belmont.

Floods are addressed within the City of Belmont by adherence to requirements that restrict development within the floodplain to that which does not produce an adverse impact on surrounding development and it has an adequate level of flood protection.

Earthquakes are addressed directly through the standards incorporated into the Building Code of Australia and referenced Australian Standards.

In regard to bushfires, the statement of planning policy incorporates by reference the provisions and requirements contained in the guidelines Planning for Bushfire Protection (2001), development control policy 3.7 Fire planning, and Rural Urban bush fire threat analysis (2003). The focus of those documents are bush fire protection within new land development or rural areas and as such they have limited application to the City of Belmont. The City has been urbanised, with the exception of the Airport land which is beyond local planning controls.

### **2.1.2.5. SPP 4.1 Draft State Industrial Buffer Policy – July 2004**

The purpose of the policy is to provide a consistent Statewide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. The objectives of the policy are:

- To provide a consistent Statewide approach for the definition and securing of buffer areas around industry, infrastructure and some special uses.
- To protect industry, infrastructure and special uses from the encroachment of incompatible land uses.
- To provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses.
- To recognise the interests of existing landowners within buffer areas who may be affected by residual emissions and risks, as well as the interests, needs and economic benefits of existing industry and infrastructure which may be affected by encroaching incompatible land uses.

The policy applies to all industry infrastructure and special use categories where on-site and off-site buffer areas are required. It also has regard to associated road/rail/pipeline transport routes servicing facilities and airports.

The policy addresses:

- buffer requirements including those applicable to the City of Belmont being general industry; light industry; and service industry.
- buffer requirements of major infrastructure (existing and new infrastructure) including major freight terminals (Kewdale) and airports (Perth International Airport).

#### **Implications for the Local Housing Strategy**

The Kewdale Freight Terminal is located abutting Industrial zoned land, which provides a buffer to residential land use, which is located west of Leach Highway. Leach Highway represents a physical barrier between industrial and residential land, however it does not effectively provide a noise buffer between these land uses. The land west of Leach Highway is an established residential area and the maintenance of low density in this area is preferable. In some areas this corresponds with the ANEF contours for Perth Airport, where low density is required under State Policy.

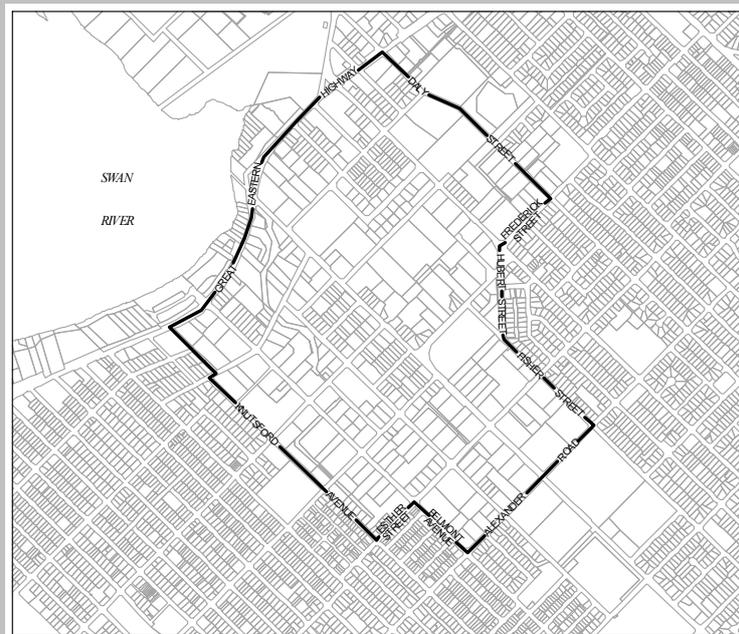
In regard to light/service industry and technology parks the policy states that all emissions and hazards should be retained on-site or at least within the zone or park area. However, in regard to general industry off-site buffer areas may be required. Where buffer areas are required these are flagged as requiring incorporation into strategic plans and regional and/or local government town planning schemes through appropriate land use designations, zoning and development controls.

In regard to the City a Central Belmont Mixed Use Study was undertaken to:

- To facilitate and plan for a coordinated approach in the development of a mix of land uses in the Study Area through the development of a 'Vision Plan' and supporting policy documents. This includes residential, offices, showroom and light/service industry land uses.

- To promote increased levels of certainty and market confidence in the Study Area through the implementation of a Vision Plan.
- To develop an Implementation Strategy to secure continued growth and investment within the municipality in line with the City of Belmont Opportunity objectives.

The Study Area is bounded by Great Eastern Highway, Knutsford Avenue, Esther Street, Belmont Avenue, Alexander Road, Fisher Street, Hubert Street, Frederick Street and Daly Street as shown below.



The implementation of this study is through the inclusion of various provisions in Town Planning Scheme No. 14 through Amendment No.52. In addition to the preparation of a Local Planning Policy which provides for 'Residential Land Uses in the Mixed Business Zone.' Further consideration to the residential land which is located opposite the 'Mixed Business' Zone may be required.

In regard to buffers for airports, the planning provisions, which aim to buffer residential areas from airport noise is addressed under a separate State Planning Policy (SPP5.1) and effectively addresses density and requirements for new dwellings.

The future planning for residential land, which abuts Perth Airport and the current entrance to the airport - Brearley Avenue – is identified as requiring further planning within a 'Special Control Area - Development Area' (DA 6)

#### **2.1.2.6. SPP 5.1 Land Use Planning in the Vicinity of Perth Airport – February 2004**

The 'Statement of Planning Policy No 5.1 – Land Use Planning in the Vicinity of Perth Airport' introduced the use of ANEF contours (Australian Noise Exposure Forecast) based on ultimate capacity. The Westralia Airports Corporation prepared the ANEF forecast in consultation with AirServices Australia.

The level of operations adopted for the forecast has been based on the nominal capacity of the airport identified in the 1999 Airport Master Plan, being 350,000 movements per year.

The TPS 14 map shows the land affected by the 20-30 ANEF contours throughout the City.

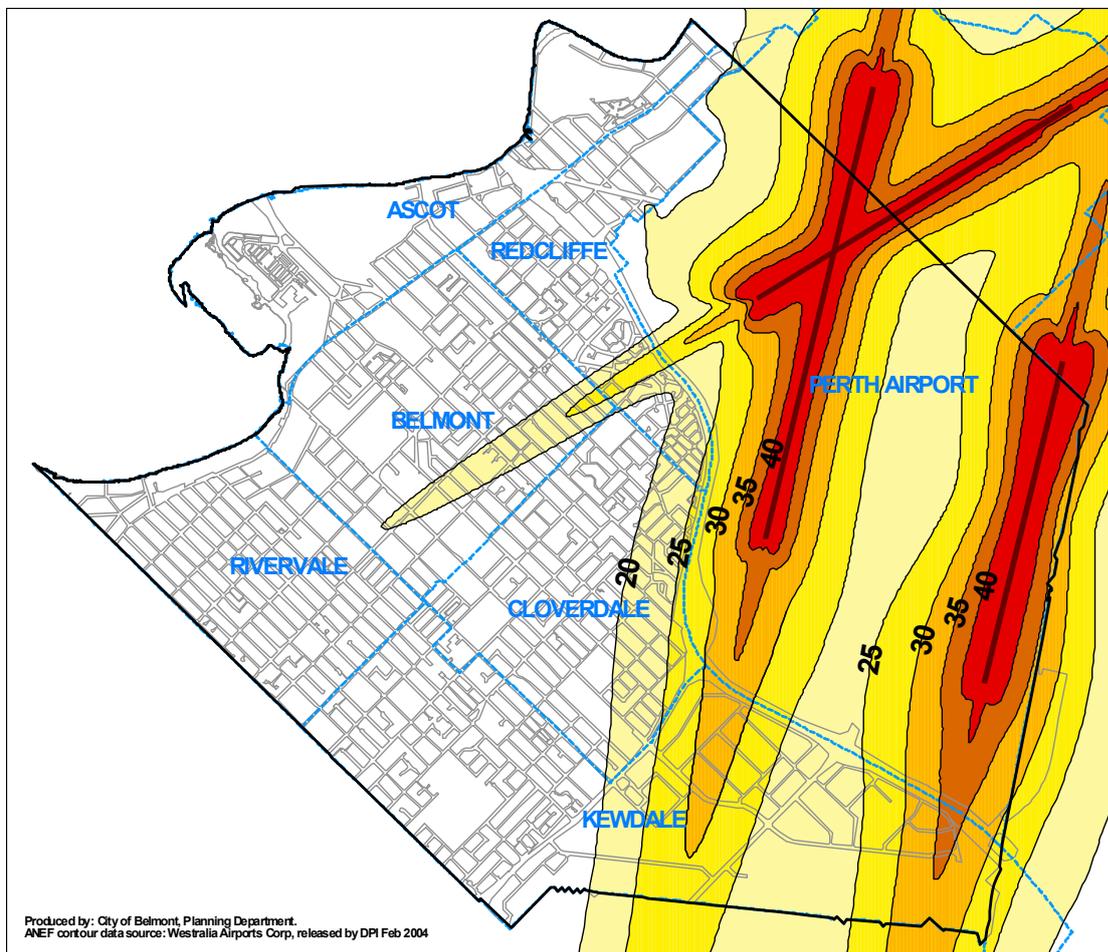
Clause 10.3.1.6 of Town Planning Scheme No. 14 (TPS 14) states that all properties within or partially within the 25-30 ANEF (Australian Noise Exposure Forecast) are limited to an R12.5 density. Schedule 16 of TPS No.14 identifies the lots affected.

Residential land within the 20 – 25 ANEF is generally limited to an R20 density, unless:

- There is a strategic need to a more consolidated development.
- Higher density is required for redevelopment or infill reasons.
- Higher density is desirable for other public interest reasons.

Noise insulation is required to be incorporated into:

- new houses on lots affected by noise exposure levels above 25 ANEF.
- major additions to existing houses involving the construction of more than two habitable rooms, or an increase of over 25% in habitable floorspace. The noise insulation is only required for the additions.



Australian Noise Exposure Forecast (ANEF) Areas Location Plan

### **Implications for the Local Housing Strategy**

The R20 code is observed within the areas of the City which is affected by the 20 ANEF contours and above, with the exception of:

- existing R20/40 code which is located over lots in the western extremity of the 20 ANEF and being situated opposite the 'Mixed Business' zone of the Scheme,
- existing R20/40 around Love Street and Belgravia Street an Local Shopping Centres
- scattered lots of R30 and R40 near Redcliffe Park

A portion of the 20 – 25 ANEF contour area is located across residential areas which also fall within a 400m radius of the following commercial centres;

#### Local Centre

- Belmont Avenue (proposed to be downgraded in the Commercial Strategy)
- Belgravia Street
- Love Street

#### Neighbourhood Centre

- Belvidere Street

Having regard for the principles of 'Liveable Neighbourhoods' and 'New Urbanism' these areas would normally be considered for increased density, in excess of the R20, which is applicable under SPP 5.1. It is noted that the 20 – 25 ANEF affects approximately 25% or less of the residential areas within the 400m radius of these commercial centres. The retention of R20 over a relatively small portion of each of these five commercial centres, would not appear to detrimentally affect the principle of increasing the densities around the centres. The balance of the areas, outside the 20 ANEF contour may be increased in density.

#### **2.1.2.7. SPP 2.10 Swan Canning River System – December 2006**

This policy contains a vision statement for the future of the Swan-Canning river system, policies based on the guiding principles for future land use and development in the precincts along the river system.

The objectives of this policy are to:

- provide a regional framework for the preparation of precinct plans for each of the 23 precincts identified in the Swan River System Landscape Description;
- provide a context for consistent and integrated planning and decision making in relation to the river; and
- to ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.

The policy is based on guiding principles relating to social benefits, environmental values, cultural and natural heritage, and design and development.

Specific policy statements are proposed for various parts of the River with the City of Belmont falling within Section 8.3 'Perth Water'. Section 8.3 identifies that this part of the river provides a variety of recreational, commercial and transport activities. It also acknowledges that redevelopment has occurred along much of this section of the river in recent years, resulting in a wide variety of land uses and a changing landscape.

The policy requires that in regard to the City of Belmont planning decisions in this area should:

- recognise the importance of the river for transport, commerce, tourism and leisure as well as its conservation values;
- enhance the appearance and function of existing recreation, tourism and commercial nodes and proposed nodes identified in an adopted Swan-Canning precinct plan;
- protect places of cultural significance, in particular places on the State heritage register and the Department of Indigenous Affairs register of significant places;
- promote a purposeful aesthetic for new riverside development, appropriate to its surroundings, contemporary and clearly displaying a sense of place by the river; and
- protect and enhance river views in redevelopment projects and ensure that development complements the natural landforms and provides opportunities for public access to and enjoyment of the river.

#### **Implications for the Local Housing Strategy**

The City contains residential areas, which are located between Great Eastern Highway and the Swan River and therefore the influence of the river and foreshore will impact on these specific residential areas. The Town Planning Scheme identifies a number of 'Special Control Areas – Development Areas' and/or 'Policy' provisions and/or Scheme provisions, which apply to these residential areas. These provide the opportunity of applying further structure planning, design guidelines, specific policy and/or Scheme provisions which can specifically address planning for these residential areas within the context of its proximity to the river. These areas include:

- Special Control Areas - Development Areas
  - DA7 – Tibbradden Circle, Coolgardie Parade, Central Avenue, Garvey Park – Redcliffe
  - DA8 – Hay Road, Lilian Grove, Fauntleroy Avenue, – Redcliffe
  - DA9 – Fauntleroy Avenue, Hay Rd, rear of Great Easter Highway Mixed use – Redcliffe
  - DA10 – Lot 20 Epsom Ave, Lot111 Nisbet Street (former Ascot Inn) – Ascot
  - DA11 - 'The Springs', Great Eastern Highway, Graham Farmer Freeway, Brighton Rd, Swan River – Rivervale
- Scheme and/or Policy Provisions
  - 'Ascot Waters Special Development Precinct Policy' - Ascot
  - 'Hill 60 Development Guidelines Policy' - Rivervale
  - 'Invercloy Estate (Nulsen Haven) Special Development Precinct'
  - 'Residential and Stables Zone' – Redcliffe

### **2.1.2.8. SPP Metropolitan Freight Network (Draft) - May 2005**

The intent of this policy is to identify and protect the metropolitan freight road and rail network as well as minimise the adverse impact of freight transport noise on adjacent development.

The objectives of the policy are to:

- facilitate the development and operation of an efficient freight network, based on strategic co-location of freight handling facilities serviced by an integrated network of freight transport facilities;
- protect the primary freight network from avoidable encroachment by any incompatible or noise sensitive development with the potential to compromise freight handling and/or transport operations;
- minimise adverse environmental and social impacts associated with the handling and movement of freight on noise sensitive development, such as housing; and
- inform local government and landowners of the designation of existing and proposed freight network.

The Primary freight network, for the purpose of this policy, comprises both freight roads and freight rail lines, with routes having been designated on the basis of importance for the movement of freight to and within the Perth Metropolitan Region.

Within the City of Belmont Orrong Road, Tonkin Highway and Leach Highway are identified as Primary Freight Road Routes. Kewdale freight terminal is identified as an 'Intermodal Freight Terminal' with associated freight rail lines and freight road lines.

#### **Implications for the Local Housing Strategy**

In terms of applying the policy within the City of Belmont the policy identifies that as these roads are existing primary freight corridors abutting existing urban development the opportunity will arise to apply this policy along these corridors if and when redevelopment of individual properties is proposed or when the transport infrastructure is upgraded.

The majority of residential land which abuts and is in close proximity to Tonkin Highway and Leach Highway primary freight routes, is also affected by the Airport ANEF controls. Therefore the controls to maintain low density in this area to address noise already exists.

The Orrong Road primary freight route abuts residential land that has a split low density/medium density residential code. In locations where an R60 density is provided, the 'Orrong Road Local Planning Policy' requires residential development to provide housing design and construction to address acoustic measures.

### **2.1.2.9. SPP Road and Rail Transport Noise (Draft) – May 2005**

This policy is primarily concerned with how the planning system can be used to minimise the adverse impact of transport noise without placing unreasonable restrictions on development or adding unduly to the cost of road and rail infrastructure.

Specifically, the policy:

- establishes criteria to be used in the assessment of proposals involving noise-sensitive development in the vicinity of major transport corridors;
- identifies measures that can be adopted to reduce road and rail traffic noise; and
- describes the circumstances when such measures are required.

### **Implications for the Local Housing Strategy**

As identified above, the City has addressed noise controls along Orrong Road, where a higher R60 code is developed. The higher density takes advantage of Orrong Road as an accessible public transport route. The Orrong Road Local Planning Policy requires the following for new higher density residential development:

- The floor plan for new dwellings on land adjacent to Orrong Road shall be designed so that those rooms least sensitive to vehicular noise, including secondary living areas, kitchens, bathrooms and spare bedrooms, are sited closest to Orrong Road.
- Design measures to attenuate dwellings against traffic noise shall be encouraged (refer to Australian Standard 3671 – Acoustics – Road Traffic Intrusion – Building and Siting Construction).

Consideration should be given to applying the similar noise attenuation measures and density incentives as those in place for Orrong Road to encourage appropriate redevelopment along the section of Abernethy Road between Hendra Street and Leach Highway. This will also have the added benefit of encouraging redevelopment along a regional road whereby the number of crossovers can be rationalised (through vehicular access plans) as redevelopment occurs.

Noise issues for the existing residential areas adjacent to Leach Highway and Tonkin Highway are primarily addressed through the application of a low density as specified under SPP 5.1 'Land use Planning in the Vicinity of Perth Airport' which coincides in this area.

#### **2.1.2.10. SPP Network City (Draft) – March 2006**

This policy aims to confirm 'Network City: Community Planning Strategy for Perth and Peel' as the metropolitan strategy for Perth and Peel and supersedes the former 'Metroplan'. The policy establishes a 'Vision', 'Values', 'Principles', 'Objectives', 'Themes' and 'Strategies'.

The general 'Themes' of Network City, which also have local relevance are;

1. Manage growth by sharing responsibility between industry, communities and government.
2. Make fuller use of urban land.
3. Plan with communities.
4. Nurture the environment.
5. Encourage public over private transport.
6. Strengthen local sense of place.
7. Deliver strategies which deliver local jobs.
8. Provide for affordable housing.

Planning for a Liveable City is a key feature of the Policy. Figure 3.1 from Network City is reproduced below and shows factors both positively and negatively impacting on liveability.

Figure 3.1(a): Factors contributing to high standards of liveability

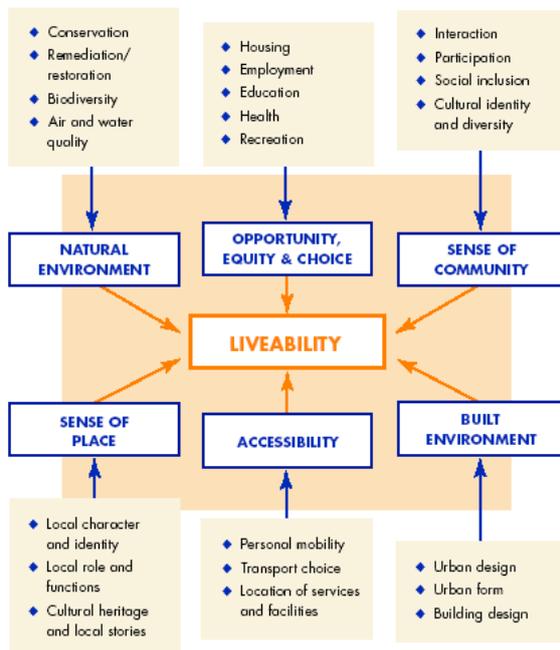
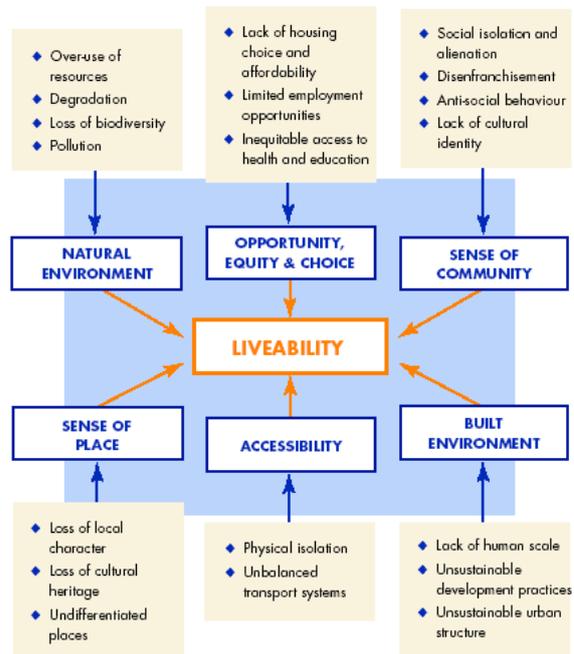


Figure 3.1(b): Factors having a negative impact on liveability



Source: Network City: Community Planning Strategy for Perth and Peel

### Implications for the Local Housing Strategy

The City of Belmont is predominantly an established inner – middle urban area of the region where the existing infrastructure of commercial centres, community facilities, schools, transport and services provide the basis to support increased residential density and housing types to accommodate future growth of Perth City and within Belmont. In addition, the existing communities within Belmont and their needs require recognition and in this regard the City of Belmont has undertaken a series of workshops which involved the Community, Councillors, Youth and Aboriginal people. These workshops addressed responses to ‘the needs for singles, families and seniors’, ‘the location for community hubs and density’, and ‘design aspects for streetscape’.

Consideration for Network City ‘Objectives’, ‘Themes’ and ‘Strategies’ will be included in the Local Housing Strategy.

### 2.1.3. Western Australian Planning Commission Development Control (DC) Policies

#### 2.1.3.1. DC 1.1 Subdivision of Land General Principles – June 2004

The objectives of Policy No. DC 1.1 Subdivision of Land – General Principles requires that the subdivision of land is consistent with Statement of Planning Policy No. 1 State Planning Framework and relevant WAPC policies and plans.

### **2.1.3.2. DC 1.6 Planning to Support Transit Use and Transit Oriented Development – January 2006**

This Commission policy aims to ensure that planning takes into account the opportunities created by provision of public transport and that provision is made in structure planning and subdivision design for public transport services. This policy is an integral part of a range of policies directed towards greater urban sustainability in accordance with the State Planning Strategy (Principles and Actions 7.4: Infrastructure) and the State Planning Framework, Statement of Planning Policy No.8.

Policy objectives include:

- ensuring the optimum use of land close to railway stations, bus terminals, transport interchanges and routes containing frequent public transport services for residential, commercial and other intensive uses; and
- promoting development of a more sustainable urban form.

The policy flags that in preparing town planning schemes, opportunities for the intensification and diversity of land uses within public transport precincts should be maximised.

In regard to Residential development, the policy recommends that medium to high residential densities should be encouraged in public transport precincts and on land within 200m of identified frequent public transport services.

### **2.1.3.3. DC 2.2 Residential Subdivision – July 2003**

This policy establishes the Commission's position regarding residential subdivision. Policy objectives include the facilitation of the supply of residential lots of a wide range of sizes and shapes which reflect the statutory provisions of town planning schemes, the availability of reticulated sewerage and the need for frontage to public roads.

### **2.1.3.4. DC 2.3 Public Open Space in Residential Areas – May 2002**

Policy No. DC 2.3 addresses public open space in residential areas. The basic component of this policy is the requirement in residential areas that 10 percent of the gross subdivisible area shall be given up free of cost by the subdivider for public open space. This has been the basis of public open space policy in the State for many years, and emanates from the recommendations of the Plan for the Metropolitan Region Perth and Fremantle, 1955 Report (the Stephenson Hepburn Plan).

A separate Local Planning Strategy is being prepared addressing the issue of public open space within the City of Belmont.

### **2.1.3.5. Western Australian Planning Commission Liveable Neighbourhoods Edition 3 (Draft) – October 2004**

This is a draft policy based on previous editions which have been on trial since 1998. The application of this draft policy has been optional and is an alternative to the application of adopted DC policies, some of which are detailed above.

Liveable Neighbourhoods has the following aims:

1. To provide for an urban structure of walkable neighbourhoods clustering to form towns of compatibly mixed uses in order to reduce car dependence for access to employment, retail and community facilities.

2. To ensure that walkable neighbourhoods and access to services and facilities are designed for all users, including users with disabilities.
3. To foster a sense of community and strong local identity and sense of place in neighbourhoods and towns.
4. To provide for access generally by way of an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving.
5. To ensure active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity.
6. To facilitate new development which supports the efficiency of public transport systems where available, and provides safe, direct access to the system for residents.
7. To facilitate mixed use urban development which provides for a wide range of living, employment and leisure opportunities capable of adapting over time as the community changes, and which reflects appropriate community standards of health, safety and amenity.
8. To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.
9. To ensure the avoidance of key environmental areas and the incorporation of significant cultural and environmental features of a site into the design of an area.
10. To provide for a more integrated approach to the design of open space and urban water management.
11. To ensure cost-effective and resource-efficient development to promote affordable housing.
12. To maximise land efficiency wherever possible.

The policy identifies that Perth, in particular, faces serious issues in the twenty-first century. These include the high cost of providing services and facilities to cater for continued rapid expansion, the need for greater housing affordability, concerns about safety and security, a desire for greater social, economic and environmental sustainability, need for more locally-based jobs and the ability to provide public transport more efficiently.

Today there is greater emphasis on social, economic and environmental aspects, with the resulting urban forms in transition. Recent neighbourhood design concepts have been given titles such as Transit Oriented Design (TOD), Traditional Neighbourhood Design (TND), Greenhouse Neighbourhoods and Urban Villages. In each case the underlying objective is to create Liveable Neighbourhoods that reduce dependency on private vehicles and are more energy and land efficient.

In response to this, the emerging planning agenda focuses on the idea of an urban structure based on walkable mixed use neighbourhoods with interconnected street patterns to facilitate movement and to disperse traffic. Daily needs may be in walking distance of most residents. With good design, more people will actively use local streets, enhancing safety. Local employment opportunities are facilitated in the town structure, providing the community with a firmer economic base and enhancing self containment of neighbourhoods and towns.

Safe, sustainable and attractive neighbourhoods are sought with a strong site-responsive identity supportive of local community. This model promotes better community, employment and environmental sustainability than conventional planning practice.

Notwithstanding that the Codes are intended for new development areas, many of the principles can be applied to existing developed areas.

### **Implications for the Local Housing Strategy**

Having regard for the principles of 'Liveable Neighbourhoods':

- The City's existing Local and Neighbourhood Centres and Belmont Regional Centre will be identified and a 400m (5 minute) radius identified around these centres. Further consideration will be given to increased densities.
- The 400m radius around Belmont Regional Centre will be further considered for mixed land uses.
- The location of schools within the City will be identified and consideration of densities and housing types to support this facility.
- The location of mixed business areas which also allows residential land use will be identified within the City.
- District open space will be considered for increased residential density to increase surveillance of the open space and to promote designated open space areas as a focal point within a neighbourhood.
- The location of pathways within the City to support walkable neighbourhoods will be examined.
- These principles also address the fundamentals of 'New Urbanism', with 'walkable neighbourhoods of 400m radius, being compact and pedestrian friendly, mixed uses in the centre of the neighbourhood and higher densities around the centre. The major transport corridors providing a range of housing types and increased densities.
- The City provides 'Ascot Waters' - 250 lot residential subdivision which supports the principles of 'Liveable Neighbourhoods' and 'New Urbanism'.

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

The purpose of Planning Bulletin No. 64 is to provide advice and guidance on matters that should be taken into account in the rezoning, subdivision and development of land that contains acid sulfate soils.

The WAPC is developing a comprehensive policy response to the issue of acid sulphate soils. In the meantime, the planning guidelines set out in appendix 1 of Planning Bulletin No. 64 provide information and advice on relevant considerations to be taken into account in planning decision-making. Mapping is provided with the bulletin identifying areas of high risk however care must be taken to use the maps within its limit of scale.

The majority of the City of Belmont falls within the Moderate to Low Risk Category of having Actual and Potential Acid Sulfate Soils. There are scattered areas of high risk sites, generally within public open space areas – Forster Park, Tomato Lake, Faulkner Park – and along the river foreshore and within the Mixed Business Area. The high risk acid sulphate soils do not affect generally affect widespread residential areas.

## **2.2. Regional Context**

### **2.2.1. Metropolitan Region Scheme**

The City of Belmont is predominantly zoned 'Urban' under the Region Scheme with two main areas of 'Industrial' zoned land - in Kewdale and more centrally located around Abernethy Road and west of Alexander Road.

Regional Reserved land includes:

- Primary Regional Roads – Great Eastern Highway, Tonkin Highway, Leach Highway
- Other Regional Roads – Abernethy Road/Fairbrother Street/Belgravia Street
- Parks and Recreation – Forster Park, Tomato Lake and along the river foreshore
- Public Purposes – (CG) Commonwealth Government (Perth Airport) and (HS) High School
- Railways – Kewdale Freight Terminal

### **2.2.2. Swan and Helena River Management Framework Project Report – February 2006**

The Swan and Helena Rivers Management Framework Project Report is a regional initiative, prepared for the Eastern Metropolitan Regional Council, of which the City of Belmont is a member. The project aims to enhance the use and improve economic, social and environmental values of the Swan River through careful land use planning. In April 2007, the City of Belmont endorsed the report (as modified after the public advertising).

The plan will create an overarching vision and guide future development, preservation and restoration of the foreshore area. Objectives are to:

- Develop a regional view of the opportunities associated with the Swan River
- Develop a vision for the future development of the Swan River as a regional asset and identification of nodes, forms of development and strategies to contribute towards achieving this overarching vision
- Develop a strategic framework for progressing the detailed local area planning of the identified nodes/ activities
- To provide guidance on consistent and effective land management practices.

The Swan River concept plan is likely to have a significant impact on the management of the 11km of Swan River foreshore and adjacent land within the City of Belmont. Areas identified as significant by the concept plan within the City of Belmont include Garvey Park; 6PR Radio Mast and environs; Black Swan Island; Bristle Park; Sandringham Hotel; 'The Springs' foreshore; Swan Portland No. 1 Dredge; and Balbuk Way boat ramp.

Precinct One of the Plan covers from Windan Bridge to Black Swan Island. The Precinct is located in Perth Water. For the purpose of the Study the precinct commences at Windan Bridge, East Perth. It should be noted that the Belmont Peninsula and East Perth/Mt Lawley foreshores are outside of the study area boundary. However, as these areas are closely linked to Precinct One (and included within the proposed extended study boundary), these nodes have been included in the Precinct.

This precinct is suburban in landscape character, with a range of housing styles and suburban land uses in the vicinity of the river foreshore. The Rivervale section of the foreshore has a series of residential apartments located on the dunes adjacent to the river and is experiencing increasing development pressure due to its close proximity to the Swan River and the Perth CBD. Controls and rehabilitation measures are required to ensure a riverine character is maintained as viewed from the waterway and adjacent visual catchment.

Precinct Two of the Plan covers from Black Swan Island to the Helena River Confluence. Precinct Two is located in Perth Water. For the purpose of the study the Precinct commences at Bristle Park, Ascot / Balgup Wetland Reserve, Maylands and continues through to the Helena River confluence.

Most of the precinct can be classified as a suburban landscape. In several locations, the suburban landscape occurs a considerable distance from the foreshore area, this includes the area surrounding Garvey Park in Ascot.

The foreshore within this precinct contains two key regional activity nodes; Riverside Gardens in Bayswater and Garvey Park in Belmont. Both of these nodes are well used by the community, host sporting events and have improvement plans proposed. The precinct also contains two key conservation nodes; Black Swan Island (formerly a landfill site), and Ashfield Flats. These nodes have significant environmental value and present the opportunity to develop educational and interpretive environmental trails. It is important that both nodes are conserved to maintain and enhance their environmental value.

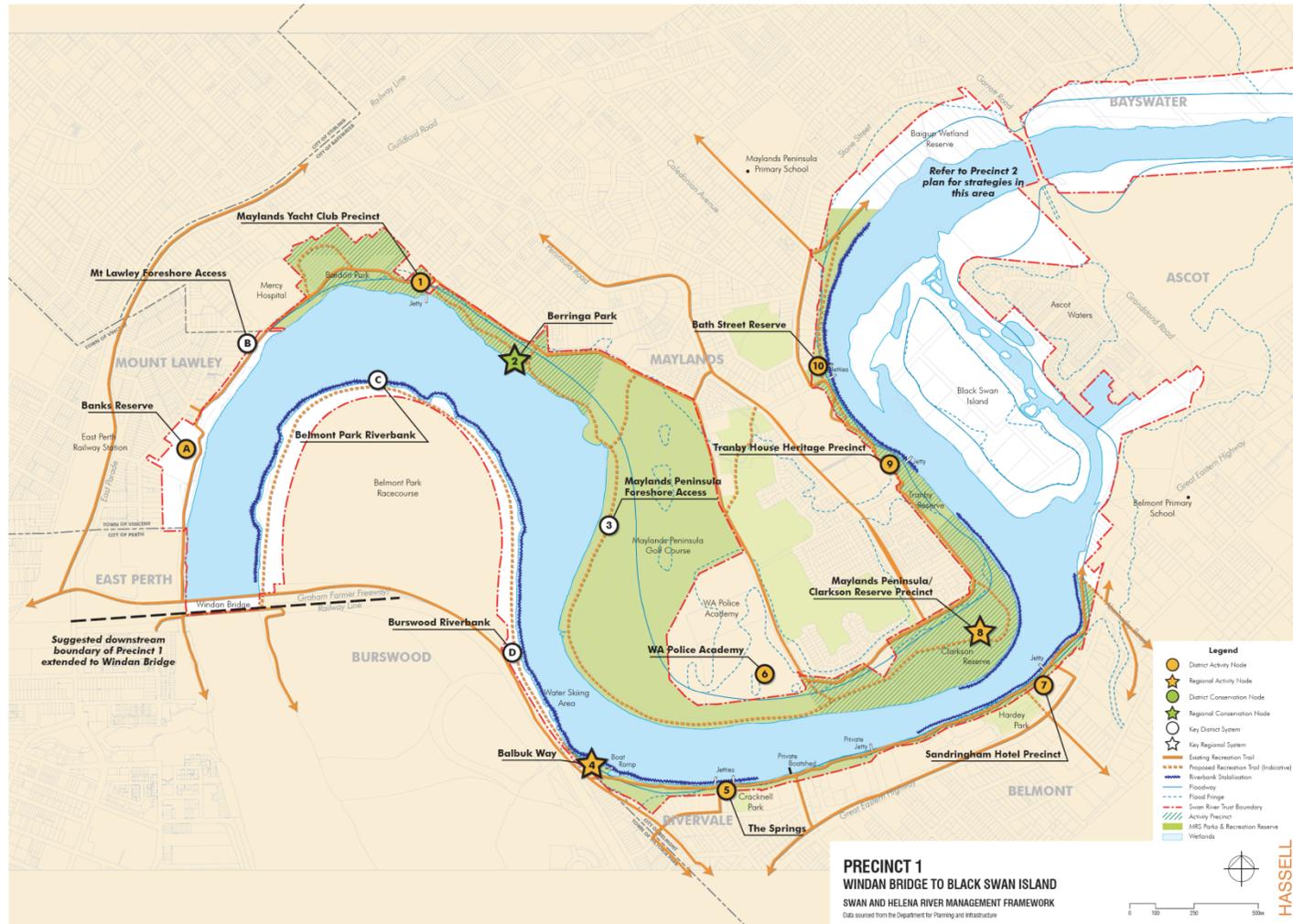
One of the key issues for this precinct is that private land ownership and topography currently creates barrier to developing continuous recreation trail network.

Copies of the two precincts are included on the following pages.

### **Implications for the Local Housing Strategy**

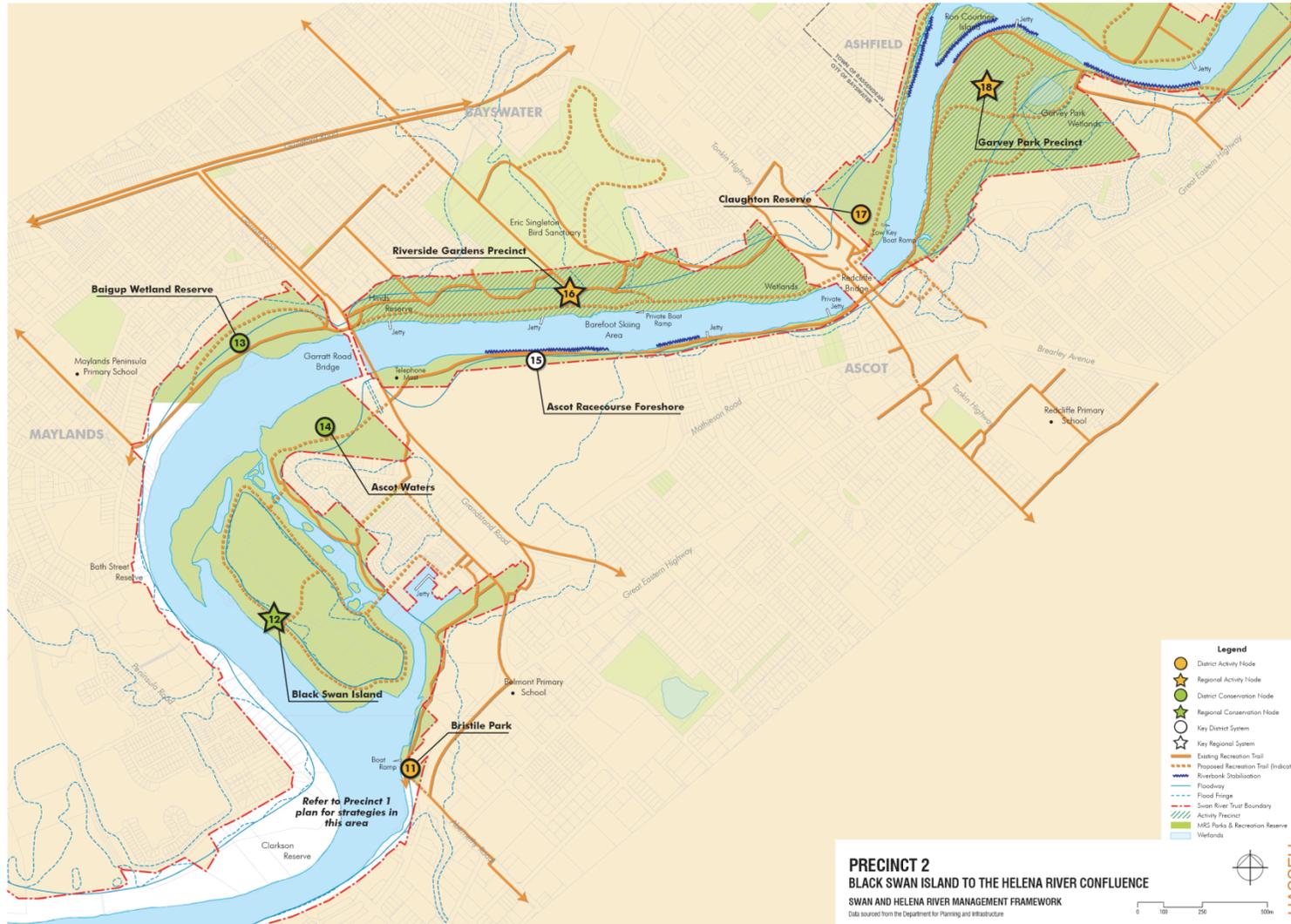
The City contains residential areas, which are located abutting and near the Swan River and therefore the influence of the river and foreshore will impact on these specific residential areas. The Town Planning Scheme identifies a number of 'Special Control Areas – Development Areas' and/or 'Policy' provisions and/or Scheme provisions, which apply to these residential areas. These provide the opportunity of applying further structure planning, design guidelines, specific policy and/or Scheme provisions which can specifically address planning for these residential areas within the context of its proximity to the river and the issues raised in this report.

06 PRECINCT PLANS



DRAFT SWAN RIVER MANAGEMENT FRAMEWORK: PPP0027: AUGUST 2008: HASSELL  
 38

06 PRECINCT PLANS



DRAFT SWAN RIVER MANAGEMENT FRAMEWORK, PPP1027, AUGUST 2006, HASSELL

### 3. APPENDIX 3 - PLANNING CONTEXT - LOCAL CONTEXT

This section provides the detailed review of Local planning provisions which affect residential housing and which is referred to in **Section 4.3 of the Strategy Report**.

#### 3.1. Town Planning Scheme No. 14

Town Planning Scheme No. 14 was gazetted in December 1999. This District Scheme was established in accordance with the requirements of the Town Planning and Development Act 1928 (as amended) and Town Planning Regulations 1967.

The Metropolitan Region Town Planning Scheme Act 1959 stipulates that any town planning scheme must be consistent with the Metropolitan Region Scheme.

The aims of Town Planning Scheme No. 14 are:

- *To assist the effective implementation of regional plans and policies including the State Planning Strategy.*
- *To ensure there is a sufficient supply of serviced and suitable land for housing, employment, commercial activities, community facilities, recreation and open space.*
- *To provide for housing choice and variety in neighbourhoods with a community identity and high levels of amenity.*
- *To assist employment and economic growth by facilitating the timely provision of suitable land for retail, commercial, industrial, entertainment and tourist developments, as well as providing opportunities for home-based employment.*
- *To protect and enhance the environmental values and natural resources of the local government area and to promote ecologically sustainable land use and development.*
- *To safeguard and enhance the character and amenity of the built and natural environment of the local government area.”*

Under Clause 5.8.1 when Council exercises discretion in considering a planning application, the Council shall have due regard to a range of matters including: *(b) the provisions of the Local Planning Strategy;*

Therefore the Housing Strategy and the future direction it provides for residential planning within the City- density, location of various densities, housing types, policy, structure planning - will provide the basis when considering future residential development applications.

### 3.1.1. Zones

Residential land use is permitted within a range of zones within Town Planning Scheme No. 14, which include the following:

- **‘Residential’**

This is the principal zone for residential land use with the application of a single R code or split code. The provision of the WAPC, Residential Design Codes generally apply to development. In some cases a Local Planning Policy augments the planning provisions which apply to a site. Single houses are a permitted land use. Ancillary accommodation, grouped dwellings and multiple dwellings are listed as discretionary land uses. Single bedroom and Aged/dependant persons’ accommodation is considered in accordance with the Residential Design Codes. Where these housing forms are located within a split code a Local Planning Policy also applies to limit the density bonus for single/aged/dependant to apply to the lower code.

The Residential zone immediately surrounding the Belmont Town centre also provides for a limited range of non residential land uses.

- **‘Springs Special Development Precinct’**

This zone applies to land bounded by Great Eastern Highway, Graham Farmer Freeway, Brighton Road, Swan River in Rivervale. A ‘Special Control Area – Development Area’ also applies to the site which requires the preparation of a structure plan and/or detailed area plan. Single house, grouped dwelling and multiple dwelling are all discretionary land uses.

- **‘Residential and Stables’**

This zone allows residential development with lot sizes of 1,000m<sup>2</sup> in association with stables. This zone specifically caters for and protects the horse racing industry and associated housing in proximity to nearby Ascot Racecourse.

- **‘Commercial’ ‘Mixed Use’ and ‘Mixed Business’**

These zones also provide for a single house, grouped dwelling and multiple dwelling as discretionary land uses. An R Code does not generally apply and the Scheme provides discretion to consider a range of density.

### 3.1.2. Density Codes

The majority of the City’s residential areas are coded ‘Residential R20’ and is predominantly single housing. The R20 density also provides for the ability of corner lots to develop to an R30 density, under particular requirements.

The residential land, in Rivervale, on the river side of the western end of Great Eastern Highway has a density code of R80, providing for high density residential development. In the ‘Mixed Use’ zone, in this location (and other parts of the City) the Scheme allows residential development with no residential density limit.

The Residential and Stables area in Ascot has a low density coding of R10 to cater for the horse racing industry, which allows for the development of dwellings with stables behind.

There are a number of designated ‘split codes within this City. Clause 10.3.1.5 of Town Planning Scheme No.14 is treated as a discretionary power to vary the base R20 density code requirements.

The R20-40 flexible coded areas are strategically located due to proximity to major transport routes and local shopping centres. The City's practice is that in a flexible coded R20/40 area, the "base" code of R20 applies, in accordance with Clause 10.3.1.5. The Scheme allows development to occur at a higher density (up to the equivalent of R40) where there is a high degree of compliance with Local Planning Policy No 1. The corner lot provision of R30 may also apply.

Sections of residential land abutting Orrong Road have a flexible coding of R20-60. These flexible codes cater for medium density residential development. A Local Planning Policy applies which specifies the requirement to observe in order to achieve the higher R Code.

### **3.1.3. Special Development Precincts**

Town Planning Scheme No.14, Clause 10.2.4 provides for 'Special Development Precincts' for residential development. The Scheme provides for R Code variations subject to the adoption of a Local Planning Policy. The 'Special Development Precincts are;

1. *'Ascot Waters' – generally bounded by Grandstand Road, Stoneham Street, Great Eastern Highway and Swan River, Ascot.*

Local Planning Policy (LPP 6) 'Ascot Waters Special Development Precinct Policy' applies to this site.

An Outline Development Plan adopted by Council in July 1998 applies to a portion of this Precinct being 'Ascot Waters Marina Village Outline Development Plan'.

2. *'Invercloy Estate' – generally bounded by Tibbradden Circle, Hay Road, Fautleroy Avenue and Great Eastern Highway, Ascot.*

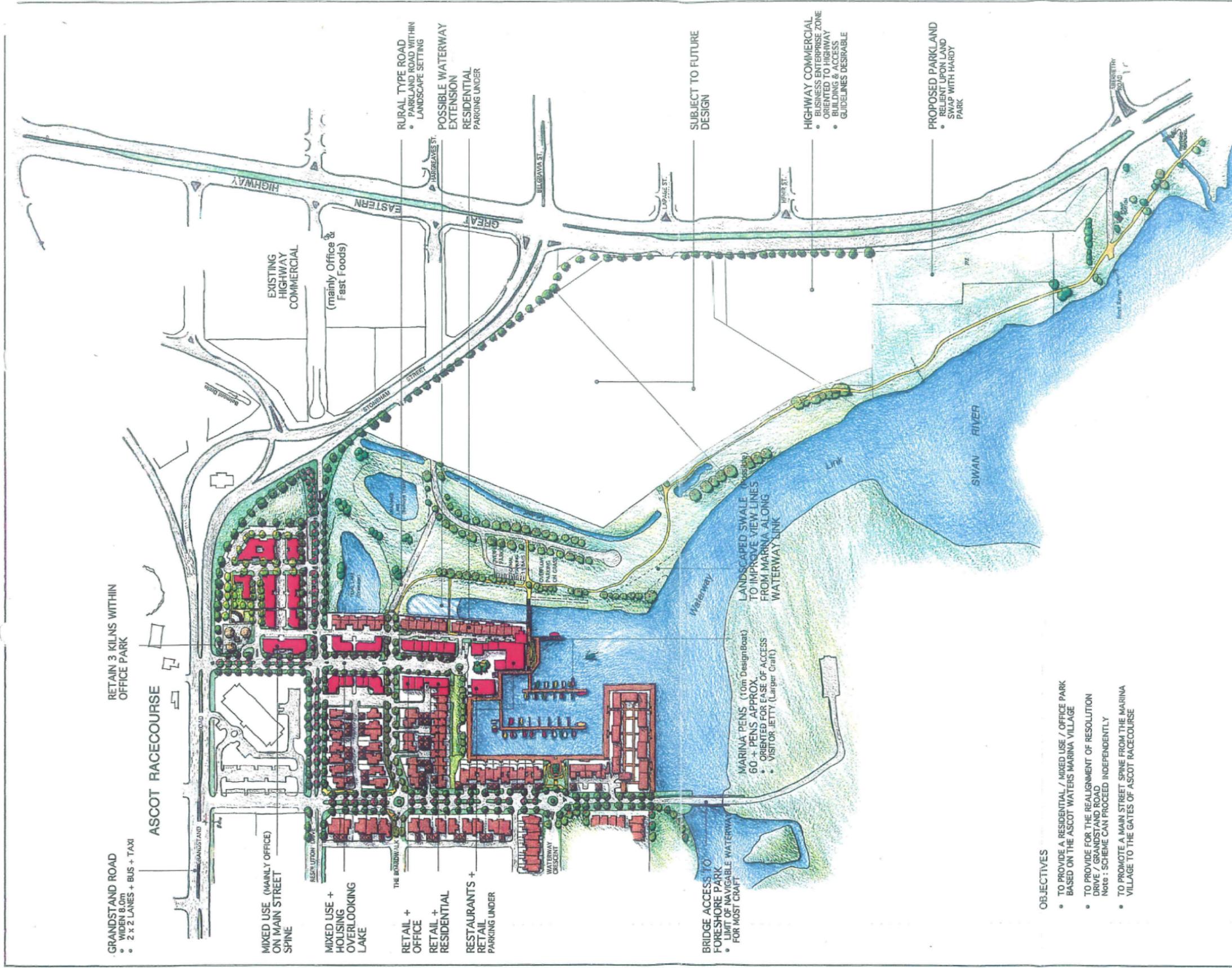
Local Planning Policy (LPP 8) 'Invercloy Estate (Nulsen Haven) Special Development Precinct' applies to this site.

3. *'The Springs' – generally bounded by Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River, Rivervale.*

A 'Special Control Area – Development Area' also applies to the site which requires the preparation of a structure plan and/or detailed area plan. A Structure Plan and Design Guidelines within a Local Planning Policy has been prepared for the area.

4. *'Belgravia Parklands' – generally bounded by Belgravia Street, Barker Street, Daly Street and Mixed Use zone lots fronting Daly Street and Belgravia Street.*

Local Planning Policy (LPP 22) Belgravia Residential Estate Policy applies to this site.



**OBJECTIVES**

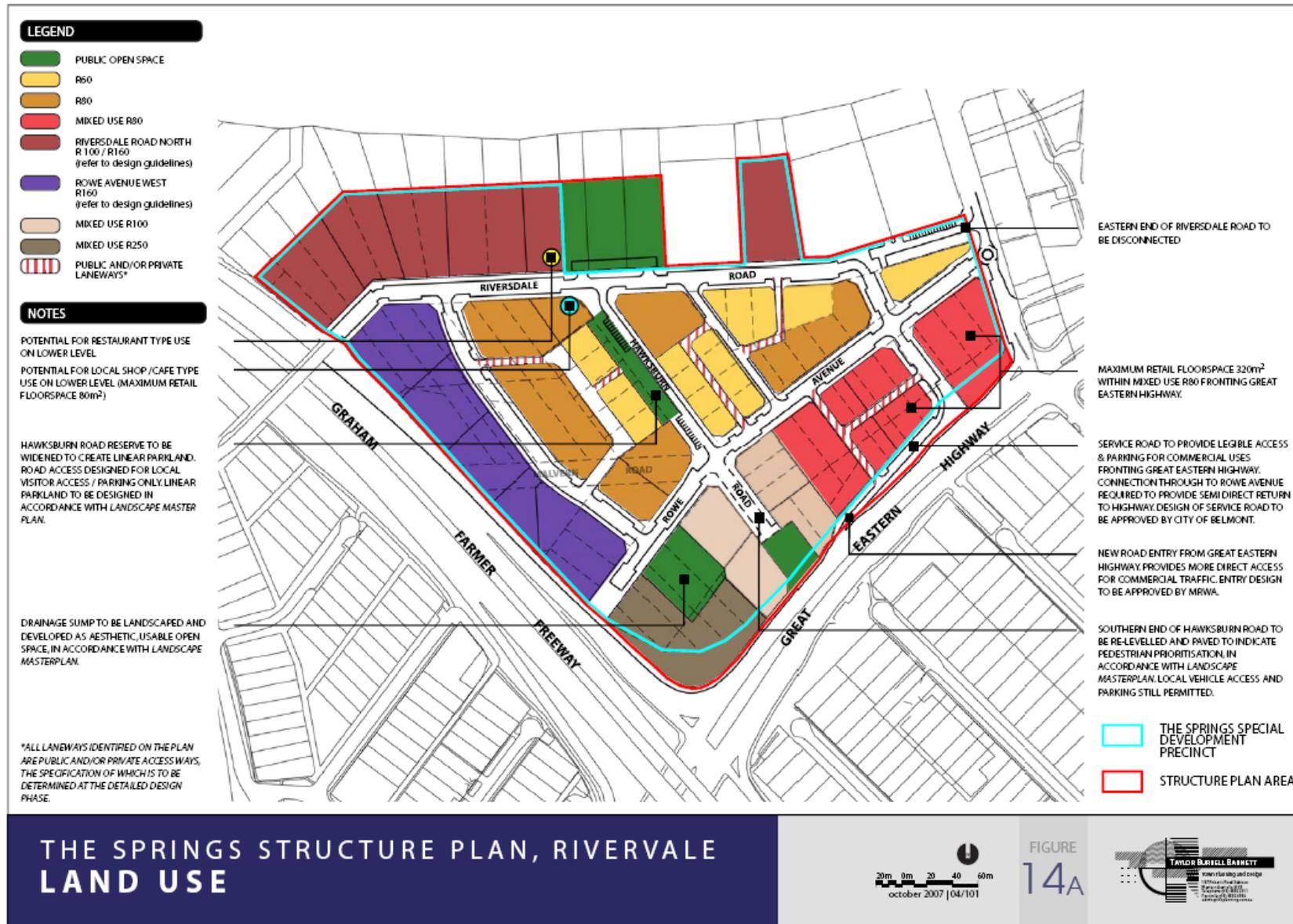
- TO PROVIDE A RESIDENTIAL / MIXED USE / OFFICE PARK BASED ON THE ASCOT WATERS MARINA VILLAGE
- TO PROVIDE FOR THE REALIGNMENT OF RESOLUTION DRIVE / GRANDSTAND ROAD  
NOTE : SCHEME CAN PROCEED INDEPENDENTLY
- TO PROMOTE A MAIN STREET SPINE FROM THE MARINA VILLAGE TO THE GATES OF ASCOT RACECOURSE



**OUTLINE DEVELOPMENT PLAN  
MARINA VILLAGE & GREAT EASTERN HIGHWAY  
ASCOT WATERS**

DATE April 1998  
PLANNING NO. 94/44/771





### 3.1.4. Special Control Areas - Development Area

Town Planning Scheme No.14, Clause 10.17.1 provides for 'Special Control Areas' for the purpose of designating 'Development Areas' (DA) which require further comprehensive planning and the coordination of subdivision and development. The designation of land within a Development Area will require the preparation of a 'Structure Plan' and in some cases a 'Detailed Area Plan' may also be required.

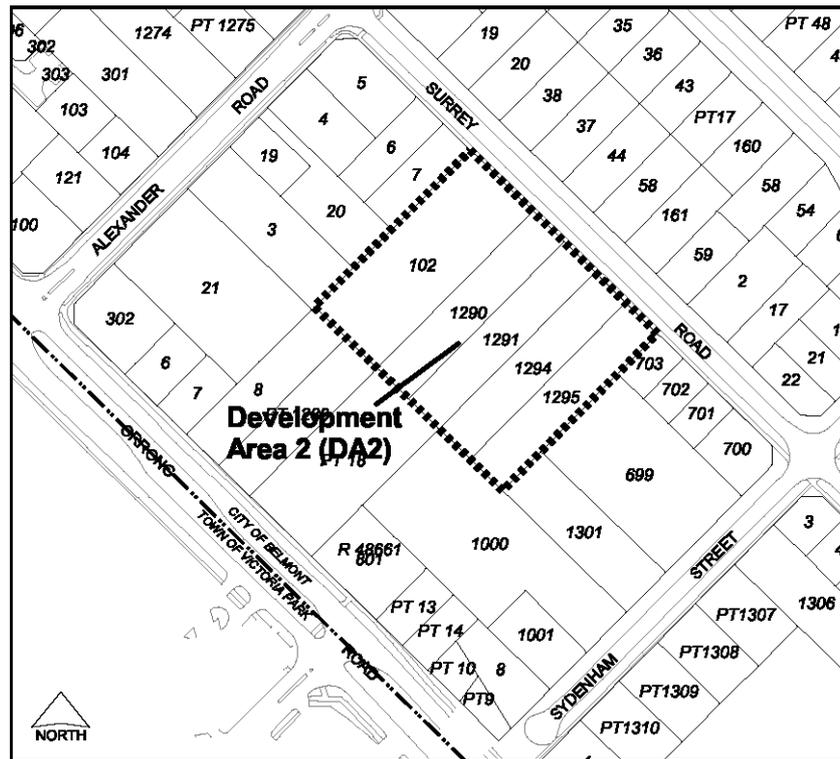
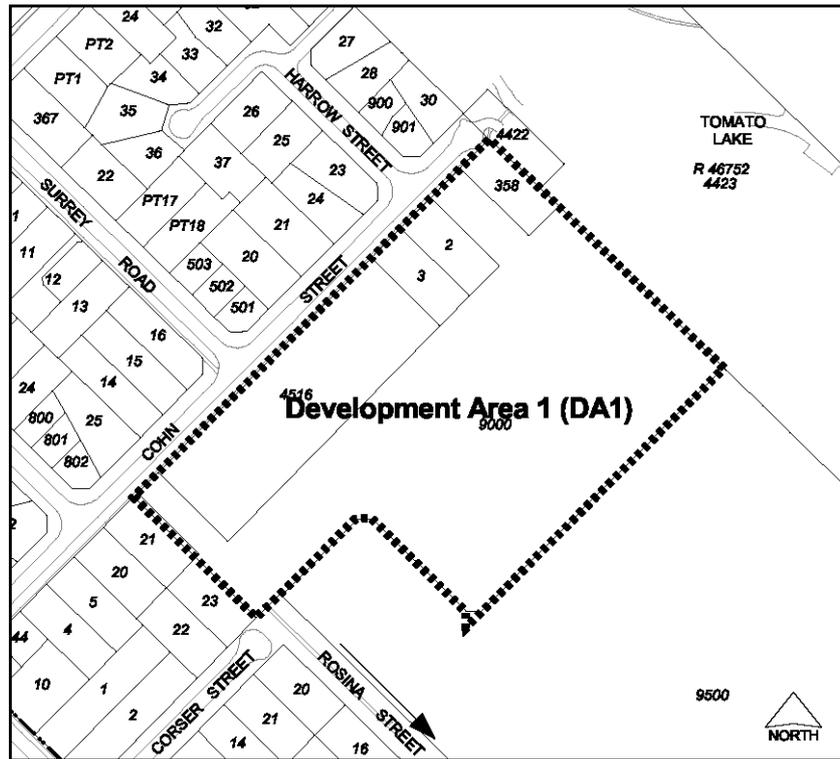
The Development Areas provided in the Scheme are detailed below.

REF. NO.	AREA	PROVISIONS
DA 1	Location 4074 (147-159) President Street; Location 4516 (84-94) Cohn Street; Lot 3 (96) Cohn Street; Lot 2 (98) Cohn Street; Location 4517 (100) Cohn Street; and Lot 358 (102) Cohn Street Kewdale	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> </ol>
DA 2 Portion of Orrong Road Superblock fronting Surrey Road	Portion of Orrong Road Superblock bounded by Orrong Road, Alexander Road, Surrey Road and Sydenham Street – Lots 1286, 1287, 1290, 1291, 1294 and 1295 Surrey Road, Rivervale.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> <li>3. Notwithstanding any provision of this Scheme to the contrary, land within this area can be developed to a maximum R Code density of R20, however, the Council may permit the land being developed to a maximum R Code density of R40, in accordance with an adopted Structure Plan.</li> </ol>
DA3 Land Abutting Dod Reserve	Land fronting Kew Street and abutting Dod Reserve.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> </ol>
DA 4	Land bounded by Ryans Court, Morrison Street, Stanton Road and Tonkin Highway Redcliffe.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> <li>3. Not less than seventy-five percent (75%) of all land within the Residential Zone shall be developed for the purpose of single houses.</li> </ol>
DA 5	Land bounded by Stanton Road, Morrison Street, Greenshields Way and Tonkin Highway.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> </ol>
DA 6	Land bounded by Tonkin Highway, Great Eastern Highway, Coolgardie Avenue, Redcliffe Road, Fauntleroy Avenue and Precincts 1A and 1B as defined under the Perth Airport Masterplan 2004.	An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.



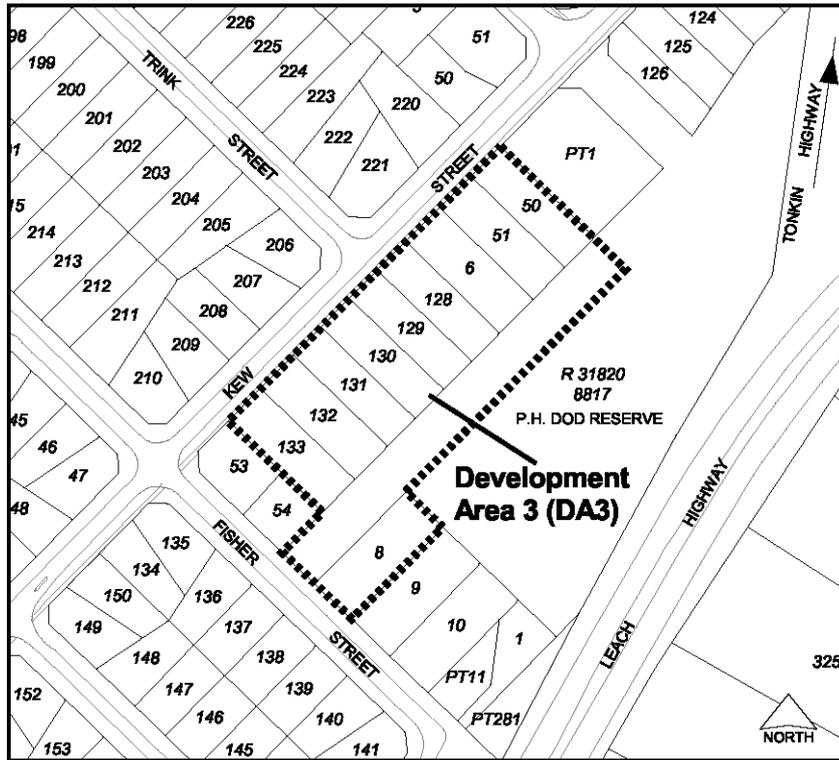
<b>REF. NO.</b>	<b>AREA</b>	<b>PROVISIONS</b>
DA 7	Land bounded by Tibbradden Circle, Coolgardie Parade, Central Avenue, Garvey Park, and the back of lots 57 to 75 Fernridge Cove.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> </ol>
DA 8	Land bounded by Hay Road, Lilian Grove, Fautleroy Avenue and the eastern boundary of Lot 258 Fautleroy Avenue.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> </ol>
DA 9	Land bounded by Fautleroy Avenue, Hay Road, Lot 185 Hay Road and the rear of the Mixed Use zoned lots fronting Great Eastern Highway.	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To provide for residential development.</li> </ol>
DA 10	Lot 120 Epsom Avenue and Lot 111 Nisbet Street, Ascot (Ascot Inn)	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> <li>2. To incorporate the existing heritage place in any structure plan for the area.</li> </ol>
DA 11	The Springs bounded by the Swan River, Brighton Road, Great Eastern Highway and Graham Farmer Freeway	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall apply to the land in order to guide subdivision and development.</li> </ol>

With the exception of DA1 and DA2, the development area designations are still required as redevelopment has not been completed.



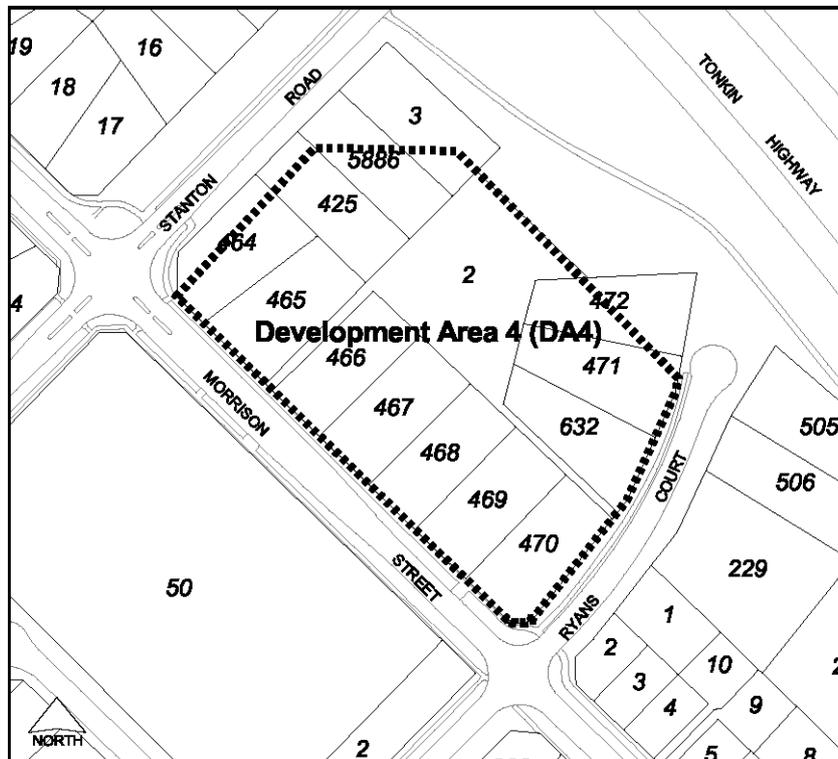
**DA1 and DA2**

Development areas DA1 and DA2 are largely redeveloped through subdivision and grouped dwelling developments and are no longer required.



**DA3**

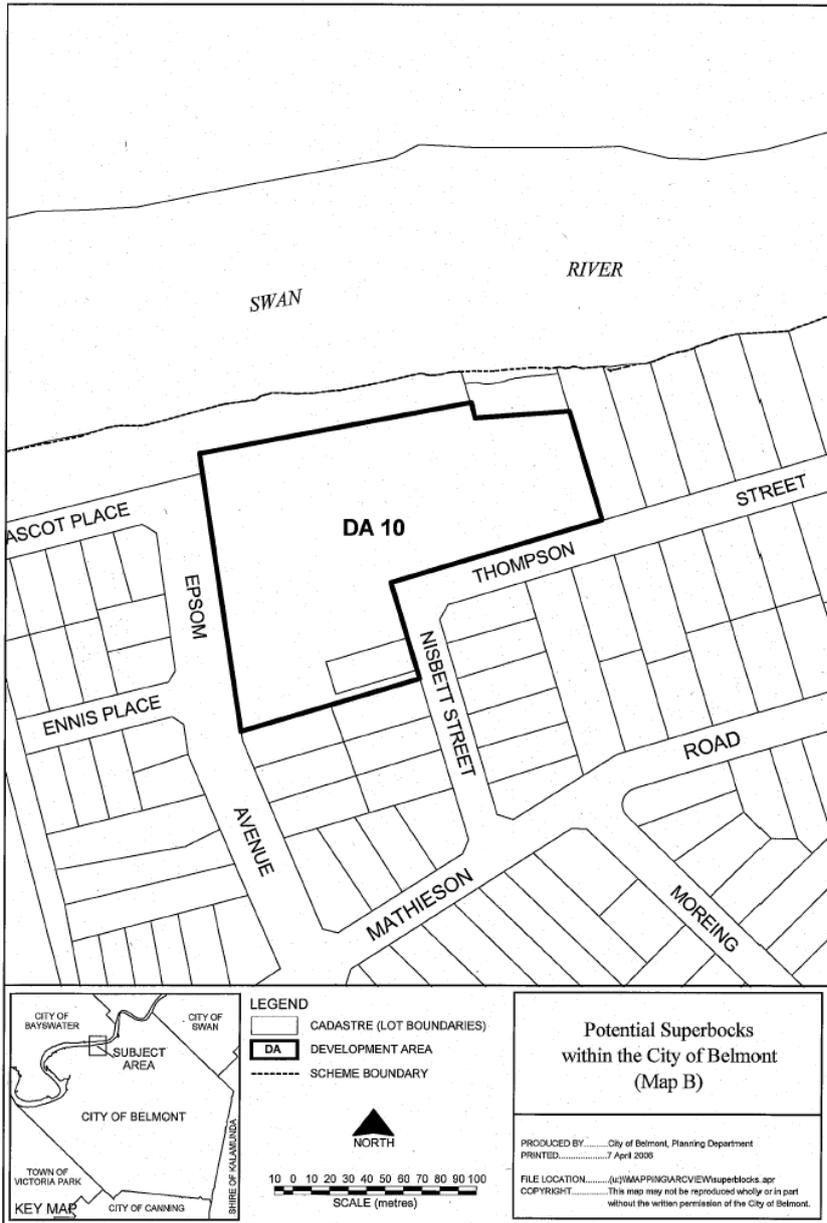
All land is privately owned. Council is coordinating the redevelopment of this area by pre-funding the construction of a new road (off Fisher Street) and provision of services. This will enable the existing abutting Lots to individually subdivide and create new single residential lots with frontage to Dod Reserve. Legal agreements are proposed with each landowner for Council to recover the prefunded construction/services.



**DA4**

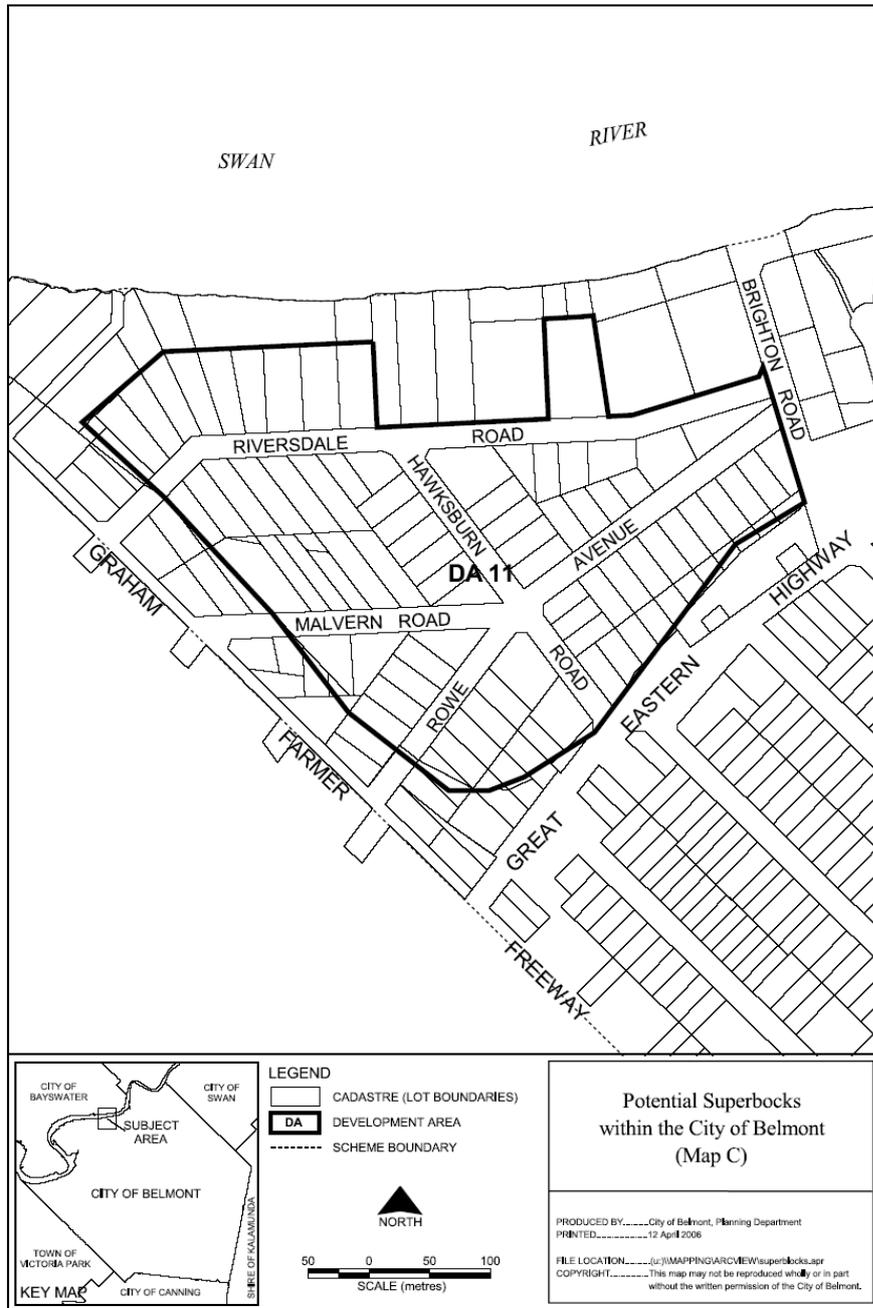
Land bounded by Ryan's Court, Morrison Street, Stanton Road and Tonkin Highway, Redcliffe.





**DA5 to DA10**

Structure Plans are currently under preparation for all the DA areas with the exception of DA 6 which is undergoing a preliminary ‘visioning’ exercise in consultation with landowners in the area.



**DA11**

LandCorp prepared a Structure Plan and associated design guidelines for 'The Springs'. Council adopted the Structure Plan and the Guidelines (Local Planning Policy No. 31 at its meeting of 28 August 2007.

### 3.1.5. Other Residential Areas for Future Planning

Other residential areas which are not designated under a 'Special Control Area – Development Area', but are dealt with under a Local Planning Policy are:

- LPP 11 Orrong Road Local Planning Policy
- LPP 16 Belgravia/Barker Streets Policy Area
- LPP 20 Hill 60 Development Guidelines Policy

### 3.2. City of Belmont Local Planning Policies

Clause 2.3 of the City of Belmont Town Planning Scheme No. 14 relates to local planning policies. It allows for Council to prepare a Local Planning Policy in respect of any matter related to the planning and development of the Scheme Area and can apply generally or for a particular class or classes of matters; and throughout the Scheme Area or in one or more parts of the Scheme Area. Any Local Planning Policy prepared must be consistent with the Scheme and where any inconsistency arises the Scheme prevails.

There are a number of local planning policies adopted under Scheme No. 14 which relate to housing within the City of Belmont. These policies include:

- LPP No. 1 - Performance Criteria for Medium Density Residential Development
- LPP No. 6 - Ascot Waters Special Development Precinct Policy
- LPP No. 8 - Invercloy Estate (Nulsen Haven) Special Development Precinct
- LPP No. 9 - Building Height and Bulk Along Great Eastern Highway
- LPP No. 10 - Draft Great Eastern Highway Strategic Access
- LPP No. 11 - Orrong Road Local Planning Policy
- LPP No. 14 - Town Centre Frame Policy
- LPP No. 16 - Belgravia/Barker Streets Area
- LPP No. 19 – Boundary Walls Policy
- LPP No. 20 - Hill 60 Development Guidelines Policy
- LPP No. 21 – Building Guidelines for Lots 450m<sup>2</sup> and Less
- LPP No. 22 - Belgravia Residential Estate Policy
- LPP No. 23 - Notification of Double Storey Development in The Residential Zone
- LPP No. 27 – Applications for R Code Concessions for Single Bedroom Dwellings and Aged and Dependent Persons Dwelling in Flexible Coded Areas
- LPP No. 29 – Local Planning Policy on Residential Land uses in the 'Mixed Business Zone'
- LPP No. 31 - Design Guidelines for 'The Springs'

The following provides a summary of these Policies. However the relevance of these policies will need to be reviewed with further consideration of the Housing Strategy.

#### 3.2.1. Local Planning Policy No. 1 - Performance Criteria for Medium Density Residential Development

Local Planning Policy No. 1 has been utilised by the City of Belmont in various forms since 1991. The preparation of Design Guidelines for Residential Development for the City of Belmont was initially funded and facilitated by the Department for Planning and Infrastructure – previously the Department of Planning and Urban Development (DPUD).

The workshop involved consultation and discussion with community representatives, real estate agents, architects, designers, builders, local government town planners and secondary school children. The workshop resulted in a new approach to medium density housing, and has clearly achieved improved development design for grouped dwelling developments throughout the City.

The first version of this Policy was initially adopted as a result of the workshop. The Policy was based on residential design guidelines resulting from the workshop and first existed as 'Policy Statement No. 8' under the City of Belmont Town Planning Scheme No. 11. Town Planning Scheme No. 11 was gazetted on the 17<sup>th</sup> June 1988.

The policy has been reviewed on a regular basis and any amended versions have been advertised in accordance with Clause 2.5 of the City of Belmont District Planning Scheme No. 14.

The current version of LPP 1 was adopted by Council in December 2004.

In adopting the current version, Council Officers liaised extensively with Western Australian Planning Commission (WAPC) officers when LPP 1 was reviewed in 2004. The Commission noted that the Policy was substantially aimed at guiding development (grouped dwelling applications) and recommended that the Policy be expanded to include criteria for survey strata applications and subdivision.

The Policy was expanded to take into account issues raised by the WAPC. The Commission formally endorsed the current version of Local Planning Policy No. 1.

Under Local Planning Policy No 1, single storey development is only possible for densities up to a maximum of R30. If a development proposes a density at the equivalent of R35 or above, the policy requires a combination of 2 storey development and the incorporation of mezzanine/loft levels.

Mezzanine and two storey development is required at R35 or above as:

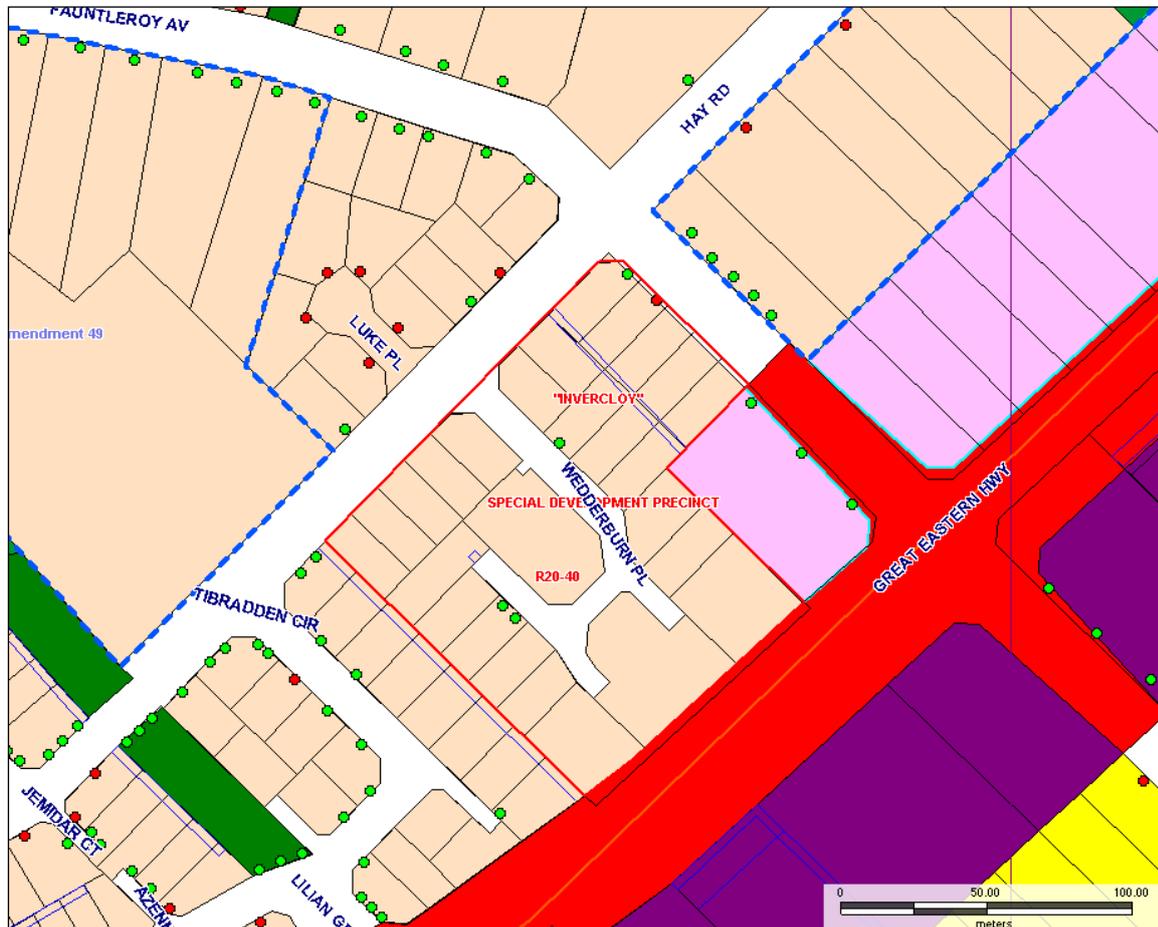
- (a) It creates greater open space on the ground with increased amenity between units;
- (b) It ensures living areas commensurate for family needs and encourages better internal facilities;
- (c) Better informal surveillance on the street is obtained;
- (d) Variation in streetscape through changes in height and design is achieved; and
- (e) A higher standard of development results.

The Policy also requires the achievement of a high standard of development through establishing an individual identity for each dwelling, imaginative layout, variation in building design and the use of complimentary colours and materials.

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 a successful means of achieving the City's planning objectives.



- To facilitate residential development that recognises and respects the historical significance of the site and the principal “Invercloy” building.
- To ensure the subdivision attracts high quality development.
- To encourage new development to be sympathetic and complimentary to Nulsen Haven, without copying the historic architectural style.



Although the Estate has developed in accordance with the Guidelines, the policy is required to ensure any alterations or additions remain consistent with the Guidelines.

### 3.2.4. Local Planning Policy No. 9 - Building Height and Bulk along Great Eastern Highway

This Policy is intended to control the height and bulk of buildings on land abutting Great Eastern Highway within the City of Belmont. It applies to all land abutting Great Eastern Highway in the City of Belmont.

The Policy is to be read in conjunction with the General Development Requirements of Town Planning Scheme No. 14.

The objective of the Policy is to ensure that the amenity of existing and future development along the highway is not compromised by the approval of development that is inappropriate in respect of its height and bulk.

It is considered that Scheme provisions adequately address this issue and the policy is expected to be deleted in the future Scheme.

### **3.2.5. Local Planning Policy No. 10 - Draft Great Eastern Highway Strategic Access**

This draft policy was formulated from the Great Eastern Highway Strategic Access Study commissioned by Main Roads Western Australia (MRWA) for the purpose of providing a policy plan for vehicle, pedestrian and cyclist access along Great Eastern Highway, with particular attention to access for vehicles to properties fronting the Highway. This Policy includes land that is specifically zoned 'Residential' and/or other zoning which allows residential land uses.

The immediate need for the plan arose from the development of a proposal to upgrade the Highway to incorporate three traffic lanes in each direction and a median strip over the whole length of the Highway within the City of Belmont.

The policy area impacts on all land fronting the Great Eastern Highway from Kooyong Road to Great Eastern Highway Bypass.

Following advertising of the draft policy in accordance with Clause 2.5 (a) of Scheme No. 14, a report on the draft policy was presented at the City's Planning & Development Committee (PDC) meeting held 19/2/2001. This report included affected landowners submissions which raised a number of issues regarding the ROW. It was resolved at OCM 26/2/2001 that these submissions be referred to Main Roads and the WAPC for consideration.

Main Roads and WAPC have not responded to the issues raised and the policy has not been adopted.

### **3.2.6. Local Planning Policy No. 11 - Orrong Road**

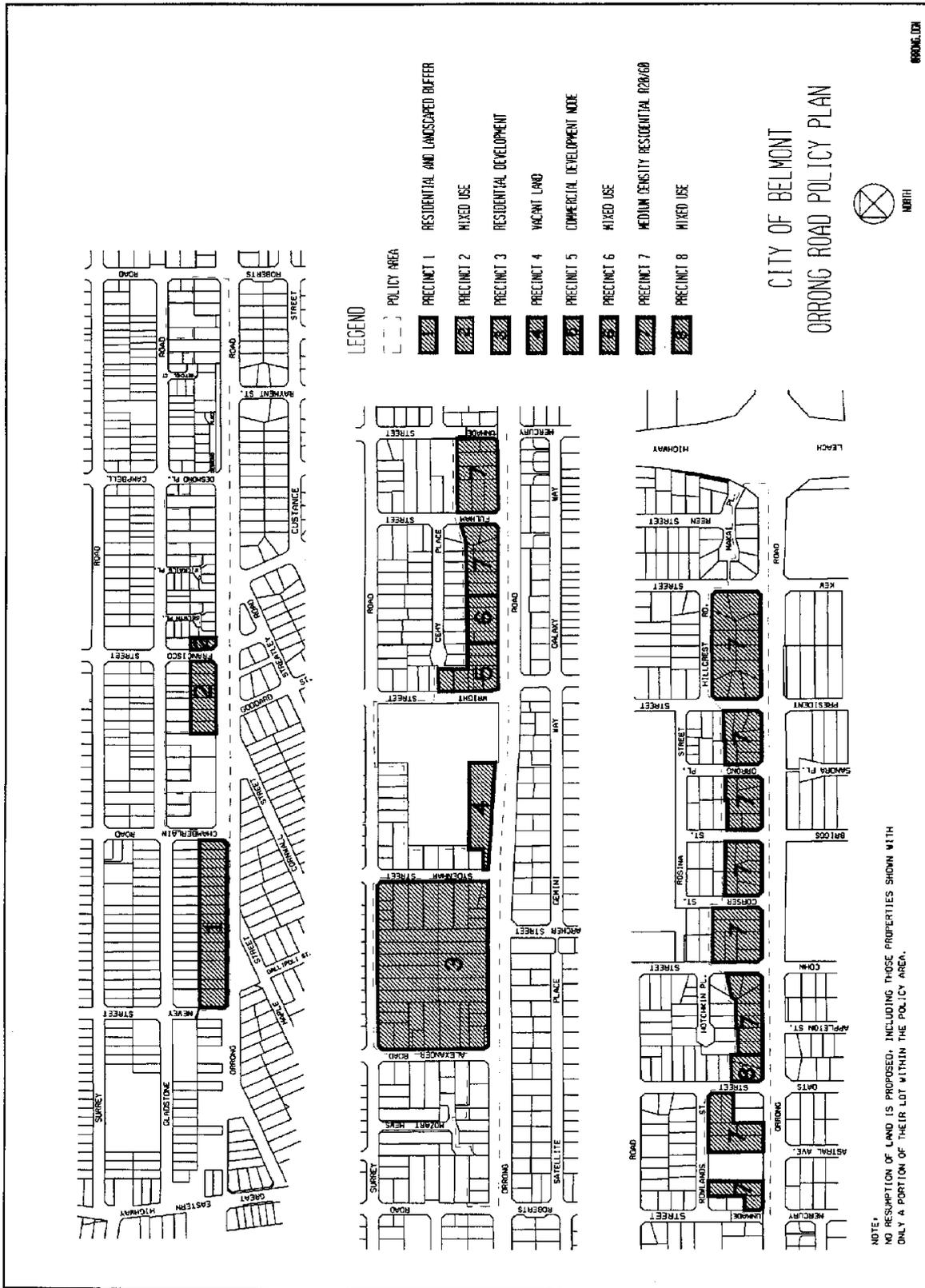
This Local Planning Policy was formulated from the recommendations of the Orrong Road Planning Study (City of Belmont 1998). It represents the Council's considered view of what constitutes appropriate land uses, development and landscaping for Orrong Road and adjacent land. The provisions of the Policy have been developed to take into account the projected traffic increases that have resulted now that Orrong Road is linked with the Graham Farmer Freeway, Roe Highway and Welshpool Road.

The land is zoned 'Residential' and coded R20/40 or R20/60.

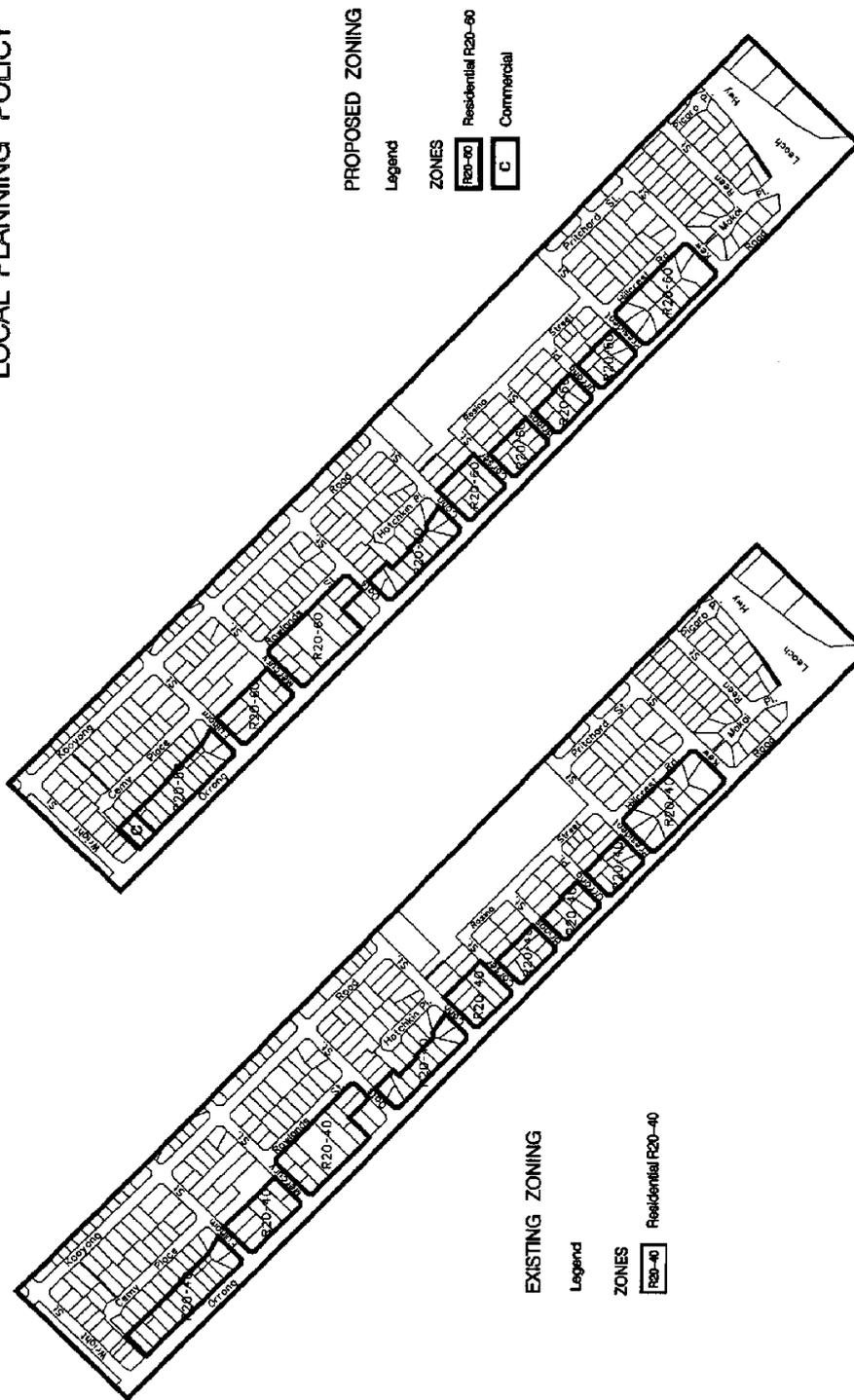
The Policy's objectives are:

- To identify appropriate land uses and zonings for properties adjacent to Orrong Road within the Policy Area which are consistent with the primary distributor function that Orrong Road will have in the Metropolitan Region Functional Road Hierarchy.
- To minimise direct vehicular access to Orrong Road from adjacent properties within the Policy Area so as to facilitate safe and efficient vehicular movement along Orrong Road.
- To achieve the highest standard of commercial and residential development for properties adjacent to Orrong Road within the Policy Area.
- To achieve a unified and attractive streetscape for Orrong Road.
- To achieve a native landscaping theme that will showcase Australia's native flora to visitors and residents of Perth.

The Policy requires Council to have regard to the Policy Plan when making decisions regarding zoning and land use changes for land within the Policy Area.



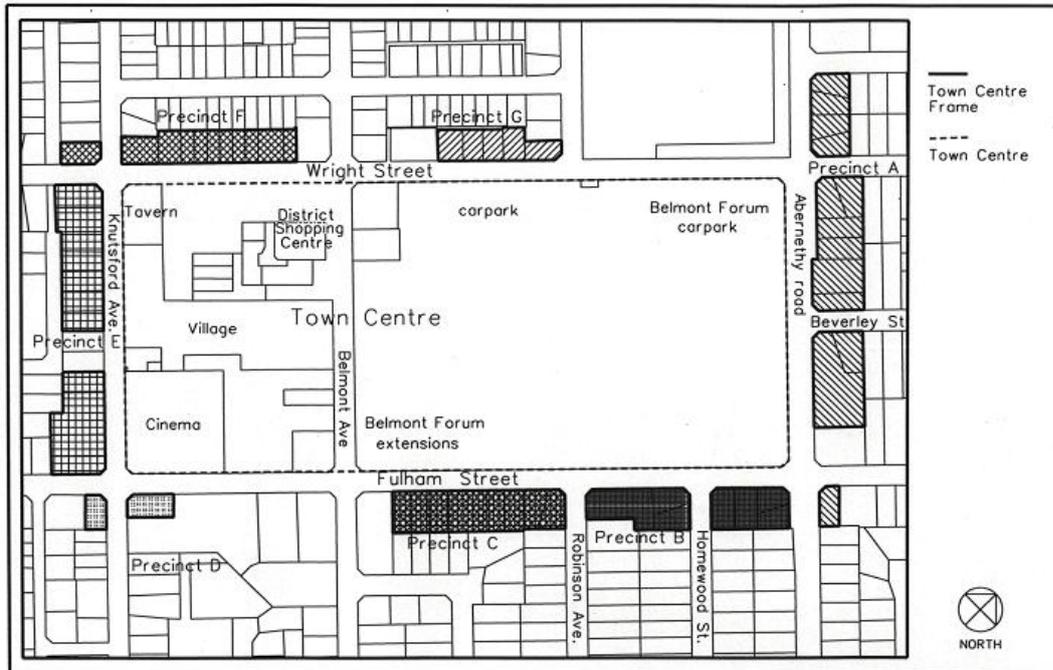
# ORRONG ROAD LOCAL PLANNING POLICY



### 3.2.7. Local Planning Policy No. 14 - Town Centre Frame Policy

This Policy uses, as a basis, the principles described in the Belmont Town Centre Urban Design Study prepared for the City of Belmont by Taylor Burrell and Overman Zuideveld in November 1997.

The 'Town Centre' is bounded by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street. The area surrounding the Town Centre is to be known as the "Town Centre Frame" and is bounded by the heavy black line.

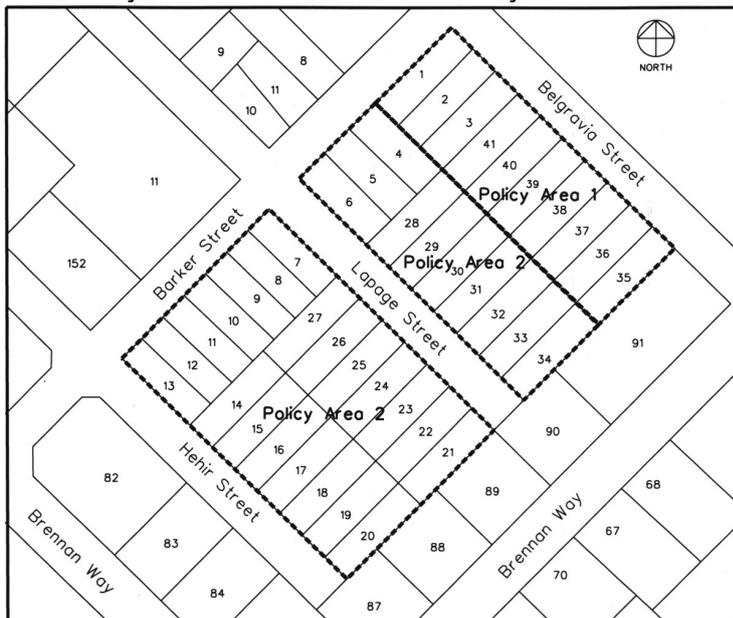


For the purpose of this Policy, the Town Centre Frame area is predominantly zoned Residential and coded R20/40. However non residential land uses may also be considered in various precincts. The Town Centre Frame is divided into separate precincts as they have different characteristics, objectives and guidelines.

It is considered that Scheme provisions adequately address this issue and the policy is expected to be deleted in the future Scheme.

### 3.2.8. Local Planning Policy No. 16 - Belgravia/Barker Streets Area

This Policy Area is defined on the Policy Plan below.



This area is zoned Residential and coded R20/50 (Precinct 2) and R20/60 (Precinct 1).

The objectives of this policy are:

- To identify appropriate land uses and zonings for properties within the Policy Area which encourage the revitalisation of the Area.
- To acknowledge existing business activities abutting the Policy Area and ensure their continued operation.
- To minimise the number of crossovers onto Belgravia Street properties within the Policy Area so as to facilitate safe and efficient vehicular movement along Belgravia Street.
- To achieve the highest standard of mixed commercial and residential development for properties adjacent to Belgravia Street within the Policy Area.
- To amalgamate existing small lots into larger lots capable of accommodating a high standard of development.
- To achieve a unified and attractive streetscape within the Policy Area.

The Policy Area has been divided into two Policy Precincts that are defined on the Policy Plan. The provisions of this Policy, as they relate to each Policy Precinct, are provided in detail.

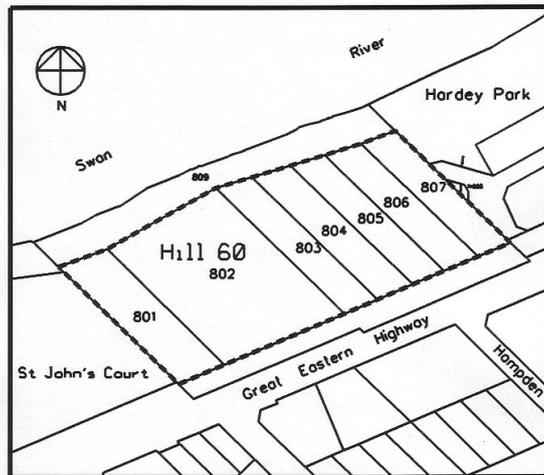
### 3.2.9. Local Planning Policy No. 19 – Boundary Walls Policy

This Policy limits the dimensions of boundary walls. It overrides the ‘deemed to comply’ provisions contained within Element 3 of the Residential Design Codes.

It is recommended that this policy be deleted as the boundary wall provisions of the Residential Design Codes should be used as guiding principle for boundary walls. This will also assist in achieving consistency of approach between local governments and lessen potential confusion within the wider community.

### 3.2.10. Local Planning Policy No. 20 - Hill 60 Development Guidelines Policy

The land comprising the 'Hill 60' site (being former Lots 801 to 807 Great Eastern Highway, Rivervale) is zoned Mixed Use in the City of Belmont Town Planning Scheme No. 14.



The development controls contained within Council's Guidelines for the Mixed Use zone are intentionally broad to address all forms of development that can potentially be approved within this Zone, including showrooms, offices, recreational uses and housing. The Mixed Use zone controls are broadly based and do not address detailed design factors for key development sites, such as the strategically positioned 'Hill 60' holding.

This Policy was formulated to establish the design framework necessary to accommodate a high quality mixed use project and to address the unique circumstances pertaining to the site, including its relationship with the Swan River foreshore, Hardey Park and Great Eastern Highway.

The Policy provisions has ensured a compatible form of development on the site in terms of height, setbacks, building bulk, building design, access and landscaping.

The policy has been effectively implemented and can now be deleted. However, where any discretionary landuse change might be proposed, regard should be given to the principles of compatibility incorporated into the original policy document.

### 3.2.11. Local Planning Policy No. 21 – Building Guidelines for Lots 450m2 and Less

This policy introduces site requirements for R20 coded lots that are 450m2 and less.

The objectives of the policy are to:

- To provide more flexibility for the size and design of single houses on R20 coded lots that are 450m2 and less.
- To provide certainty for existing and prospective landowners considering development on smaller lots in the R20 coded areas.

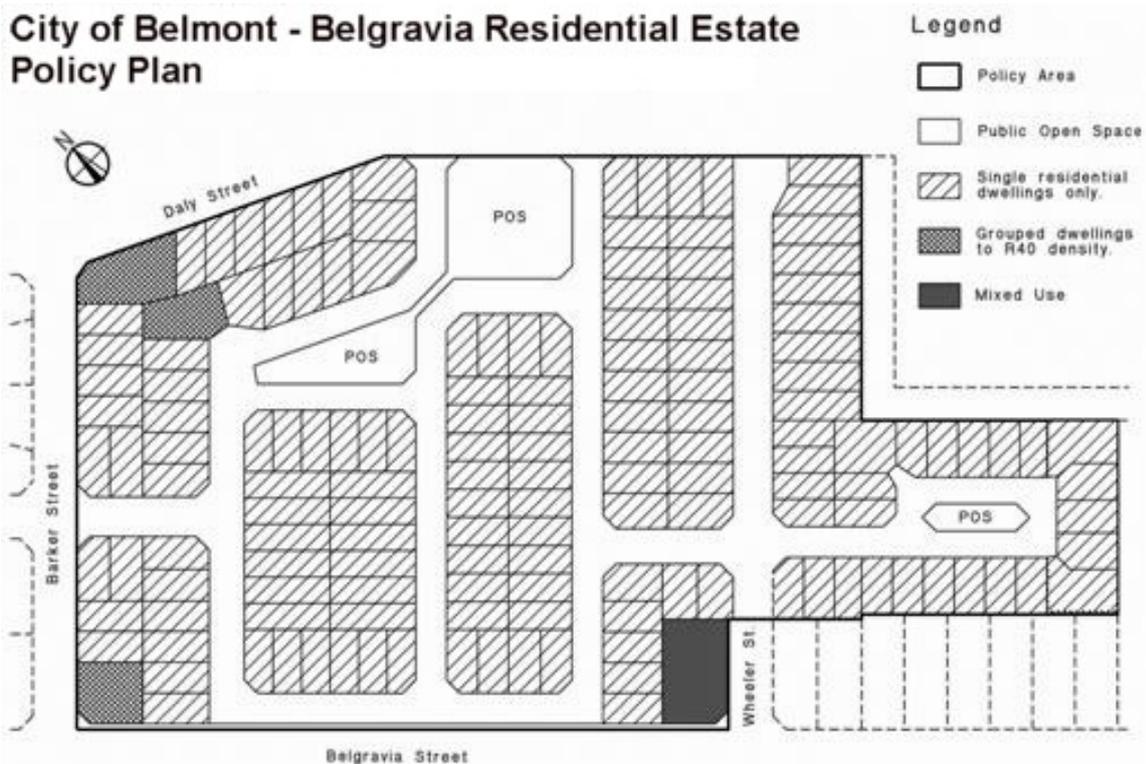
This policy should be deleted and reference to modified R Code provisions should be written into a new Scheme Text.

### 3.2.12. Local Planning Policy No. 22 - Belgravia Estate Special Development Precinct Policy

The former Western Power Depot in Belmont was no longer required for public purposes and was zoned "Urban" under the Metropolitan Region Scheme on 13 June 2003. The land is zoned Residential and coded R20/40.

The former depot site, now known as "Belgravia Residential Estate" was identified for predominantly residential development that is consistent with the Urban zoning of the land. Design Guidelines were prepared to ensure a high standard of development.

The design guidelines: ensure that a high standard of development is achieved; provide a level of assurance for property owners that their investment will be protected; and ensure that a quality living environment will be created for the wider community.



### 3.2.13. Local Planning Policy No. 23 - Notification of Double Storey Development in the Residential Zone

This local planning policy provides a clear procedure for consultation and notification of adjoining landowners for all two-storey residential development. It applies to all land within the City of Belmont to which the Residential Design Codes may be applied including 'Residential' zoned properties, the 'Residential and Stables' zone, 'Special Development Precinct' zones and the 'Mixed Use' zone.

While the policy is still actively implemented it is a procedural policy and has now been incorporated into the City's Business Management System. This ensures procedural consistency. The policy should be deleted.

### 3.2.14. Local Planning Policy No. 27 – Applications for R Code Concessions for Single Bedroom Dwellings and Aged and Dependent Persons Dwelling in Flexible Coded Areas

This Policy clarifies how concessions under the Residential Design Codes (“R Codes”) for Aged and Dependent Persons Dwellings and Single Bedroom Dwellings are applied in flexible coded areas in the City of Belmont. The density bonus applies to the lower code and not the higher code.

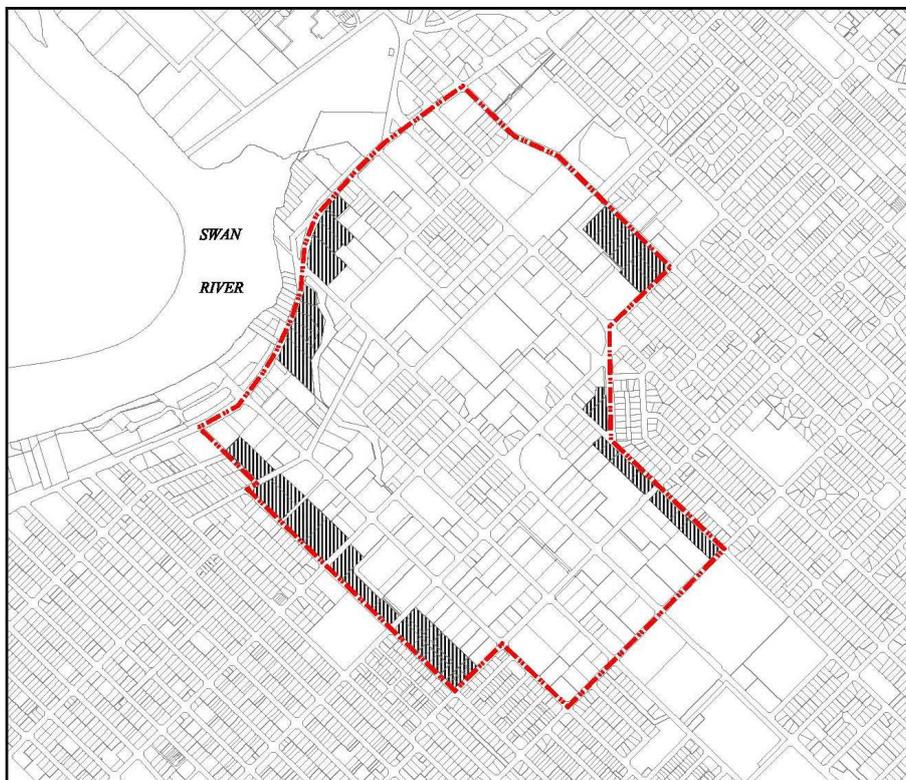
The Policy is to be read in conjunction with Clause 10.3.1.5 of Town Planning Scheme No. 14, and the R Codes. It applies to all land subject to a flexible coding in the City of Belmont.

This policy should be deleted and any reference to modified R Code provisions should be written into a new Scheme Text.

### 3.2.15. Local Planning Policy No. 29 – Local Planning Policy on Residential Land Uses in the ‘Mixed Business’ zone

This policy identifies appropriate locations and development standards for residential land uses within the ‘Mixed Business’ zone. This zone is the subject of Amendment 52, which amongst other matters, renames the existing ‘Mixed Use’ zone, to better reflect the ‘business’ emphasis for the area. The areas identified for residential land use is predominantly within the outer edge of the mixed business area. A coding of R20 generally applies or R80 along Great Eastern Highway and compliance with development guidelines within the policy is required. This includes the inclusion of some ‘home based’ business land use within the residential development.

The policy also includes discretion to allow an R40 density where the development complies with performance criteria established within the policy and also compliance with Local Planning Policy 1.



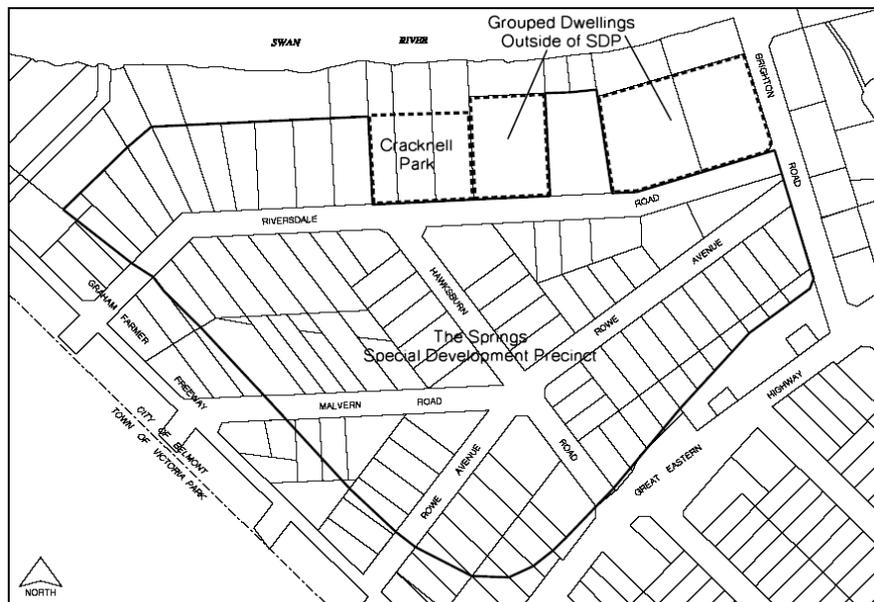
**Plan A – Areas Where ‘Residential’ Landuses May Be Considered Appropriate**

### 3.2.16. Local Planning Policy No. 31 – Local Planning Policy Design Guidelines for ‘The Springs’

This Local Planning Policy was formulated to encourage innovative and imaginative design and are based around ensuring that buildings address their respective street spaces and contribute to the quality of the public realm.

The Policy was originally developed by Hassell Ltd on behalf of Landcorp and adopted by Council in modified form under Town Planning Scheme No. 14 (August 2007) following extensive consultation.

The Policy Area is bound by the Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River Foreshore, as shown on the plan below. The Plan Area is approximately 12.5 hectares.



The area has been divided into a number of precincts with specific design guidelines developed for each one.

### 3.3. City of Belmont Municipal Heritage Inventory

All properties on the Municipal Heritage Inventory fall within four management categories as outlined in the table below:

Management Category
Historic site without built features. Recognise with a plaque.
Significant but not essential to an understanding of the history of the City of Belmont. Photographically record the place prior to any major redevelopment or demolition.
Retain and conserve if possible. Endeavour to conserve the significance of the place through the provisions of the Town Planning Scheme; photographically record the place prior to any major redevelopment or demolition.
High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place. Photographically record the place prior to any major redevelopment. Encourage any future modifications and/or extensions reflect the original style and character of the buildings.

A separate document forms the analysis of all 'heritage' sites within the City of Belmont. The intent of that document is to:

- Update the Municipal Inventory (which also forms Town Planning Scheme No. 14's Heritage List);
- Review the efficacy of the Scheme in achieving the Management Categories recommended under the Municipal Inventory; and
- Make Recommendations as to any require changes to the District Planning Scheme.

In order to achieve this:

- an update of what has occurred on listed sites is examined;
- recommendations are made as to if any management categories should be modified;
- the management categories are compared to controls effected under the Scheme; and
- recommendations are made as to whether the Scheme should be modified to ensure retention of heritage places.

An extract of the analysis and recommendations relevant to this Strategy is included below.

Property Address	Recommended Management Category	Scheme 14 Zoning and Controls	Comment on Impact of Scheme and Recommendation
Lot 95 (254) Fulham Street, Cloverdale (Character Residence)	High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place: the original fabric, character and style.	Residential R20/40	The site has an area of 1426m <sup>2</sup> and has the potential to redevelop. Any redevelopment above R20 must be in accordance with Local Planning Policy No. 1 includes in its Performance Criteria for grouped dwelling applications above the R20 density a requirement for "The removal of existing dwellings or conversely <u>the retention of dwellings with historical value and which are of a high quality and character.</u> " Any redevelopment proposal for this site would have to be mindful of the need to retain the historic dwelling.  No change to current Scheme recommended.
Lot 48 (72) Toorak Road, Rivervale (Character Residence)	High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place.	Residential R20	This site has an area of 688m <sup>2</sup> and has no development potential.  The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 49 (74) Toorak Road, Rivervale (Character Residence)	High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place.	Residential R20	This site has an area of 688m <sup>2</sup> and has no development potential.  The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.

Property Address	Recommended Management Category	Scheme 14 Zoning and Controls	Comment on Impact of Scheme and Recommendation
Lot 18 (77) Toorak Road, Rivervale (Character Residence)	High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place.	Residential R20 (Corner Lot may seek R30)	<p>This site has an area of 718m<sup>2</sup>. Under Clause 10.2.2.1 of Town Planning Scheme No. 14, Council may permit the development, or support the subdivision of an existing flexible-coded or R20-coded corner lot to a maximum density of R30 provided:</p> <p>(a) All existing improvements are demolished;</p> <p>(b) The lot has frontage to two constructed roads; and</p> <p>(c) The created lots are not of an irregular shape.</p> <p>In this instance, demolition of existing improvements may not supported and the application of the density bonus to the site may not be applied by Council.</p> <p>Any proposal to demolish and redevelop this site should be referred to Council for determination.</p> <p>No change to current Scheme recommended.</p>
Lot 51 (78) Toorak Road, Rivervale (Character Residence)	High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place.	Residential R20 (Corner Lot may seek R30)	<p>This site has an area of 718m<sup>2</sup>. Under Clause 10.2.2.1 of Town Planning Scheme No. 14, Council may permit the development, or support the subdivision of an existing flexible-coded or R20-coded corner lot to a maximum density of R30 provided:</p> <p>(a) All existing improvements are demolished;</p> <p>(b) The lot has frontage to two constructed roads; and</p> <p>(c) The created lots are not of an irregular shape.</p> <p>In this instance, demolition of existing improvements may not supported and the application of the density bonus to the site may not be applied by Council.</p> <p>Any proposal to demolish and redevelop this site should be referred to Council for determination.</p> <p>No change to current Scheme recommended.</p>
Lot 71 (4) Wedderburn Place, Ascot (Character Residence Invercloy – Formerly Nulsen Haven)	High level of protection appropriate: provide maximum encouragement to the owner under the Town Planning Scheme to conserve the significance of the place.	Special Development Precinct  Subject to Local Planning Policy No. 8 Invercloy	<p>The current zoning and supporting local planning policy encourages retention of use.</p> <p>No change to current Scheme recommended.</p>
Lot 62 (218-220) Great Eastern Highway, Ascot (Character Residence)	Retain and conserve if possible: endeavour to conserve the significance of the place through the provisions of the Town Planning Scheme; photographically record the place prior to any major redevelopment or demolition.	Mixed Use	<p>The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.</p> <p>No change to current Scheme recommended.</p>

Property Address	Recommended Management Category	Scheme 14 Zoning and Controls	Comment on Impact of Scheme and Recommendation
Pt Lot 1 (314) Kew Street, Cloverdale (Character Residence)	Retain and conserve if possible; endeavour to conserve the significant features of the place: the original fabric remaining especially zinc light windows. Ensure that any future extensions and / or modifications reflect the character and style of the house. Photographically record the place prior to any redevelopment.	Metropolitan Region Scheme Parks and Recreation Other Regional Road	The site is reserved for Parks and Recreation under the Metropolitan Region Scheme. The Town Planning Scheme is required to be consistent with the MRS.  Once the Western Australian Planning Commission acquire the property, unless a use can be found for the building that is consistent with the purpose for which the land is reserved, demolition and a photographic record is the most likely outcome on this site.  No change to current Scheme recommended.
Lot 134 (67) Riversdale Road, Rivervale (Character Residence)	Retain and conserve if possible.	Special Development Precinct.	The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 15 (11) Thompson Street, Ascot (Character Residence)	Retain and conserve if possible.	Residential & Stables (R10) Metropolitan Region Scheme Parks and Recreation Partially within SRT Management Area	The site has an area of 2089m2 and has the potential to redevelop.  The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 1 (56) Leake Street, Belmont (Character Residence)	Significant but not essential to an understanding of the history of the City of Belmont. Photographically record the place prior to any major redevelopment or demolition.	Residential R20	The site has an area of 1589m2 and has the potential to redevelop.  The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 5 (15) Moreing Street, Ascot (Character Residence)	Significant but not essential to an understanding of the history of the City of Belmont. Photographically record the place prior to any major redevelopment or demolition.	Residential & Stables (R10)	The site has an area of 1406m2 and has no potential to redevelop.  The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 29 (48) Riversdale Road, Rivervale (Character Residence – Formerly St. Columban’s Mission)	Significant but not essential to an understanding of the history of the district: photographically record the place prior to any major redevelopment or demolition.	Special Development Precinct.	The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.

Property Address	Recommended Management Category	Scheme 14 Zoning and Controls	Comment on Impact of Scheme and Recommendation
Lot 603 (60-62) Riversdale Road, Rivervale (Character Residence)	Significant but not essential to an understanding of the history of the district: photographically record the place prior to any major redevelopment or demolition.	Special Development Precinct.	The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 851 (4) Wallace Street, Belmont (Character Residence)	Significant but not essential to an understanding of the history of the district: photographically record the place prior to any major redevelopment or demolition.	Residential R20	The site has an area of 901m2 and has the potential to redevelop.  The Scheme requires development approval to be given to any demolition on this site. Any application must be considered on its merits.  No change to current Scheme recommended.
Lot 69 (26) Wallace Street, Belmont (Character Residence)	Significant but not essential to an understanding of the history of the district: photographically record the place prior to any major redevelopment or demolition.	Residential R20/40	The site has an area of 1012m2 and has the potential to redevelop. Any redevelopment above R20 must be in accordance with Local Planning Policy No. 1 includes in its Performance Criteria for grouped dwelling applications above the R20 density a requirement for "The removal of existing dwellings or conversely the retention of dwellings with historical value and which are of a high quality and character." Any redevelopment proposal for this site would have to be mindful of the need to retain the historic dwelling.
Area bounded Alexander Road, Acton Avenue, Newey Street and Orrong Road (First State Housing Area in Australia)	Recognise significance of area by entry in Inventory.	Various Majority Residential - the bulk coded R20 with areas close to facilities R20/40	Management Category has been complied with.  No change to current Scheme recommended.

### 3.4. City of Belmont Strategic Plan 2006 to 2011

The City of Belmont Strategic Plan sets the direction that Council will take in the City of Belmont. It establishes goals, strategies to achieve them, and measurable performance objectives to enable Council and the Community to review progress.

The City's Vision Statement follows:

*"This is described by Belmont as a place to which the community aspires; a City that is attractive, safe, healthy and prosperous and fulfils the aspirations of the community; a place that encourages a wide range of lifestyles living harmoniously; where human activities enhance rather than degrade the natural and built environment: where citizens and local businesses can grow socially, culturally and economically; a place that our next generation will be pleased to inherit; a place known as a City of Opportunity".*

To be successful overall, outcomes must be achieved for:

- the resident community (Social Belmont),
- the City's business community (Business Belmont),
- the natural environment (Natural Belmont) and for
- the man-made physical structure and layout of the City (Built Belmont).



These four areas of achievement make up the Key Result Areas of the Strategic Plan and each Result Area interacts with others.

With specific reference to this Strategy, the key areas of the Strategic Plan are those areas of Social Belmont and Built Belmont.

The Social Belmont key result area is about achieving outcomes for the residential community. The objectives for this key result area are to:

- *Ensure that the community has access to the services and facilities it needs*
- *Develop community capacity and support community groups*
- *Enhance the sense of community and the image of Belmont as a great place to live*
- *Achieve an environment in which residents are safe, and feel safe.*

The Built Belmont key result area is about positively contributing to the quality of life of residents, the image of the City and the amenity of the City. It comprises public infrastructure (eg roads, footpaths, rights-of-way, street lighting, drainage, parks, bushland); public facilities (eg Council's buildings for community use); and private residential and commercial property.

The objectives for this key result area are to:

- *Achieve a planned City that is safe and meets the needs of the community*

- *Accomplish urban renewal of designated areas to meet the changing needs of the community*
- *Maintain public infrastructure in accordance with sound economic principles, taking into account the community's needs & expectations*
- *Provide and maintain safe transport infrastructure at lowest whole-of-life costs*

A key strategy is to “*Revise the Town Planning Scheme to reflect current and emerging needs*”.

### **3.5. City of Belmont Environment Plan**

The objectives of the City of Belmont Environment Plan 2005 act as a guide to policy and action in the management of the City and the promotion of good environmental practices by the City, other stakeholders and the broader community.

The City of Belmont’s specific environmental objectives as they relate to the Environment Plan include:

- *“To protect and improve the quality of ground and surface water resources and manage stormwater run off;*
- *To improve air quality and reduce noise impacts in the City;*
- *To enhance the natural environmental amenity of the City through the land use planning and development control process;*
- *To minimise the risk of pollution incidence and identify and remediate contaminated sites owned by the City;*
- *To protect, manage and enhance the biodiversity values of the natural environment;*
- *To further promote the City’s corporate relationship with Westralia Airports Corporation and continue to play an active role in encouraging natural resource management on Perth Airport land;*
- *To promote the efficient use of energy and reduce reliance on fossil fuels;*
- *To reduce the amount of waste created and promote recycling;*
- *To increase staff & community awareness of environmental issues and encourage public participation in environmental enhancement programs;*
- *To integrate environmental considerations into all core business activities.”*

In regard to the Built Environment, the Environment Plan flags the need to:

- Undertake a study to develop feasibility and concept plans for creation of vegetation corridors (by linking significant bushland) throughout the City of Belmont.
- Develop a strategy for the retention of existing native vegetation (or replacement value).
- Finalise the City’s POS Strategy.

A separate Environmental Planning Strategy and Public Open Space Strategy is being prepared as part of the Scheme Review.

### **3.6. City of Belmont Housing Strategy Workshop Report**

The City of Belmont Housing Strategy Workshop Report was undertaken by Creating Communities Australia Pty Ltd in November 2006 as a result of a series of community consultation workshops, targeting local residents, councillors, the aboriginal community and youth. This was undertaken specifically to examine housing needs for consideration of the City's housing strategy.

The workshops were based on the Local Government ward areas and specifically aimed to identify density preferences and locations, the changes required to encourage a vibrant community, preferred location of community hubs, and other community and housing issues.

In summary the key findings of the needs of the community are;

- Majority of residents believe future growth is required.
- Desire for strong community hub/'café strip' with atmosphere and high density around hub.
- Hub areas were identified around shops, Forster Park, Cracknell Park, Swan River, 'The Springs'.
- Housing with diversity in style (including eaves), single and two storey.
- A mixture of low and medium density in residential areas.
- Single bedroom dwellings could contribute to affordable housing.
- Retain diversity of culture and mix of residential groups. Families located close to educational facilities, the aged, disabled, disadvantaged close to community facilities and transport,
- High density around Belmont Town Centre.
- Adequate parking with medium and high density developments
- Character of central business district developed through landscaping.
- Provide a range of recreation facilities with improved access and emphasis on youth.
- Improved streetscape includes landscaping, signage, lighting, paths,
- Desire for underground power

The Housing Strategy Workshop Report is a separate document which supports the Local Housing Strategy. The Workshop Report contains plans which visually represent on a ward by ward basis the findings of the workshops

## 4. APPENDIX 4 - POPULATION AND HOUSING DEMAND

Belmont has seen an increase in both residential and commercial developments in recent years. The proximity of the City to the Perth Central Business District (CBD) and major transport routes has provided an attractive environment for both residents and businesses.

The 1991 census showed a trend of population decline within the City. The Council successfully reversed the housing decline with a housing strategy that targeted family capable housing and through the City of Opportunity Marketing Strategy.

It is estimated that the population of the City will continue to increase. This population trend is indicative of the 'rejuvenation' of the City of Belmont.

The City of Belmont Community Statistics (October 2008) are provided as separate documents.

A summary of the population trends for the City is detailed below, based on the statistics available to date.

### City of Belmont Projections

In 2001, the total population of the City of Belmont was estimated at 29,850. It is expected to increase by over 8,500 people to 38,401 by 2021, at an average annual growth rate of 1.27%. This is based on an increase of more than 4,600 households during the period, with the average number of persons per household falling from 2.25 to 2.14.

Forecast POPULATION	Forecast year			Change between 2001 and 2021	
	2001	2011	2021	Number	Average annual % change
City of Belmont	29,850	34,184	38,401	8,551	1.27
Ascot	1,693	2,240	2,472	779	1.91
Belmont	5,052	6,025	6,511	1,459	1.28
Cloverdale	6,465	7,452	8,287	1,822	1.25
Kewdale	5,783	5,852	6,224	441	0.37
Redcliffe Perth Airport	4,077	4,566	4,539	462	0.54
Rivervale	6,780	8,049	10,368	3,588	2.15

■ stable\* from previous year   
■ increase from previous year   
■ decrease from previous year  
\* stable refers to between +/- 0.5% change

**Table 1: Population Projections for the City of Belmont**

Source: <http://www.id.com.au/belmont/forecastid/default.asp?id=283&pg=1>

All areas in the City of Belmont are expected to increase in population to 2021, with the largest gains expected in the small areas with residential redevelopment potential, such as Rivervale, Cloverdale and Belmont. The population increases are based on household growth, which in turn relates to new residential opportunities. The forecast population growth rates are lower than household growth as a result of the decreasing number of people per household. This is a pattern that is likely to affect most areas of the City of Belmont during this period.

### **Housing Assessment**

The majority of the City of Belmont's residential subdivision was undertaken by the then State Housing Commission in the 1950s to 1970s. In accord with the dominant planning models of that time, subdivision resulted in a grid pattern of suburban development with traditional quarter-acre blocks containing standard brick veneer dwellings. The Department of Housing and Works still maintains a strong presence within the City.

Whilst the majority of the City's dwellings are older than 30 years, some urban infill and redevelopment has occurred. Pocket infill developments on a lot by lot basis are prevalent in Rivervale and Belmont. The Redcliffe redevelopment in the late 1990s resulted in many of the older dwellings being removed. It is anticipated that as the City undergoes urban renewal much of the older dwellings will be removed to accommodate new dwellings.

Within the City of Belmont the majority of residential dwellings are separate houses as opposed to semi-detached or medium density houses or apartments. The proportion of separate houses in the City has declined over the period 1991 to 2001 with an increase in apartments as a result of new residential developments along the river foreshore and the re-development of existing suburbs.

Analysis of the City's Housing Stock has been undertaken on a suburb basis, as this data is readily available. The data has been obtained from the ABS 2001 census and the City of Belmont Building Approval statistics.

### **Housing Stock**

Evaluation of the type, age, condition and distribution of housing stock is necessary to allow the City to plan for the future needs of the community.

- In 2006, the City of Belmont is dominated by single dwellings with 67.8% of all dwellings (occupied and unoccupied) being separate houses. This is a decrease from 2001 being 70% of all dwellings. The decrease corresponds with a 2% increase in 'semi detached, row or terrace houses over this time (15.6% in 2006). The percentage of flats/apartments remained unchanged at around 8% of all dwellings.
- In 2001 the dominance of single dwellings throughout all the City's suburbs is evident. However between 1996 – 2001, increases in flats/apartments was evident in the suburbs of Belmont, Rivervale and Kewdale.

Suburb Dwelling Structure

Dwelling Type	Ascot	Belmont	Cloverdale	Kewdale	Redcliffe	Rivervale
Separate house	586	1,577	2,323	1,788	1,346	1,850
Semi-detached, row or terrace house, townhouse	63	279	178	461	103	678
Flat, unit or apartment:	3	264	73	70	152	510
Other dwelling:	55	17	17	3	6	47
Unoccupied private dwellings	61	183	163	202	112	337
<b>Total</b>	<b>768</b>	<b>2,320</b>	<b>2,754</b>	<b>2,524</b>	<b>1,719</b>	<b>3,422</b>

Source: ABS, 2001

Housing Activity

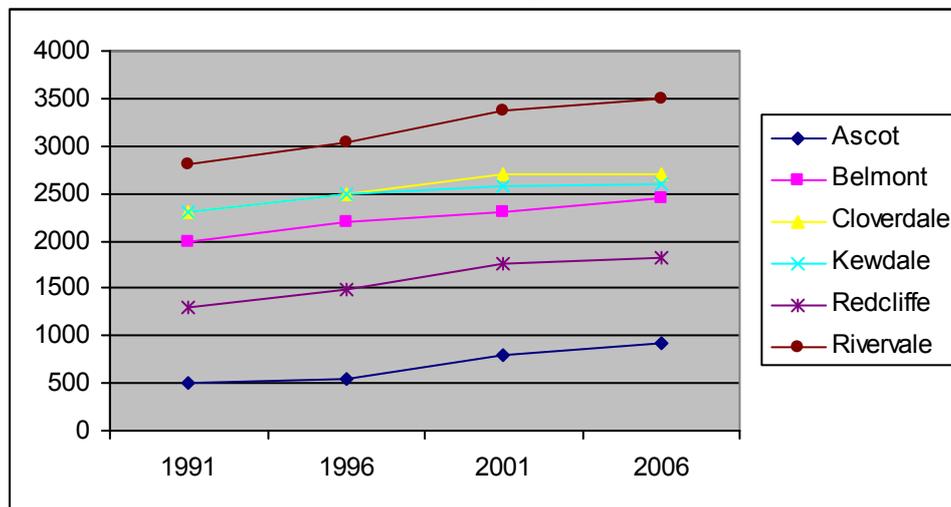
- The dwelling stock within the City of Belmont continues to increase with a total of 14, 494 private dwellings in 2006.

Dwelling Type	1991	1996	2001
Separate House	8813	8,758	10,185
Semi-detached duplexes, townhouse	1649	2,286	1,944
Flats/units/apartments	571	692	1,223
Other	153	390	155
<b>Total</b>	<b>11186</b>	<b>12,126</b>	<b>13,507</b>

Source: ABS, 2001

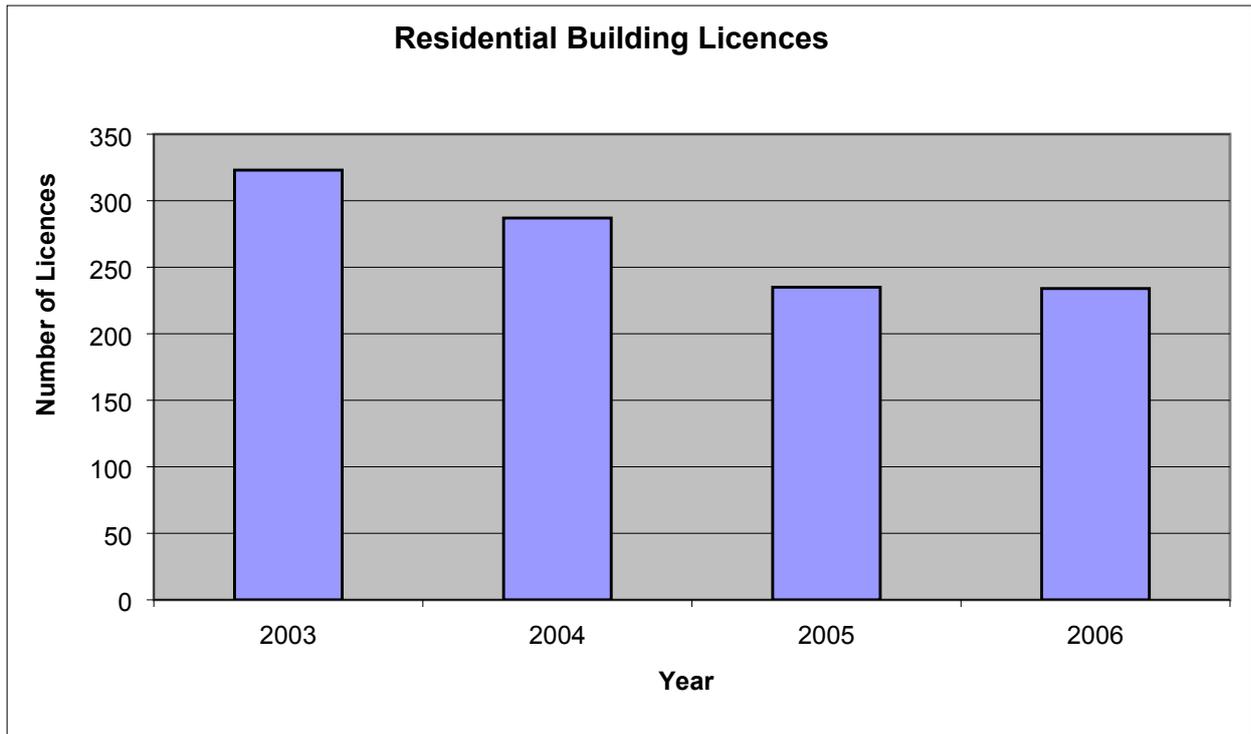
Increasing housing activity is reflected across all suburbs. Ascot, Redcliffe and Rivervale and Belmont in particular demonstrate higher rates of increase reflecting the new residential estates.

Suburb Housing Activity



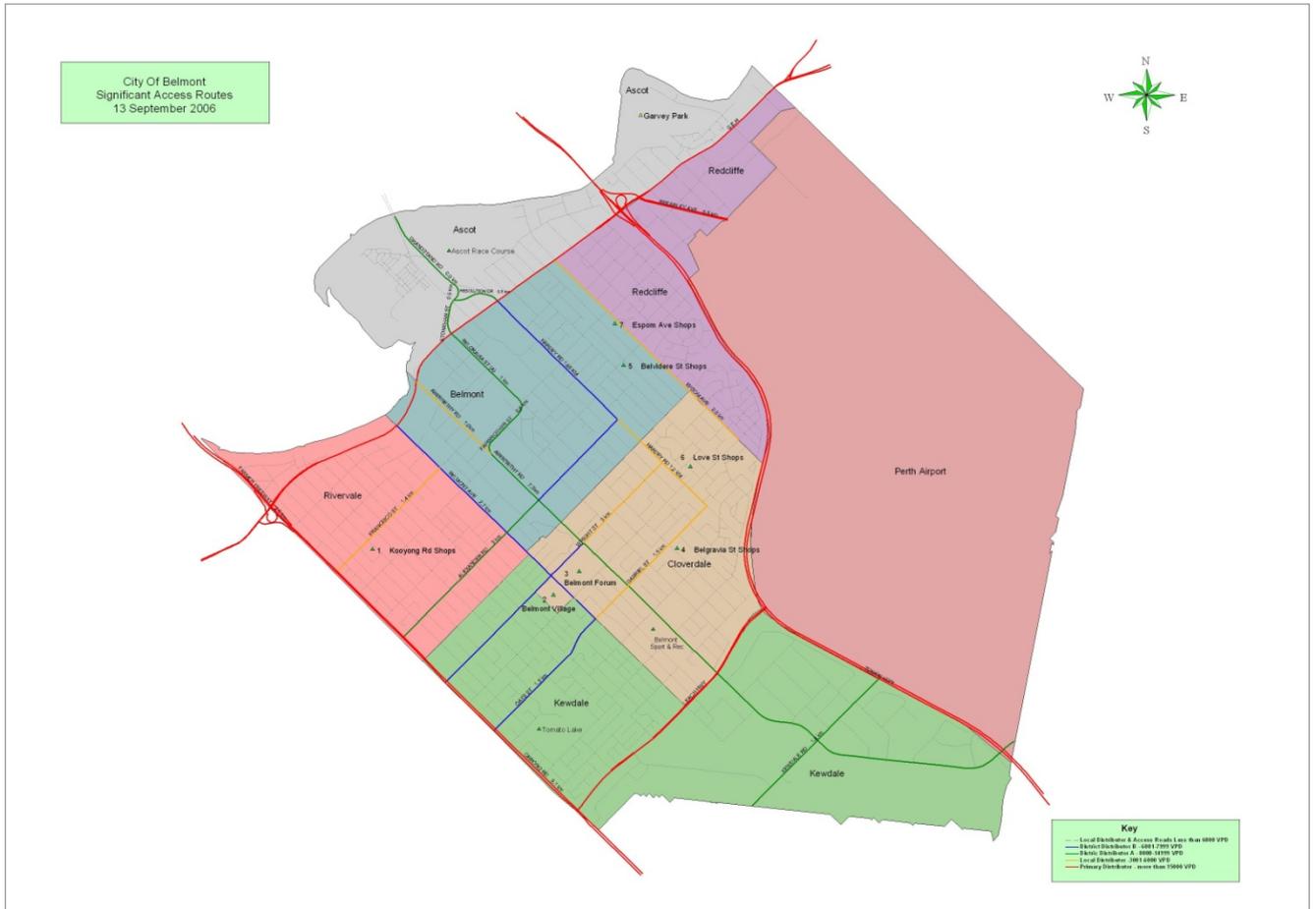
Source: ABS, 2006

The number of building licences issued for residential development shows a decrease from 2003 to 2006. However this does not accurately reflect actual numbers of new dwellings as a single licence is issued for grouped or multiple dwellings. Several high density developments have impacted on the number of dwellings without being indicated within the building licences.



Source: City of Belmont building approvals

## 5. APPENDIX 5 - CITY OF BELMONT – FUNCTIONAL ROAD HIERACHY

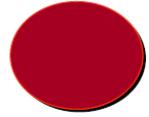


## 6. APPENDIX 6 – RESIDENTIAL DENSITY AND HOUSING EXAMPLES

### 6.1. Examples in the City of Belmont



#### City of Belmont Residential Density & Housing Examples



#### City of Belmont Residential Density & Housing Examples



#### *190 Keymer Street, Belmont*



LGA: City of Belmont  
Area: **1157m<sup>2</sup>**  
Single Dwelling  
achieved density: R10  
Coded Density: R20



City of Belmont Residential Density & Housing Examples

**R12.5**

**12 Boulder Avenue, Ascot**



LGA: City of Belmont  
 Area: **700m<sup>2</sup>**  
 Single Dwelling  
 achieved density: R12.5  
 Coded Density: R20



City of Belmont Residential Density & Housing Examples

**R20**

**139 Kooyong Road, Rivervale**



LGA: City of Belmont  
 Area: **900m<sup>2</sup> (450m<sup>2</sup> average)**  
 Detached houses  
 achieved density: R20  
 Coded Density: R20/40



City of Belmont Residential Density & Housing Examples



**148 Williamson Avenue, Cloverdale**



LGA: City of Belmont  
 Area: **900m<sup>2</sup>** (450m<sup>2</sup> average)  
 Single Dwellings (Battleaxe Configuration)  
 achieved density: R20



City of Belmont Residential Density & Housing Examples



**30 Stanley Street, Belmont**



LGA: City of Belmont  
 Area: **546m<sup>2</sup>**  
 Single Dwelling  
 achieved density: R20  
 Coded Density: R20





City of Belmont Residential Density & Housing Examples

**R25**

**142 Leake Street, Belmont**



LGA: City of Belmont  
 Area: **2636m<sup>2</sup>**  
 Detached grouped dwellings  
 achieved density: R25 (439m<sup>2</sup>  
 average)  
 Coded Density: R20/40



City of Belmont Residential Density & Housing Examples

**R25**

**115 Tibbradden, Ascot**



LGA: City of Belmont  
 Area: **326m<sup>2</sup>**  
 Single dwelling  
 achieved density: R25





### City of Belmont Residential Density & Housing Examples



#### 8-12 Campbell Street, Rivervale



LGA: City of Belmont  
Area: **860m<sup>2</sup>**  
Detached houses  
achieved density: R30  
(286m<sup>2</sup> average; 331m<sup>2</sup> minimum)  
Coded Density: R20/40



### City of Belmont Residential Density & Housing Examples



#### 6 Hillcrest Road, Kewdale



LGA: City of Belmont  
Area: **860m<sup>2</sup> (337m<sup>2</sup> average)**  
Grouped Dwellings  
achieved density: R30  
Coded Density: R20/60



City of Belmont Residential Density & Housing Examples



**11 Gild Street, Cloverdale**



LGA: City of Belmont  
 Area: **3305m<sup>2</sup>**  
 Grouped Dwelling  
 achieved density: R35  
 (254m<sup>2</sup> average)  
 Coded Density: R20/40



City of Belmont Residential Density & Housing Examples



**131 Kooyong Road, Rivervale**



LGA: City of Belmont  
 Area: **895m<sup>2</sup>**  
 Single Dwelling  
 achieved density: R35  
 (298m<sup>2</sup> average)  
 Coded Density: R20/40





City of Belmont Residential Density & Housing Examples



**21 Lakewood, Ascot**



LGA: City of Belmont  
 Area: **200m<sup>2</sup>**  
 Single Dwelling  
 achieved density: R40  
 Coded Density: R20/100



City of Belmont Residential Density & Housing Examples



**232 Knutsford Avenue, Kewdale**



LGA: City of Belmont  
 Area: **2343m<sup>2</sup>**  
 Grouped Dwelling  
 achieved density: R40  
 (234m<sup>2</sup> average, minimum  
 200m<sup>2</sup>)  
 Coded Density: R20/40





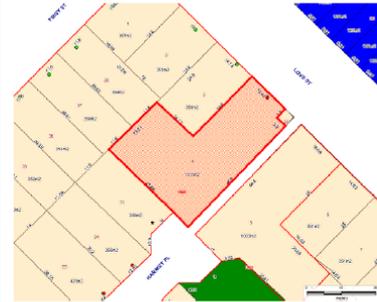
City of Belmont Residential Density & Housing Examples

**R50**

**8 Love Street, Cloverdale**



LGA: City of Belmont  
 Area: **1020m<sup>2</sup>**  
 Grouped Dwellings  
 achieved density: R50  
 (255m<sup>2</sup> average, 184m<sup>2</sup> minimum)  
 Coded Density: R50



City of Belmont Residential Density & Housing Examples

**R60**

**8 Hillcrest Road, Kewdale**



LGA: City of Belmont  
 Area: **2024m<sup>2</sup>**  
 Grouped Dwellings  
 achieved density: R60  
 Coded Density: R20/60





## City of Belmont Residential Density & Housing Examples



### 14 Finn Cove, Ascot



LGA: City of Belmont  
Area: **181m<sup>2</sup>**  
Single Dwelling  
proposed density: R60  
Coded Density: R20/100



## City of Belmont Residential Density & Housing Examples



### 60 Great Eastern Highway, Rivervale



LGA: City of Belmont  
Area: **4348m<sup>2</sup>**  
Proposed Multiple Dwellings  
achieved density: R80  
Coded Density: R80





City of Belmont Residential Density & Housing Examples

**R100**

**11, 12, 15, 16 & 18 Tanunda Drive, Redcliffe**



LGA: City of Belmont  
 Area: **Original area Lots 801, 802, 803, 804, 805, 806 and 807— total land area 2.8398 ha.**  
 Multiple Dwellings  
 achieved density: R100  
 Coded Density: Mixed Use



City of Belmont Residential Density & Housing Examples

**R160**

**48 Riversdale Road, Rivervale**



LGA: City of Belmont  
 Area: **2144m2**  
 Multiple Dwellings  
 proposed density: R160  
 Coded Density: Special Development Precinct



6.2. Examples in the Perth Metropolitan Region



### Residential Density & Housing Examples

Daly St, Belmont

R25

Location = Daly St, Belmont  
 LGA = City of Belmont  
 Area = 835m<sup>2</sup>  
 No. of units = 2-duplex units  
 Average lot size = 417.5m<sup>2</sup>  
 Achieved Density = R24 \*  
 Coded Density = R20  
 (\* May have been approved under previous coded density)



Location = Daly St, Belmont  
 LGA = City of Belmont  
 Area = 1229m<sup>2</sup>  
 No. of units = 3-triplex units  
 Average lot size = 419.7m<sup>2</sup>  
 Achieved Density = R24.4 \*  
 Coded Density = R20  
 (\* May have been approved under previous coded density)





### Residential Density & Housing Examples

Tanami Gardens, Tanami Crescent, Ellenbrook

R25



Location = Tanami Gardens, Tanami Crescent, Ellenbrook  
 LGA = City of Swan  
 Area = approx 1.70ha (excluding POS of 4780m<sup>2</sup>)  
 No. of units = 33 single dwellings  
 Average lot size = 350m<sup>2</sup> (varies from 295-440m<sup>2</sup>)  
 Coded Density = R25  
 Achieved Density = R25





## Residential Density & Housing Examples

Gochean Av  
(part of Highway Drive in site), Bentley

R45



Location = Gochean Av, Bentley  
LGA = City of Canning  
Area = 2256m<sup>2</sup>  
Zoned Density = R60 (ODP)  
Achieved Density = R44  
No. of units approved = 10 strata units  
Average lot area per unit = 225.6m<sup>2</sup>



## Residential Density & Housing Examples

Tay Place/Kadina St, North Perth

R50



Location = Corner Tay Place  
& Kadina St, North Perth  
LGA = Town of Vincent  
Area = 1850m<sup>2</sup>  
Coded Density = R80  
Achieved Density = R54  
No. of units approved = 10 dwellings  
Average lot area per unit = 185m<sup>2</sup>  
Type of development = Townhouse  
apartments





## Residential Density & Housing Examples

### Haig Park Circle Off Royal Street, East Perth

**R80**  
Mixed  
Housing  
Types



**Location =**  
Area bounded by Plain St, Royal St,  
Trafalgar Rd & Wittenoom St,  
East Perth  
(part of EPRA's 'Planning Precinct 2:  
Constitution Street')  
**LGA =** City of Perth  
**Development Authority =** East Perth  
Redevelopment Authority (EPRA)  
**Area =** approx. 3.73ha  
**Coded Density =** R80  
**Type of development =**  
single/multiple dwellings  
& apartments (at SE corner)  
Commercial (at NW corner)



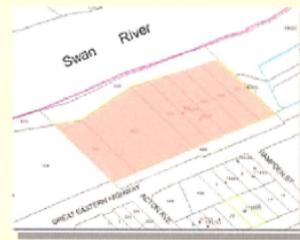
## Residential Density & Housing Examples

### Hill 60 Development, Great Eastern Highway, Riverdale

**R100**



**Location =** Great Eastern Highway,  
Rivervale  
(former St John of God Hospital site)  
**LGA =** City of Belmont  
**Area =** 2.8398ha  
**Coded Density =** R100  
**Achieved Density =** R100  
**No. of units approved =** 282 res units  
- Stages 1 & 2 (southern portion) =  
93 units 3 / 4 storeys apartments  
& 4 commercial units  
- Stages 3 & 4 (northern portion) =  
189 units, 5 x 10-storey apts  
- 1 lot reserved for historic Hill 60  
Homestead (single residential)  
**Average lot area per unit =** 100.7m<sup>2</sup>





WESTERN AUSTRALIAN  
PLANNING COMMISSION

## Residential Density & Housing Examples Vincent Street, Leederville

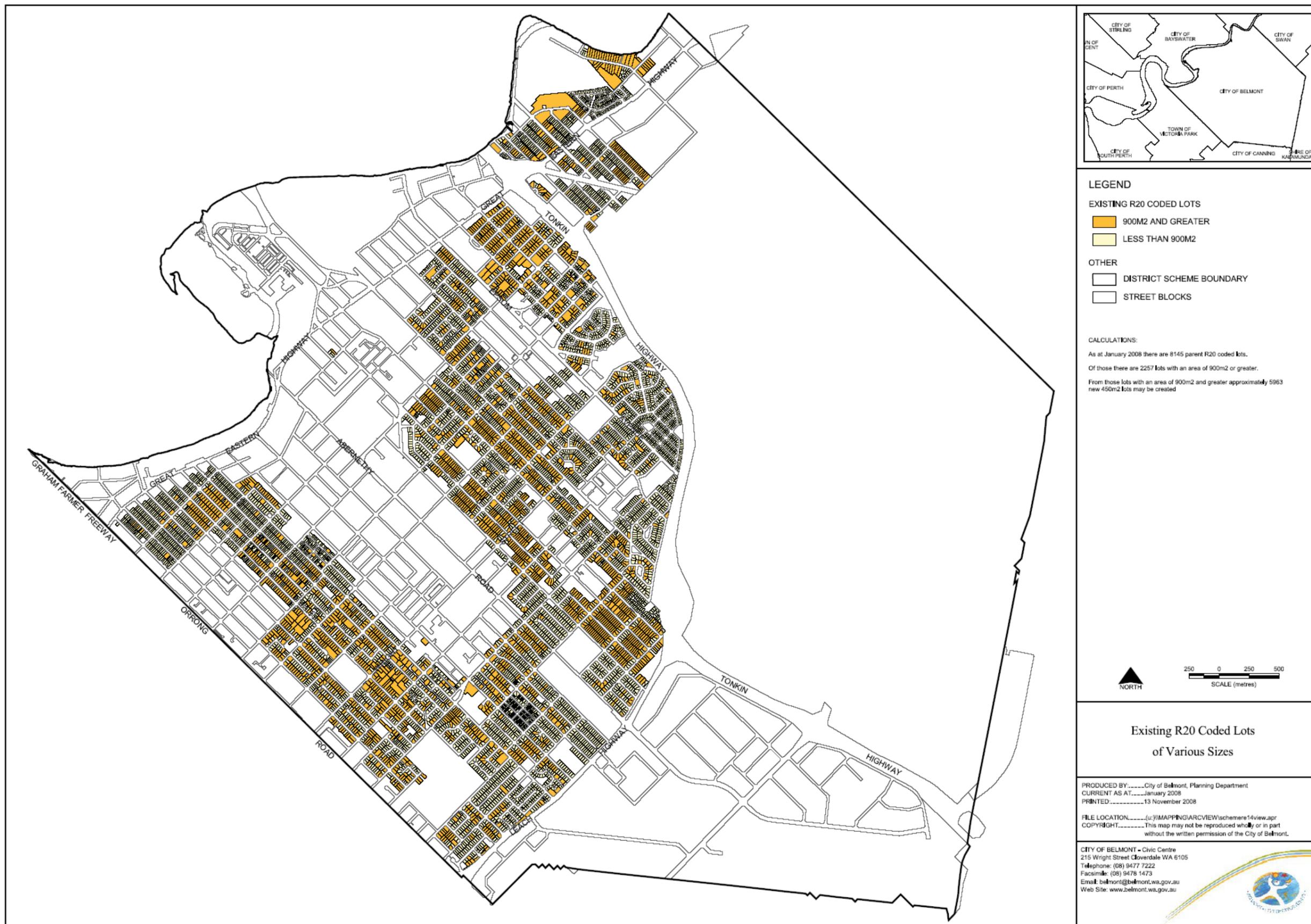
R100

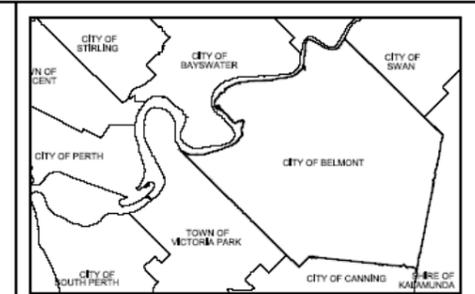
**Location = Oxford St, Leederville**  
**LGA = Town of Vincent**  
**Area = 0.6991ha**  
**Coded Density = R80**  
**Achieved Density = R100**  
**No. of units approved =**  
 - 68 multiple dwellings  
 - commercial tenancies  
**Average lot area per unit = 102m<sup>2</sup>**

**SITE PLAN**  
 'Oxford Lane'  
 Lot 26 Oxford St  
 Leederville

**Locality Plan**

## **7. APPENDIX 7 - PLANS OF PROPOSED R20 CODED AREAS WITH LOT SIZES OVER 900m<sup>2</sup>**





**LEGEND**

**PROPOSED R20 CODED LOTS**

- 900M2 AND GREATER
- LESS THAN 900M2

**OTHER**

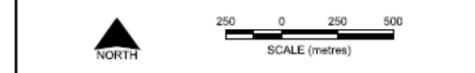
- DISTRICT SCHEME BOUNDARY
- STREET BLOCKS

**CALCULATIONS:**

Within the proposed R20 coded areas there are 6813 parent lots (includes lots which may have been further surveyed strata developed).

Of those there are 1915 lots with an area of 900m2 or greater.

From those lots with an area of 900m2 and greater approximately 5061 new 450m2 lots may be created



**Proposed R20 Coded Lots  
of Various Sizes**

PRODUCED BY:.....City of Belmont, Planning Department  
 CURRENT AS AT:.....January 2008  
 PRINTED:.....13 November 2008

FILE LOCATION:.....(u:)\\MAPPING\ARCVIEW\ischemere14view.apr  
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 Web Site: [www.belmont.wa.gov.au](http://www.belmont.wa.gov.au)

## 8. APPENDIX 8 - R100 DENSITY EXAMPLES IN THE TOWN CENTRE

### 1. R100 ON AN INDIVIDUAL LOT OF 700M2 AND ASSUMING A MINIMUM OF 2 DWELLINGS FOR AGED/DEPENDENT/SINGLE BEDROOM

Lot Size - 700m2									
<b>Aged/Dependent or Single Bedroom Multiple Dwellings</b> (66.7m2 per dwg)	2	3	4	5	6	7	8	9	10
<b>Multiple dwellings</b> (100m2 per dwg)	5	4	4	3	3	2	1	1	0
<b>TOTAL MULTIPLE DWELLINGS @ R100</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>10</b>

This compares with R50 which allows:

- 3 Multiple dwellings on a 700m2 site, or
- 5 Aged/dependent/single bedroom/ multiple dwellings on a 700m2 site.

Lot Size – 700m2				
<b>Aged/Dependent or Single Bedroom Grouped Dwellings</b> (120.1m2 per dwg)	2	3	4	5
<b>Grouped dwellings</b> (180m2 per dwg)	2	1	1	0
<b>TOTAL GROUPED DWELLINGS @ R100</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>5</b>

This compares with R50 which allows:

- 3 Grouped dwellings on a 700m2 site, or
- 5 Aged/dependent/single bedroom/ grouped dwellings on a 700m2 site.

**2. R100 ON AN INDIVIDUAL LOT OF 1,000M2 AND ASSUMING A MINIMUM OF 2 DWELLINGS FOR AGED/DEPENDENT/SINGLE BEDROOM**

<b>Lot Size – 1,000m2</b>													
<b>Aged/Dependent or Single Bedroom Multiple Dwellings</b> (66.7m2 per dwg)	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Multiple dwellings</b> (100m2 per dwg)	8	7	7	6	6	5	4	3	3	2	1	1	0
<b>TOTAL MULTIPLE DWELLINGS @ R100</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>14</b>	<b>14</b>

This compares with R50 which allows:

- 5 Multiple dwellings on a 1,000m2 site, or
- 7 Aged/dependent/single bedroom/ multiple dwellings on a 1,000m2 site.

<b>Lot Size – 1,000m2</b>							
<b>Aged/Dependent or Single Bedroom Grouped Dwellings</b> (120.1m2 per dwg)	2	3	4	5	6	7	8
<b>Grouped dwellings</b> (180m2 per dwg)	4	3	2	2	1	0	0
<b>TOTAL GROUPED DWELLINGS @ R100</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>8</b>

This compares with R50 which allows:

- 5 Grouped dwellings on a 1,000m2 site, or
- 8 Aged/dependent/single bedroom/ grouped dwellings on a 1,000m2 site.

**3. R100 ON A LOT OF 1,400M2 (ASSUMING 2 x 700m2 LOTS AMALGAMATED) AND ASSUMING A MINIMUM OF 2 DWELLINGS FOR AGED/DEPENDENT/SINGLE BEDROOM**

<b>Lot Size – 1,400m2</b>														
<b>Aged/Dependent or Single Bedroom Multiple Dwellings</b> (66.7m2 per dwg)	2	3	4	5	6	7	8	9	10	11	12	13	14	To a maximum of 20.
<b>Multiple dwellings</b> (100m2 per dwg)	12	11	11	10	9	9	8	7	7	6	5	5	4	0
<b>TOTAL MULTIPLE DWELLINGS @ R100</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>20</b>

This compares with R50 which allows:

- 7 Multiple dwellings on a 1,400m2 site, or
- 10 Aged/dependent/single bedroom/ multiple dwellings on a 1,400m2 site.

<b>Lot Size – 1,400m2</b>											
<b>Aged/Dependent or Single Bedroom Grouped Dwellings</b> (120.1m2 per dwg)	2	3	4	5	6	7	8	9	10	11	
<b>Grouped dwellings</b> (180m2 per dwg)	6	5	5	4	3	3	2	1	1	0	
<b>TOTAL GROUPED DWELLINGS @ R100</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>11</b>	

This compares with R50 which allows:

- 7 Grouped dwellings on a 1,400m2 site, or
- 11 Aged/dependent/single bedroom/ grouped dwellings on a 1,400m2 site.

**4. R100 ON A LOT OF 2,000M2 (ASSUMING 2 x 1,000m2 LOTS AMALGAMATED) AND ASSUMING A MINIMUM OF 2 DWELLINGS FOR AGED/DEPENDENT/SINGLE BEDROOM**

Lot Size – 2,000m2															
<b>Aged/Dependent or Single Bedroom Multiple Dwellings</b> (66.7m2 per dwg)	2	3	4	5	6	7	8	9	10	11	12	13	14	To a maximum of 29.	
<b>Multiple dwellings</b> (100m2 per dwg)	18	17	17	16	15	15	14	13	13	12	11	11	10	0	
<b>TOTAL MULTIPLE DWELLINGS @ R100</b>	<b>20</b>	<b>20</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>24</b>	<b>24</b>	<b>29</b>	

This compares with R50 which allows

- 10 Multiple dwellings on a 2,000m2 site, or
- 14 Aged/dependent/single bedroom/ multiple dwellings on a 2,000m2 site.

Lot Size – 2,000m2															
<b>Aged/Dependent or Single Bedroom Grouped Dwellings</b> (120.1m2 per dwg)	2	3	4	5	6	7	8	9	10	11	12	13	14	To a maximum of 16.	
<b>Grouped dwellings</b> (180m2 per dwg)	9	9	8	7	7	6	5	5	4	3	3	2	1	0	
<b>TOTAL GROUPED DWELLINGS @ R100</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>16</b>	

This compares with R50 which allows

- 11 Grouped dwellings on a 2,000m2 site, or
- 16 Aged/dependent/single bedroom/ grouped dwellings on a 2,000m2 site.