

City of Belmont:

A history of opportunity



Early land allocation in Belmont



Refer to page 4 for location descriptions.

Nganya kalleep, 'My land'

The Belmont district is named after Belmont Farm, one of the first farms to be established in the Swan River Colony. But long before settlers arrived, Noongar people had names for the places they owned and used. For example, the site of Ascot Racecourse was formerly known as *Ngattaba*.

The Belmont district is part of an area held by a family group of Noongar people known as the Beeloo. In 1829, the family was headed by Munday, who became very well known among the white colonists. He is commemorated locally through the naming of Munday Swamp, an ancient turtle-fishing ground at the edge of Perth Airport.

Famed resistance leader Yagan described the boundaries of his friend's land to a sympathetic colonist:

Beeloo, the district of Munday is bounded by the Canning on the South; by Melville water on the West; by the Swan and Ellen's brook on the North. Several of the mountains are numbered in Munday's territories, and his headquarters are Wurerup.

The lower part of Munday's district, near where the two waters meet, seems to have been conquered and taken from his people at some former period; and now forms a common ground, on which all the tribes to the North and South of the river occasionally meet.

In April 1833, Yagan's brother, Domjum, was shot during an apparent attempt to break into a settler's store. Aboriginal law demanded a life for a life, so at Bull's Creek, Munday, Midgeooroo and Yagan speared brothers Tom and John Velvick.

All three were declared outlaws, and Munday had a bounty of £20 (\$40) put on his head. Although Midgeooroo and Yagan were killed, Munday successfully appealed his outlaw status. At a meeting with Governor Irwin, he justified his actions by listing the wrongs settlers had inflicted on his people.



Jane Eliza Currie, Panorama of the Swan River Settlement



Grove Farm

Location, location, location

Few colonists knew the risk they were taking. Dumped on Garden Island at the start of a grey winter in 1829, they discovered that land remained unallocated, there were no buildings and no negotiations with the Noongar people.

The Belmont district was so popular, because of its river frontage, Governor Stirling was forced to make each block long and narrow so everyone had access to the water.

Location 34 was assigned to Francis Byrne, which he promptly called 'Belmont Estate'. When Byrne sold up in 1835, he had built two cottages on his land, and he noted that its many jarrah trees could be conveyed easily by river to Perth or Guildford.

Mark Currie was appointed to survey and allocate the parcels of land. He spent the first few weeks conducting a survey of the Swan River, managing to reserve 'Swan Location 28' for himself.

The Curries' called their property *Red Cliff* after the steep red clay banks of the Swan River, clay which was later to be used to make bricks.

James Drummond was the owner of Location 32, moving to the colony with Jane and their children. Drummond was a botanist and keen plant collector, whose pockets, bag and hat were always stuffed with specimens. Understandably, he was appointed Government Naturalist. A post for which he received no pay.

LOCATION	DATE	NOTABLE OWNERS	NAME OF ESTATE
Location 28 1,000 ha	1829	Mark John Currie	Red Cliff
	1834	George Williams	
Location 29 400 ha	1830s	George Williams	Golden Grove Farm
	1839	R. W. Nash	
Location 30 400 ha	1830	Joshua Gregory	
	1832	James Drummond	
	1878	Robert Davey Hardey	
Location 31 400 ha	1829	William Gellibrand	
	1830	Joshua Gregory	
	1831	James Drummond	
	1878	Robert Davey Hardey	
Location 32 400 ha	1829	James Drummond	
	1878	Robert Davey Hardey	
Location 33 800 ha	1829	James Henty	Grove Farm
	1829	Philip Dod	
	1835	John Wall Hardey	
Location 34 930 ha	1830	Captain F. Byrne	Belmont Farm
	1835	J. P. Beete	
	1854	John Wall Hardey	

FIRE AT RED CLIFF (1833)

On Saturday last, a valuable building, the property of Captain Currie, R.N., was destroyed by a bush-fire. Lieut. McLeod was on the spot, but too late to render any further assistance than merely by clearing away the palings which surrounded the house. A large gum-tree overhung the premises; this caught fire, the flames reaching the thatch, the whole was instantly in a blaze, leaving merely the bare brick-walls.

A thoroughly practical man

Brothers John and Joseph Hardey arrived in Western Australia aboard the *Tranby* in 1830. Over the next few decades, John and his son, Robert Davey, were to acquire most of the land in the Belmont district.

Soon after arriving, John and Joseph were each given 40 hectares of land on the Maylands Peninsula. The brothers both built homes on the Peninsula and started the farms which soon made them celebrated in the colony. Joseph called his home *Tranby House*.

John's second acquisition was land situated opposite his farm on the Peninsula. Buying the block from Phillip Dod, John named it *Grove Farm* in 1835. However, he does not appear to have lived there until 1843, when he returned from time spent farming at York. To extend his holdings, John bought the adjoining *Belmont Farm* in 1854.

All of this land was inherited by John's only son, Robert Hardey, who kept up his father's practice by purchasing additional blocks. In all, Robert became the owner of five large locations covering an immense area.

In 1880, Robert built his family a spacious home, *Belmont House*. This had eleven rooms, along with a coach house, stable, large garden, orchard, and two small paddocks. After his father died in 1885, Robert was keen to return to the family homestead at *Grove Farm*, so he offered *Belmont House* for rent.



Hardey and family at home



John Wall Hardey

From J. W. Hardey's obituary

As a settler, he was a thoroughly practical man, and bestowed much attention upon stock-breeding, wheat-growing, and viticulture. For several years Mr Hardey occupied a seat in the Legislative Council with much credit, while as writer in the public journals, he displayed considerable power. He belonged to the Wesleyan Church, but for many years after his arrival he did not take any very active part.



1847 map showing the road to Guildford

Making tracks

In the early days of the Colony, most farmers had to rely on boats and ferries for transport. One issue were the mudflats in the Swan River which restricted navigation.

In 1843, somewhat at John Hardey's insistence, the Government built a causeway and bridge across the flats. As a bridge was also erected across the Helena River, the road through Belmont became more frequently used.

The Causeway was completely rebuilt in 1862, and widened several times, before being replaced by the present bridges in 1952.

After Western Australia became a convict colony in the 1850s, a convict station was established in Redcliffe. The men sent there worked on the Guildford Road, later renamed the Great Eastern Highway.

The road to Guildford was a constant source of trouble. Practically unusable in winter, when carts would sink down to their axles, the Government repeatedly tried to repair the road without success.

Finally in the 1860s, Governor Hampton recommended large round slices of jarrah as a surface for the road. The convicts were set to work sawing and laying the timber on the road. These slices, each 30 centimetres thick, became known as 'Hampton's Cheeses'.

Hampton's Cheeses were such a great success that drivers still travel over them on sections of the Great Eastern Highway. In 2012, road engineers uncovered some of the 'cheeses' and donated them to Belmont Museum.

The Causeway is one of the best public works constructed throughout the Colony. Now that the work is completed, to the admiration of all, will it be believed, that, with the exception of the chairman of the Road Trust, John Wall Hardey, Esq, accompanied by a friend, not a single individual attended on the occasion of the opening of this essential work. This apathy is to us unaccountable.

(Perth Gazette, 27 May 1843)

And they're off...

Racing has long been centred on Belmont. The first meeting in the area was on *Grove Farm* in 1848, with a resulting site selected, also on Hardey's property, for a permanent racecourse.

The Perth Cup is Western Australia's premier horse race. The first Perth Cup was run in 1887 and is still held each New Year's Day.

During the gold rush, people arriving from the Eastern States and overseas needed entertainment. Attending the racecourse became a popular pastime with regular meetings.

With the growing popularity of the sport, the Government improved transport. A bridge was constructed over the river and a railway station built on the southern side of the racecourse.

George Towton was born in an inn on Murray Street. Starting life as a jockey at thirteen, during his 40-year career he experienced many triumphs as a rider, a trainer, and an owner.

His grandson, William O'Mara remembered him:

Grandfather moved to Belmont in the 1890s, purchasing land on the corner of Hardey Road and the Great Eastern Highway. He built the Racecourse Hotel there, a home and stables.

He eventually had so much success in racing that he was known as 'King George'.

He owned and trained six Perth Cup winners and in 1892 he owned, trained and rode Wandering Willie to victory in the Perth Cup carrying about 10st 5lb (66kg). This weight carrying record still stands.

In addition to being a horse trainer, owner and racer, a hotel owner, and property owner, my grandfather was also a feed merchant and undertaker.

He married twice, having altogether eleven children.

The house they lived in was known as Towton Lodge and it had four bedrooms, two dining rooms, three stock rooms, a large kitchen, an office and a parlour.

Grandfather died in 1906, aged 53 years.



Perth Cup Day 1899

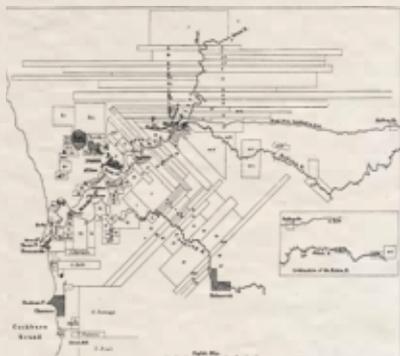


Towton Family: c.1910



'Snapshot', winner of Perth Cup: 1897

1829 Beginning of the Swan River Colony with the arrival of the *Parmelia*, carrying Governor James Stirling and the first settlers.



1830 Prominent in Belmont's development, John Wall Hardey arrives on the *Tranby*.

Colonists divide up river frontage. Mark Currie and James Drummond become Belmont's first landholders. Currie calls his place *Red Cliff* after the river's clay banks.

Growth in Belmont area slow, with most farms just a house with little cleared land.

1833 *Red Cliff* destroyed by fire. Only bare brick walls remained. First calls for a causeway across the mudflats, to better connect Fremantle, Perth and Guildford.

1834 Capt. Byrne markets *Belmont Farm* as having two cottages and being good for timber.

1835 John Wall Hardey buys *Grove Farm*, but leases it to tenants until 1843.

1837 Conflict, but no injuries, between traditional owners and occupants of *Redcliff Farm*.

1843 John Wall Hardey moves from York to Grove Farm in Belmont. With the Causeway completed and a bridge across the Helena River, the track through Belmont becomes a key route.



1847 The first murder of one colonist by another takes place at Rivervale.

1848 First race meeting held at *Grove Farm*, followed by picking a site on Hardey's property for *Perth Racecourse* (now called Ascot).

1860s Convict camp established at Depot Hill, Redcliffe, for building local roads. Slices of jarrah cut to construct the Great Eastern Highway.

1870 W. H. Strickland becomes chair of Western Australian Turf Club (founded 1852), introducing professional trainers and jockeys.

1880 *Belmont House* built for Robert Davy Hardey, later turned into *Sandringham Hotel*.



1887 *First Prince* wins the inaugural Perth Cup by two lengths, collecting £250.



1892 Gold rush brings people, who need housing. Brickworks use the clay by the river. Poultry farms, dairies and piggeries also spring up, along with Chinese market gardens.

1893 *Racecourse Hotel* built by George Towton (demolished 1933).

1895 Subdivision of Ascot Garden Estate.

First *Belmont Hall* constructed.

1896 Sugar's Brickworks founded.



1897 Disappointing subdivisions of Belmont and Redcliffe Estates. Construction of *Ascot Inn*, which changed its name to *Belmont Hotel* in 1916.

Opening of Belmont School in the old hall, which turns out to be an unsuitable venue.

Opening of new grandstand at the Racecourse, which will be serviced by two railway bridges over the river and a new station.



1898 Construction of Belmont Primary School.

1899 First elections for the new Belmont Road Board.

1800 – 1850

1850 – 1900

1901 Belmont House converted into Sandringham Hotel.

1902 New Belmont Hall constructed.

1904 Invercloy (later known as Nulsen Haven) built in Redcliffe for John Wilkie.

Kirton's Patent Pottery Co., Belmont's first such factory, opens on Grandstand Road.

1905 Horse-drawn bus service between Belmont and Perth, which was replaced with a motor omnibus by 1914.

Congregational Church built on land given by Elizabeth Bechtel (demolished 1990s).



1906 Laying of foundation stone for All Saints Anglican Church (demolished 1977).

Opening of Burswood School.

Kirton's Patent Pottery Co. goes bankrupt. Factory taken by the WA Pottery Co.

1907 Road Board changes name to Belmont Park Road Board.

1908 Opening of Redcliffe School.

1910 Cloverdale Estate subdivided.

1912 Subdivision of Grove Farm Estate.

1913 Founding of Braddock's Essential Oils distillery, near Ascot Inn.

1914 St Anne's Catholic Church built on Hehir Street.

Opening of South Belmont School.

1914-18 World War I.

1915 Racecourse used for military camp.

Councillor J. C. Gerring opens the first motor garage in the Belmont area.

1919 Opening of Riversdale Hall.

1923 Cattle disease, rinderpest, forces destruction of pigs, sheep, goats and cattle.

1925 Birth of legendary jockey, Frank 'Tiger' Moore

1929 Founding of H. L. Brisbane & Co, which takes over WA Potteries.

Dunreath Estate subdivided.

High unemployment leads to the Road Board running work schemes.

1932 Belmont Soccer Club formed, with Tennis Club following the next year.

1935 Hill 60 converted into the first St John of God Hospital in the State.

Guildford Road changes name to Great Eastern Highway.

1936 Extensions to Road Board offices celebrated with a social evening, including dancing.

1938 Land selected in Redcliffe/ Newburn for site of Perth Airport.

Brisbane & Co. merges with Wunderlich Ltd.

1939-45 World War II.

1949 Wartime Air Force camp converted into Dunreath Migrant Camp.

1950 Cloverdale, Kewdale and Newburn become suburbs.

1950s Gradual development of Perth Airport.

1951 Belmont Industrial Area zoned, with 200 acres north of Alexander Road set aside.

1956 Following a fire on the bridge, it is decided to close Belmont Station.

1960 Road Board changes its name to Shire of Belmont.

1963 Bowling green and tennis courts completed on Grove Farm Reserve.

1964 New Council premises built alongside the old hall.

1970 Commonwealth Government resumes Newburn suburb for growth of airport.

1971 Construction of Ruth Faulkner Library.



1974 Belmont Forum begins trading followed by Belmont Plaza in 1978. Combined in 1986.

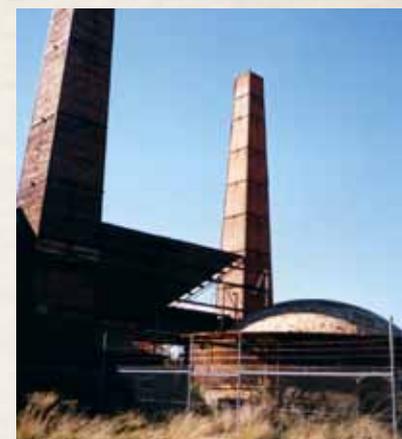


1977 Ascot Water Playground opens.

1979 Belmont becomes a City, and the Council moves to a new Administration Centre.

1980s Factory in Grandstand Road ceases production after plastic pipes replace clay.

1988 Opening of purpose-built Belmont Museum.



1994 Ascot Waters subdivided.

2000 Extensions to Belmont Forum include a new supermarket and speciality stores.

1 Land grants in Belmont: Reproduced from Appleyard, R. T., & Toby Manford, *The Beginning: European Discovery and Early Settlement of Swan River Western Australia* (UWA Press, 1979)

2 Sarah Drummond: c.1860s, Battye 003025D

3 First Causeway Bridge: 1860s, Alfred Hawes Stone, Battye 009286D

4 Belmont House, later Sandringham Hotel: City of Belmont, M0167-02

5 Unidentified men and horses: City of Belmont, M0030-02

6 Sugars Brickworks: City of Belmont M0073-02

7 Ascot Inn, also known as the Hotel Belmont: 1920, City of Belmont, M0083-01

8 Congregational Church: City of Belmont, M0049-14

9 Ruth Faulkner Library under construction: 1971, City of Belmont M0411-01

10 Belmont Forum: 1970s, City of Belmont M0337-15

11 Kiln and chimneys on Grandstand Road: 1999, City of Belmont M0074-01

1900 – 1950

1950s +

Suburban pioneers

The effects of the gold rush were vast. Perth quickly became a city, and old wooden buildings were torn down, replaced by new brick ones.

The increases in population led to a demand for housing. In the 1890s, speculators began buying up Belmont land for subdivision. However, these schemes did not meet with a great deal of success at first.

One of the successful subdivisions was Ascot Garden Estate from 1895. Designed as a 'garden suburb', the river end of Location 32 was advertised to middle-class buyers who wanted a brick bungalow on a quarter-acre block.

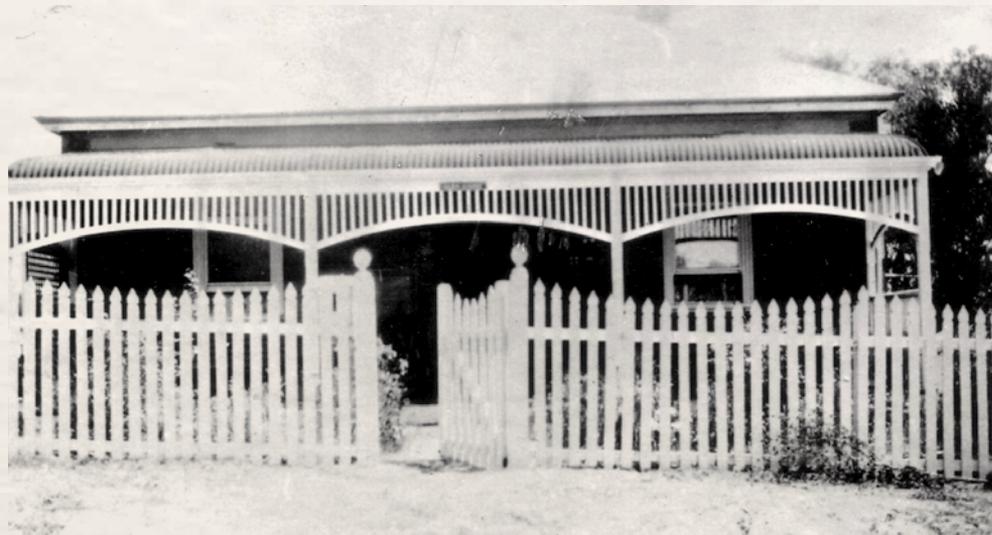
Redcliffe Farm (Location 28) was sold to a developer in 1895, parts of Belmont Farm (Location 34) were bought, and the southern portion of Location 32 was marketed as Cloverdale Estate. Unluckily, subdivisions in South Perth and Victoria Park proved more popular than those further out in Belmont.

Settlement did begin to extend further down Belmont Avenue. The new residents were pig farmers attracted by low rates and cheap land. After pig keeping was banned in Perth, men such as Paddy Faulkner, Ron Philips, Bert Rowe and Arthur Blomfield set up in Belmont. The area also had poultry farms, including those of Stephen Craig and Andy Aitken.

By the end of the 1890s, Chinese market gardeners were also prominent in the Belmont area. Hop Wah leased land on the river front, gardens were located along Hardey Road and Belgravia Street, including one worked by Yee Hop. These gardens were in swampy areas, and irrigated by hand with buckets strung on a pole carried across the shoulders in the traditional Chinese manner.

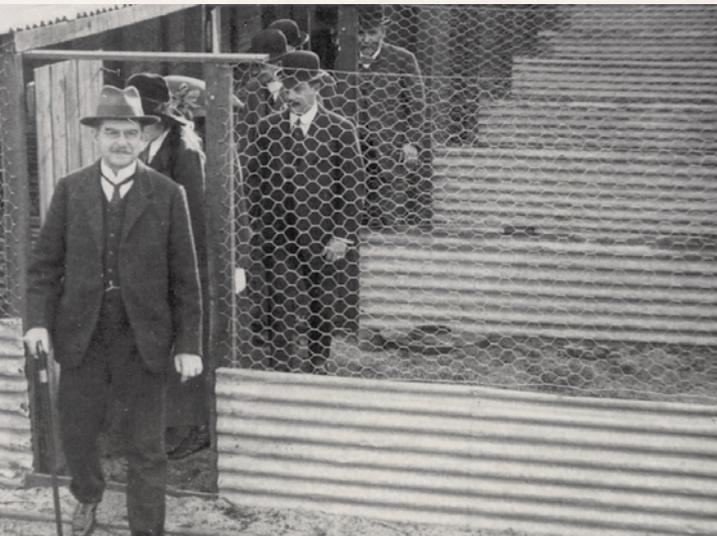


John Faulkner's pig farm 'Mullingar' in Belmont



Newey Residence, 1906





The Governor visiting Stephen Craig's poultry farm: 1912

Frank Larter moved to the Belmont district shortly before World War I:

Hundreds of streets had been surveyed and named on plans but there was very little actual sign of the streets. Everywhere off the most important roads was unmarked bushland and sand. It was loose sand that filled socks and shoes and the cuffs of men's trousers.

Places like Kewdale were so quiet that we felt like pioneer explorers. In some of our idle wandering we found great jarrah tree stumps and near them saw pits dug deep into the sand. Men had worked in and around them sawing the logs into planks where the trees fell.

For a while the bush in the suburbs was deserted except for wanderers such as I. Then families began to arrive. They lived in tents or huts of poles and hessian, or in houses partly built.

Some of these people farmed in a lowly kind of way, rearing pigs and poultry and goats and growing vegetables. The pig farmers drove their carts into the city during the very early hours of the morning and brought back waste food from markets and hotels. They boiled this in tall tubs and mixed with it grain of all kinds for their pigs.

The poultry farmers hatched chicks in homemade incubators, using kerosene lamps to supply the necessary heat. The summer weather was hot for the full-grown birds; they stood in what shade they could find with their mouths open wide and their wings lifted away from their bodies.

Many of these isolated families kept goats. Children milked them and made pets of them, feeding them with vegetable leaves and peelings, crusts, or anything at all. Some of the older billygoats, bearded and venerable, were taught to pull tiny carriages and passengers around the little homesteads.

Even the final houses in which these suburban pioneers lived had little comfort. Such comforts as water-supply, electric lighting, fly-screens, linoleum, curtains and lawns and flowers came much later.

Advancing the district

Until the late 1890s, there was practically no planning control in Belmont. Agricultural and timber businesses were unregulated, and the increasing population needed roads.

After a community campaign, Belmont Road Board was formed in 1898. But however hard the Board worked, it lacked resources in its first decade, which meant progress was slow.

In 1902, Belmont Hall was constructed on the road to Guildford. When the Hall was extended in 1936, the Road Board celebrated with an evening of dancing and music.

The late 1920s found the State in the grip of the Depression. Facing high unemployment, the Board ran a number of job creation schemes, including constructing footpaths along the Great Eastern Highway.

In 1960, the Road Board became the Shire of Belmont, and new council premises were erected alongside the old Hall.

The Ruth Faulkner Library, named after Belmont's first female councillor, was originally intended to be built in Knutsford Avenue. Following discussion with the community, it was eventually erected in Faulkner Park in 1971.

In 1979, Belmont became a city and the council constructed a new Administration Centre on land once owned by poultry farmer, Stephen Craig.

Belmont Won't Stand Bathing in the Nude

Following the receipt of a police report to the effect that persons had been bathing in the nude in the Swan River at Belmont, the last meeting of Belmont Park Road Board decided to take action to ensure that there is no repetition of the occurrence.

As the persons who bathed in the nude last Sunday were boys, the board is to communicate with the parents, and to point out the seriousness of the offence.

Signboards are also to be renewed, and will indicate in unmistakable fashion that people cannot bathe in the nude at Belmont.

(Daily News, 22 December 1936)



Belmont Hall, with Road Board's first truck c. 1925

A good seam of clay



Hill 60, extensive alterations were made in 1911 using Sugars bricks

On Wednesday afternoon, a new industry was formally started at Belmont in the presence of a numerous company of citizens. Pottery works are a fairly common accompaniment of a large settlement; but hitherto Perth has been, without them: and all her piping and tiles had to be brought from long distances, like most other things.

There is no longer any need for this now that the Kirton Patent Pottery Co.'s works are established at Belmont. The discovery of a good seam of clay induced it to move near the Perth racecourse, where a fine plant, costing £2,000 (\$4,000) has been erected.

(Sunday Times, 7 August 1904)



Brisbane & Wunderlich, 1948

As the population increased from the gold rush, so did demand for brick housing. In 1896, William Sugars and his son, Albert, established Sugars' Brickworks on the riverbank at Redcliffe where the clay was ideal. Albert and Louisa Sugars built the first house in Keymer Street. In fact, most of the early houses in Ascot were built with Sugars' bricks.

Other early Redcliffe brickyards were Marr's and Millard's, whose sites can now be found in Garvey Park. Millard, who started around 1907, lived on the Redcliffe Estate, in what was described as a 'pretty little cottage embowered in flowers and fruit trees'.

In 1904, Belmont Councillor Richard Kirton opened the first industrial pottery to serve Perth. While unsuccessful – Kirton went bankrupt in 1906 – his business was to be very influential in Belmont's development.

His Grandstand Road factory was purchased by Pitman & Piercy's, before being taken over by H. L. Brisbane in 1929. In 1938, Brisbane & Co merged with Wunderlich Ltd to form one of State's most famous companies. The remains of the factory's kilns and chimneys, opposite Ascot Racecourse, are an iconic landmark in Belmont.

New suburbs, new opportunities

In 2013, the City of Belmont covers 40km² and has a population of 37,350: (ABS Census 2011).

The rapid post-war growth of Belmont can be seen by the fact that the 1947 population was 5,700 and just six years later it had grown to 16,700. Many new homes were constructed, often by the State Housing Commission.

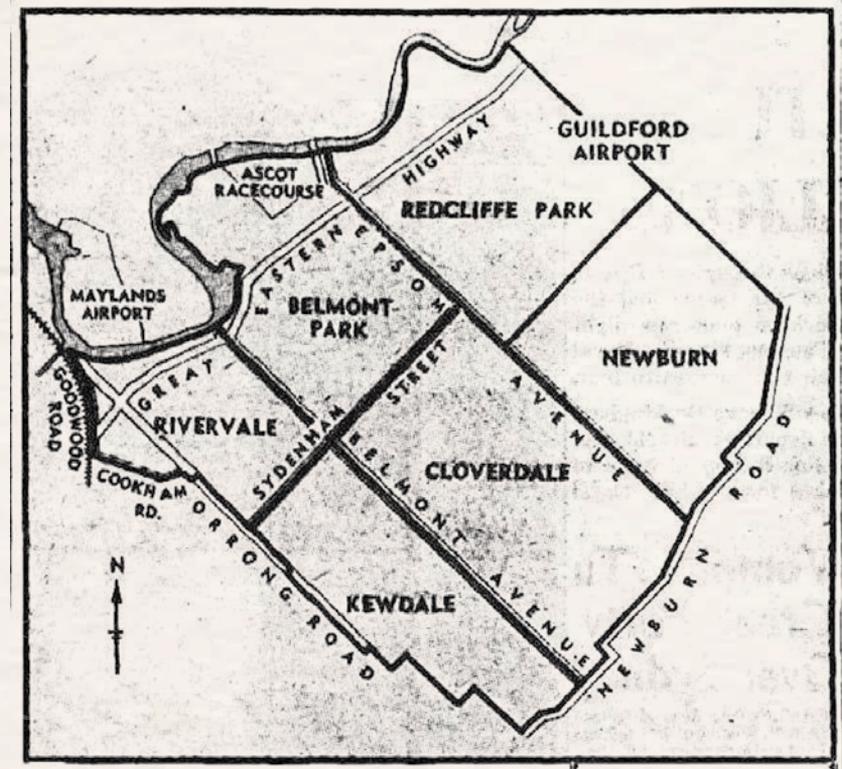
To assist with growth, in 1950 three new suburbs were created: Kewdale, Cloverdale and Newburn. Cloverdale was named after Cloverdale Estate, which had been subdivided in 1910. Kewdale, formerly South Belmont, was an adaptation of Kew Street, one of the first roads in the district.

Newburn, now absorbed by Perth Airport, was originally Red Gum Forest, a small rural community east of Redcliffe from 1912. The suburb was resumed by the Commonwealth Government in 1970, doubling the size of the airport.

The small suburb of Dunreath, which had been subdivided as Dunreath Estate in 1931, became a Women's Auxiliary Australian Air Force (WAAAF) Camp during World War II. After the War, the camp was converted into a hostel for 'Displaced Persons', as New Australian migrants were then known. Like Newburn, Dunreath has been subsumed within Perth Airport.

In the 1950s and 1960s there was an upsurge in the construction of industrial buildings. With land at a premium nearer the city and high prices being asked for it, manufacturers turned to Belmont where there were big areas of land offered. In 1951, more than 80 hectares north of Alexander Road was set aside for industrial purposes.

The increase in housing in the 1950s resulted in a demand for recreational facilities. Several parks such as Miles Park, Selby Park and Tomato Lake Reserve (formerly known as Craig's Swamps) were developed about the same time. A new bowling green and tennis courts were completed on the Grove Farm Reserve in 1963.



Map of new suburbs in 1950s



Bellis House, Belmont Avenue, 1944

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Images

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John Wall Hardey: City of Stirling Local Studies

Hardey and family: City of Stirling Local Studies

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1847 map showing the road to Guildford: State Records Office, cons. 3689, Roads 085

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Perth Cup Day 1899: City of Belmont M0240-01

Racecourse Hotel: City of Belmont, M0098-01

Towton Family: c.1910, City of Belmont M0005-01

Towton Lodge, Hardey Road: c.1900, City of Belmont M0005-02

'Snapshot', winner of Perth Cup: 1897, Belmont M0012-01

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John Faulkner's pig farm 'Mullingar' in Belmont: City of Belmont M0431-01

The Governor visiting Stephen Craig's poultry farm: 1912, City of Belmont M0090-03

Newey Residence, 1906, City of Belmont M0144-02

Richard Gervase Kirton, Belmont councillor and pottery works owner: City of Belmont M0084-01

Belmont Hall, with Road Board's first truck c.

1925: City of Belmont M0424-01

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Sugars Brickworks, founded 1896: City of Belmont M0073-02

Hill 60, extensive alterations were made in 1911 using Sugars bricks: City of Belmont M0173-01

Kiln and chimneys on Grandstand Road: 1999, City of Belmont M0074-01

Brisbane & Wunderlich, 1948: City of Belmont M0053-01

Advertisement for Bristles: *West Australian*, 14 May 1932

Map of new suburbs: *West Australian*, 23 November 1953

Bellis House, Belmont Avenue, 1944: City of Belmont M0185-07

Ruth Faulkner Library under construction, 1971: City of Belmont M0411-01

Belmont Forum, 1970s: City of Belmont M0337-15



Each part of the coat of arms symbolises an aspect of the City of Belmont. The kiln and stack represent brick making and the cog is a symbol for industry. The wings symbolise flight and the airport, while the horse is the racing industry. The green stands for public space; silver, the sky; and blue is the Swan River. The black swan is the State emblem, and the ducal coronet around its neck symbolises Belmont's relationship to WA.