

PART 2

RIVERVALE

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Snapshot – Population and Dwellings

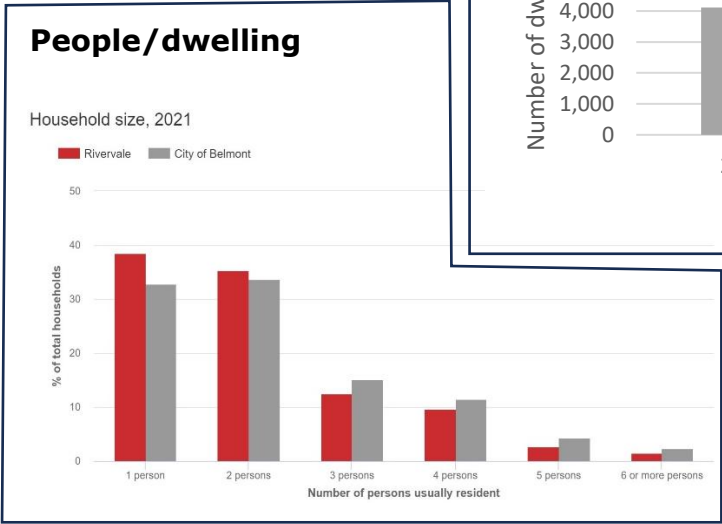
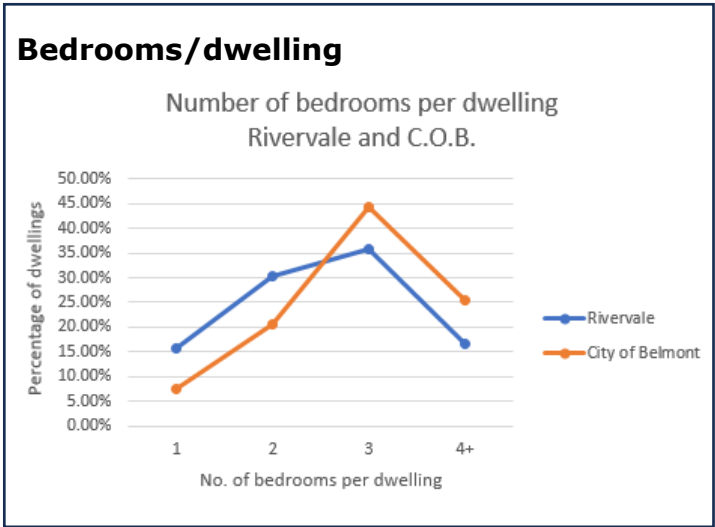
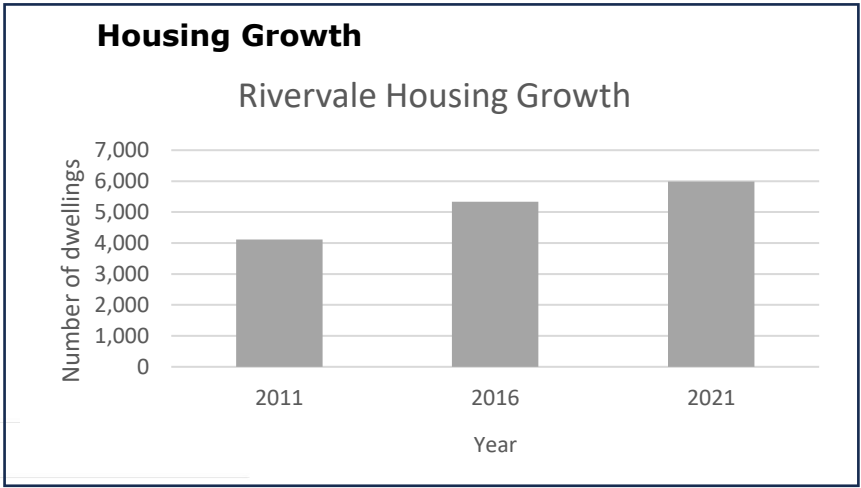
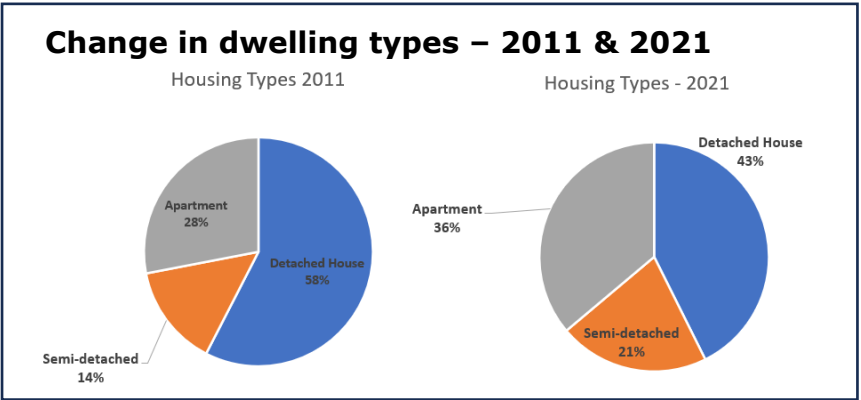
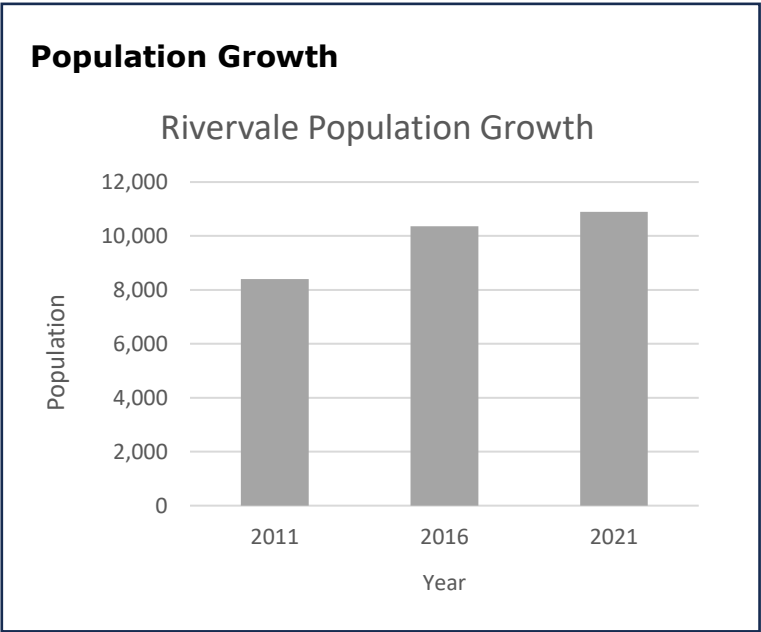
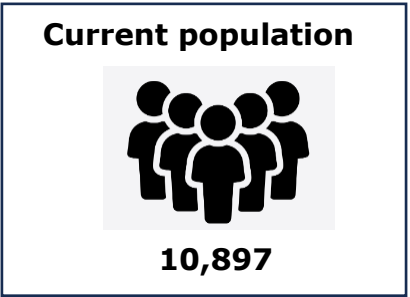


Table 1: Snapshot (Source: ABS 2024 and .ID Community 2024)

Rivervale Overview

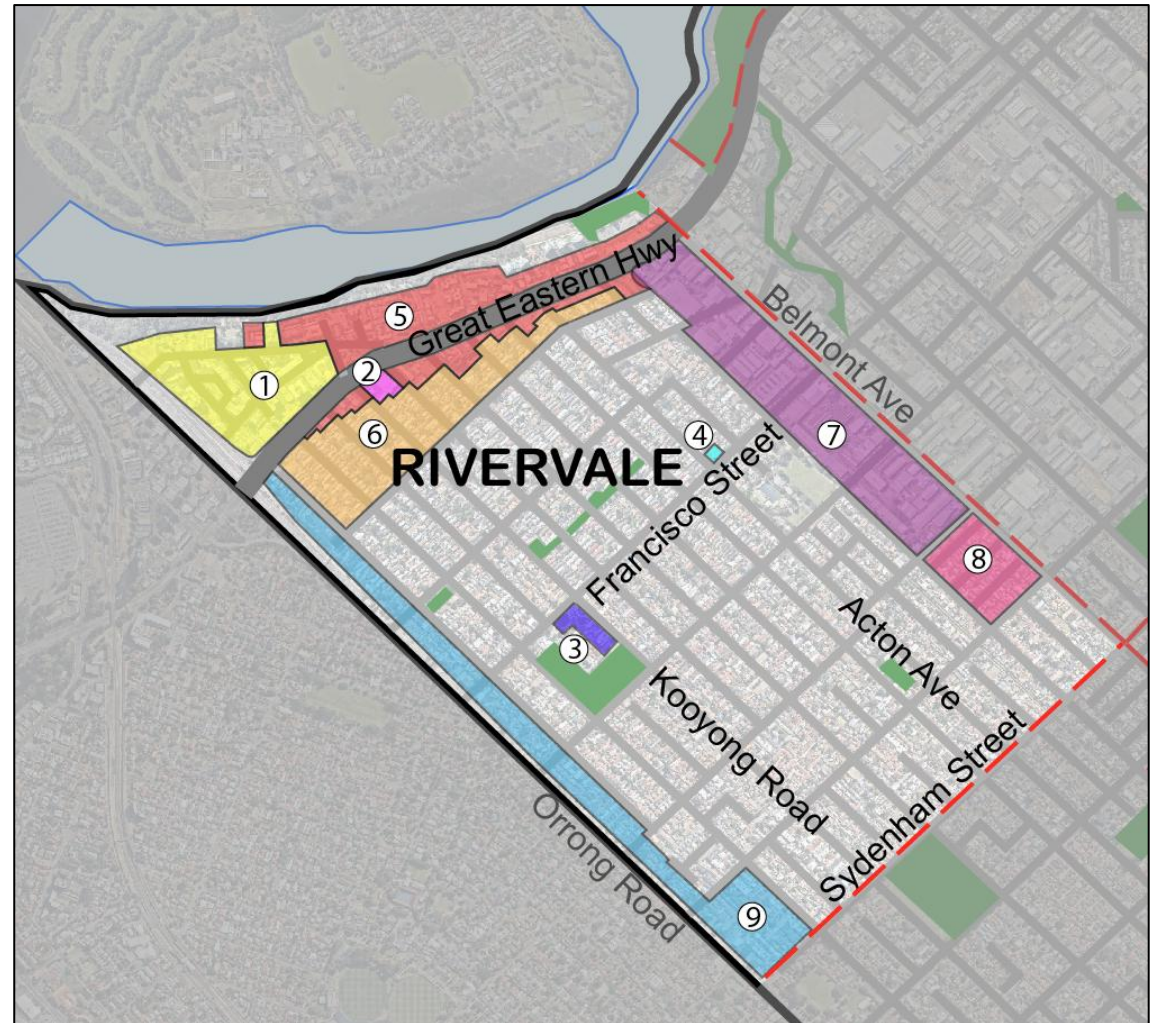
Location and Focus Areas

The suburb of Rivervale comprises an area of 3.3 square kilometres and is bound by the Swan River, Graham Farmer Freeway, Orrong Road, Sydenham Street and Belmont Avenue.

There are 9 key focus areas within the suburb of Rivervale that will be analysed as part of this Local Housing Strategy. These include:

1. The Springs Special Development Precinct
2. Eastgate Neighbourhood Centre
3. Kooyong Village Neighbourhood Centre
4. Francisco Street Local Centre
5. Great Eastern Highway Corridor
6. Great Eastern Highway Transition
7. Belmont Business Park – Mixed Business Zone
8. Additional Use Area
9. Orrong Road Corridor subject to Local Planning Policy No. 2

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



Key Features

Connectivity

- Rivervale benefits from connections to major roads including Orrong Road, Graham Farmer Freeway and Great Eastern Highway. These facilitate a high level of accessibility for vehicles.
- While the western part of Rivervale is located approximately 800m from Burswood Train Station, it is unlikely that this is highly utilised by residents due to Graham Farmer Freeway and Great Eastern Highway acting as a barrier for access.
- Rivervale is serviced by high frequency bus routes along Great Eastern Highway and Orrong Road, as well as the 998/999 Circle route which provides connections to other suburbs.
- Rivervale benefits from bicycle and pedestrian paths particularly along the Swan River Foreshore. There is also a number of bicycle lanes along streets such as Great Eastern Highway and Alexander Road. Surrey Road is also designated a safe active street.

Centres and Services

The Activity Centre Planning Strategy designates the following activity centres within Rivervale:

- Kooyong Road Neighbourhood Centre
- Eastgate Neighbourhood Centre
- Francisco Street Local Centre
- A Portion of the Belmont Business Park Specialised Centre.

The Belmont Business Park offers employment opportunities for nearby residents and encompasses a variety of land uses and services. Francisco Street local centre is specialised in nature, feature only a printing company. Meanwhile, the Kooyong Road and Eastgate Neighbourhood Centres are well established. .

The suburb also contains Rivervale Primary School and St Augustine's Primary School.

Public Open Space

- Residents have good access to public open spaces, with 86% of properties located within 400 meters and none further than 800 meters from such spaces.
- Rivervale includes Wilson Park, one of the City's three District Open Spaces. This park serves the needs of local residents whilst also attracting visitors from nearby suburbs.

Development Patterns

- Development in Rivervale's residential areas primarily took place in the 1950s and 1960s. During this period, the State began to deliver numerous government homes within the suburb. Additional development occurred in the 1970s and 1980s.
- In the 1990s, grouped dwelling developments increased, especially around the Kooyong Road activity centre.
- The 2009 Springs Structure Plan led to the precinct developing into a higher density area., There are several sites within the precinct still available for redevelopment under the Structure Plan and Local Planning Policy No. 7 – The Springs Design Guidelines. This has led to Rivervale having a high level of growth of 22% between 2011 and 2021 compared to other suburbs in Belmont.
- The suburb has continued to see a level of grouped and multiple dwelling development occurring, especially in dual density coded areas.
- Land in close proximity to Orrong Road is coded R20/60. Development of this land is subject to Local Planning Policy No. 2 – Orrong Road. Several have been developed for grouped dwellings, but the majority still have development potential.
- There is also a portion of land surrounding the Belmont Town Centre coded R20/50/100. A number of higher density developments have occurred in this area guided by Local Planning Policy No. 1 – Performance Criteria – Town Centre Density Bonus Requirements.
- There are currently 2,655 residential zoned lots within Rivervale. Of these lots, 398 lots, based on their size and width have capacity for infill development. However, it is important to recognise that not all landowners may choose to pursue further development of their properties.

Suburb Wide Actions

Suburb wide actions for Rivervale have been prepared based on information from the Key Features section, the Focus Area Summary Table, and Appendix 1 – Population and Housing Characteristics. By integrating these sources, actions were developed to facilitate and support the development of future housing within Rivervale.

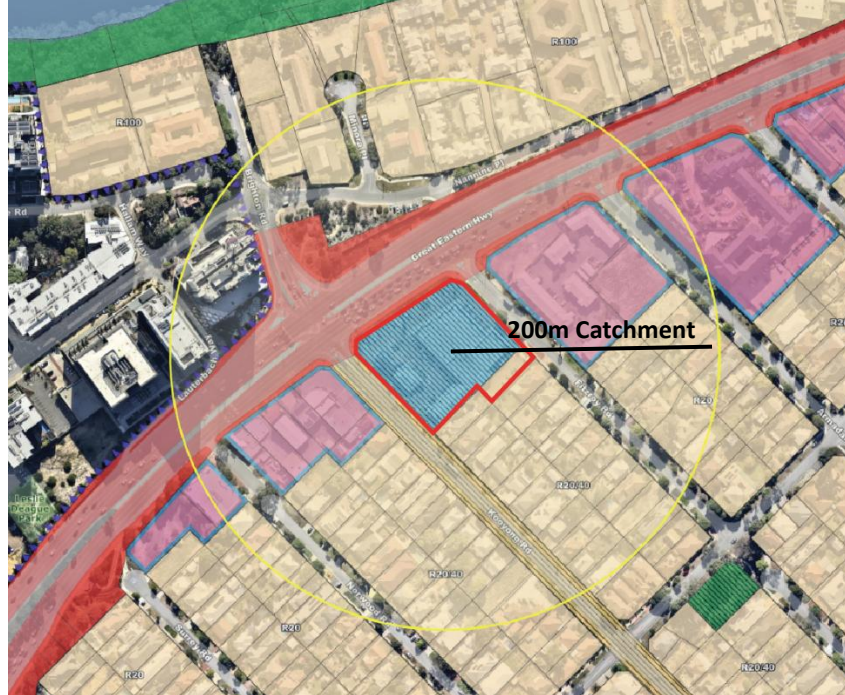
- Encourage a variety of housing options to cater to the evolving needs of the community, especially with Rivervale's current ageing population.
- Encourage the development of diverse housing options to address changes in demographics, demands and trends towards higher density dwelling types.

- Promote alternative transport modes, such as public transport and active travel, to reduce reliance on private vehicles.

Focus Areas

1: The Springs Special Development Precinct	Strategies
 LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly - Club - Place of Public Assembly - Place of Public Worship - Place of Public Assembly - Pre-School Centre - Place of Public Assembly - Private School - Place of Public Assembly - Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - Town Centre LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Parks and Recreation : Water Supply Sewerage and Drainage - Public Purposes : Ambulance Depot - Public Purposes : Civil Defence	Strategies - Facilitate the delivery of a contemporary planning framework which meets the needs of the community. - Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres. - Encourage development of underutilised 'Urban' zoned land. - Facilitate medium and high-density infill development which is of high-quality and positively contributes to the streetscape. Key Considerations and Opportunities - The Springs was identified as an area requiring coordinated planning to address land fragmentation and underutilisation. - Therefore, the Springs Structure Plan was prepared to guide development within the precinct and was approved in 2009. The vision for the structure plan was to guide the redevelopment of The Springs into a vibrant medium-high-density residential mixed-use area. The Springs Structure Plan will expire on 19 October 2025. - To provide further guidance, the Springs Guidelines were prepared and adopted as a Local Planning Policy in 2012 (Local Planning Policy No. 7 – The Springs Design Guidelines). These Guidelines were prepared prior to the adoption of the Residential Design Codes Volume 2 (Apartments). - The precinct is subject to a Development Contribution Plan. Development WA (formerly Landcorp) funded key infrastructure within the area. As landowners develop, they are required to pay their proportionate share for this infrastructure. 14 lots still have outstanding development contributions. - There has been a high level of development which has occurred within the precinct, including both mixed use and residential developments (predominantly multiple dwellings). This has assisted in meeting the City's density targets set by the State Government. - Mixed Use development is focussed along Rowe Avenue with the remainder of the area predominantly containing multiple dwellings.

		- The precinct is zoned 'Special Development Precinct' which is not a model zone within the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. This presents an opportunity for the future zoning to align with the Regulations. - While the Structure Plan assigns density codes it should be noted that these codes and the associated development controls do not align with Volume 2 of the Residential Design Codes (R-Codes). This presents an opportunity to either normalise this situation or apply an R-ACO density code and carry forward The Springs local planning framework into a new local planning scheme.
Actions:	Zoning	- Through the preparation of a new local planning scheme investigate the appropriateness of rezoning land from Special Development Precinct, as follows: 31 Rowe Avenue to Neighbourhood Centre' - Lots south of Rowe Avenue to 'Mixed Use'. - Either: - The balance of the precinct to 'Residential' and designate appropriate uses as Additional Uses; or - The balance of the precinct to 'Mixed Use', and development standards that require a minimum residential component to be incorporated in all new developments.
	Residential Density	Through the preparation of a new local planning scheme, investigate whether it is appropriate to apply an R-ACO density code to the area subject to the Springs Structure Plan.
	Built Form	- Investigate the approach of carrying forward The Springs local planning framework into a new local planning scheme, and consider: - The need to extend the operation of The Springs Structure Plan and the Riversdale Road North Detailed Area Plan. - The content of the structure plan within the context of the realised built form, and contemporary planning. - Undertaking a review of Local Planning Policy 7 – The Springs Design Guidelines in light of the new 2024 Residential Design Codes. - If the existing structure plan, detailed area plan and local planning policy can be consolidated into one local planning policy. - Any specific site and development requirements required in a new local planning scheme.
		Retain The Springs Development Contribution Plan in a new local planning scheme.

2: Eastgate Neighbourhood Centre	Strategies																																																
 200m Catchment LOCAL SCHEME ZONES <table><tr><td> Civic and Cultural</td><td> Place of Public Assembly : Pre-School Centre</td><td> Place of Public Assembly : Pre-School Centre</td></tr><tr><td> Commercial</td><td> Place of Public Assembly : Private School</td><td> Place of Public Assembly : Private School</td></tr><tr><td> Industrial</td><td> Place of Public Assembly : Racecourse</td><td> Place of Public Assembly : Racecourse</td></tr><tr><td> Mixed Business</td><td> Residential (R20 Density Unless Otherwise Shown)</td><td> Residential (R20 Density Unless Otherwise Shown)</td></tr><tr><td> Mixed Use</td><td> Residential and Stables</td><td> Residential and Stables</td></tr><tr><td> Place of Public Assembly</td><td> Service Station</td><td> Service Station</td></tr><tr><td> Place of Public Assembly : Club</td><td> Special Development Precinct</td><td> Special Development Precinct</td></tr><tr><td> Place of Public Assembly : Place of Public Worship</td><td> Town Centre</td><td> Town Centre</td></tr></table> LOCAL SCHEME ZONES <table><tr><td> Civic and Cultural</td><td> Place of Public Assembly : Pre-School Centre</td><td> Place of Public Assembly : Pre-School Centre</td></tr><tr><td> Commercial</td><td> Place of Public Assembly : Private School</td><td> Place of Public Assembly : Private School</td></tr><tr><td> Industrial</td><td> Place of Public Assembly : Racecourse</td><td> Place of Public Assembly : Racecourse</td></tr><tr><td> Mixed Business</td><td> Residential (R20 Density Unless Otherwise Shown)</td><td> Residential (R20 Density Unless Otherwise Shown)</td></tr><tr><td> Mixed Use</td><td> Residential and Stables</td><td> Residential and Stables</td></tr><tr><td> Place of Public Assembly</td><td> Service Station</td><td> Service Station</td></tr><tr><td> Place of Public Assembly : Club</td><td> Special Development Precinct</td><td> Special Development Precinct</td></tr><tr><td> Place of Public Assembly : Place of Public Worship</td><td> Town Centre</td><td> Town Centre</td></tr></table>	Civic and Cultural	Place of Public Assembly : Pre-School Centre	Place of Public Assembly : Pre-School Centre	Commercial	Place of Public Assembly : Private School	Place of Public Assembly : Private School	Industrial	Place of Public Assembly : Racecourse	Place of Public Assembly : Racecourse	Mixed Business	Residential (R20 Density Unless Otherwise Shown)	Residential (R20 Density Unless Otherwise Shown)	Mixed Use	Residential and Stables	Residential and Stables	Place of Public Assembly	Service Station	Service Station	Place of Public Assembly : Club	Special Development Precinct	Special Development Precinct	Place of Public Assembly : Place of Public Worship	Town Centre	Town Centre	Civic and Cultural	Place of Public Assembly : Pre-School Centre	Place of Public Assembly : Pre-School Centre	Commercial	Place of Public Assembly : Private School	Place of Public Assembly : Private School	Industrial	Place of Public Assembly : Racecourse	Place of Public Assembly : Racecourse	Mixed Business	Residential (R20 Density Unless Otherwise Shown)	Residential (R20 Density Unless Otherwise Shown)	Mixed Use	Residential and Stables	Residential and Stables	Place of Public Assembly	Service Station	Service Station	Place of Public Assembly : Club	Special Development Precinct	Special Development Precinct	Place of Public Assembly : Place of Public Worship	Town Centre	Town Centre	1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community. 3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres. 4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition. 5. Encourage development of underutilised ‘Urban’ zoned land. 7. Facilitate medium and high-density infill development which is of high-quality and positively contributes to the streetscape. Key Considerations and Opportunities - This Centre is identified as a Neighbourhood Centre within the Activity Centre Planning Strategy. - The centre offers an opportunity for residential development within and around the centre to support the ongoing viability of commercial uses, provide convenient access to services and amenities, and increase housing diversity. - The Centre does not currently have a density coding under Local Planning Scheme No. 15 (LPS 15). There is an opportunity to apply a density code through the preparation of a new local planning scheme. - While the ‘Commercial’ zoning of the centre is currently consistent with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, the Department of Planning, Lands and Heritage are planning to introduce ‘Centre’, ‘Neighbourhood Centre’ and ‘Local Centre’ zones. This presents an opportunity for the future zoning of the local centre to align with these new zones. - A portion of the rear car park associated with the centre is currently zoned ‘Residential’. There is an opportunity to align the future zoning of this portion with the future zoning of the rest of the centre. - The centre comprises one lot with a single landholder. While this eliminates this as a development constraint, the age and condition of the buildings on the site could hinder redevelopment in the long term.
Civic and Cultural	Place of Public Assembly : Pre-School Centre	Place of Public Assembly : Pre-School Centre																																															
Commercial	Place of Public Assembly : Private School	Place of Public Assembly : Private School																																															
Industrial	Place of Public Assembly : Racecourse	Place of Public Assembly : Racecourse																																															
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Place of Public Assembly : Place of Public Worship	Town Centre	Town Centre																																															

	• There is an opportunity to align with the City’s Activity Centre Planning Strategy which states that an R-AC1 or R-AC0 density code may be appropriate to apply to the centre. State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments designates that an R-AC1 residential density coding is suitable for high density urban centres. With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. However, if an R-AC1 density code is applied to the centre, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the centre and the adjoining low scale residential development. • Alternatively, it may be appropriate for a site-specific planning framework to be prepared to guide future development. To enable this, an R-AC0 density code would need to be applied to the centre. • To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing services to the community, it may be appropriate to limit residential development on ground floors and require the provision for a commercial component in any redevelopment proposal. • State Planning Policy 4.2 – Activity Centres (SPP 4.2) sets a residential density target of 25+ dwellings per gross urban zone hectare within the 200m catchment of local centres (outlined in yellow). The local centre has achieved a result of approximately 49 dwellings per urban zone hectare, largely attributed to the multiple dwelling developments on the northern side of Great Eastern Highway. • There remains R20 coded lots within the walkable catchments of the neighbourhood centre. • Many of the Residential R20/40 lots surrounding the centre have frontages less than 16m, typically of 15.09m. As written in the City’s Local Planning Scheme, lots must have a frontage of 16m to develop/subdivide to a higher density. • DPLH is seeking to rationalise flexible density codes through the preparation of new local planning schemes, creating an opportunity for the application of straight density codes to this area.
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		The Central Sub-regional Planning Framework identifies that urban corridors should be the focus for increased residential densities, and the potential to provide a transition area between high density developments and existing low density neighbourhoods. The residential density of properties fronting Great Eastern Highway and an appropriate transition area will be discussed in Focus Area 5 and 6.
Actions:	Zoning	
	1. Investigate the appropriateness of rezoning of the centre from 'Commercial' and 'Residential' to 'Neighbourhood Centre' through the preparation of a new local planning scheme.	
	Residential Density	
	2. Investigate whether it is appropriate to introduce a residential density code of R-ACO or R-AC1 over Eastgate Neighbourhood Centre through the preparation of a new local planning scheme.	
	Built Form	
	3. Investigate the need to augment default development standards of the R-Codes Volume 2, and other planning controls to prevent the erosion of commercial uses within the activity centre.	
	4. Investigate planning controls to encourage commercial uses within the activity centre, and to ensure appropriate interface between commercial and residential land uses.	

3: Kooyong Village neighbourhood centre

LOCAL SCHEME ZONES		LOCAL SCHEME ZONES	
Orange	Civic and Cultural	PSC	Place of Public Assembly - Pre-School Centre
Blue	Commercial	PRS	Place of Public Assembly - Private School
Purple	Industrial	RC	Place of Public Assembly - Racecourse
Light Blue	Mixed Business	Residential (R20 Density Unless Otherwise Shown)	Residential (R20 Density Unless Otherwise Shown)
Pink	Mixed Use	Residential and Stables	Residential and Stables
Green	Place of Public Assembly	Service Station	Service Station
Light Green	Place of Public Assembly - Club	Special Development Precinct	Special Development Precinct
Yellow	Place of Public Assembly - Place of Public Worship	TC	Town Centre

Strategies

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres.
4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
5. Encourage development of underutilised 'Urban' zoned land.
7. Facilitate medium and high-density infill development which is of high-quality and positively contributes to the streetscape.

Key Considerations and Opportunities

- The Centre is identified as a Neighbourhood Centre within the Activity Centre Planning Strategy.
- The centre offers an opportunity for residential development within and around the centre to support the ongoing viability of commercial uses, provide convenient access to services and amenities, and increase housing diversity.
- The Centre does not currently have a density coding under LPS 15. There is an opportunity to apply a density code through the preparation of a new local planning scheme.
- While the 'Commercial' zoning of the centre is currently consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015*, the Department of Planning, Lands and Heritage are planning to introduce 'Centre', 'Neighbourhood Centre' and 'Local Centre' zones. This presents an opportunity for the future zoning of the local centre to align with these new zones.
- Within the centre, lots are generally narrow and ownership is fragmented. The main-street configuration is intact and all lots have access to a rear laneway. Buildings may be suitable for redevelopment in the medium to long term, and the centre is capable of accommodating medium to high density mixed use development.
- Application of a suitable density coding may incentivise redevelopment of the existing buildings to incorporate a residential component. This may also facilitate the

	development of 23 Gerring Court which is currently vacant. In this respect, there is an opportunity to align with the Activity Centre Planning Strategy which states that it may be appropriate to introduce a residential density code of R-AC4 over the centre. State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments designates that an R-AC4 residential density coding is suitable for neighbourhood centres. This code allows for a maximum building height of three storeys and nil setbacks to the primary street and side boundaries. which is considered appropriate for the context of this centre. • To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing services to the community, it may be appropriate to limit residential development on ground floors and require provision for a commercial component in any redevelopment proposal. • SPP 4.2 sets a residential density target of 25+ dwellings per gross urban zone hectare within the 200m catchment of neighbourhood centres (outlined in yellow on the image to the left). The centre has achieved a result of approximately 17.81 dwellings per urban zone hectare. • Significant redevelopment surrounding the centre has already occurred. Land fragmentation and the age and condition of dwellings within the area may serve as a barrier to further development above existing densities. There are few remaining lots that contain an original dwelling and/or are underdeveloped at existing densities. • Opposite the centre, 92 Kooyong Road has been vacant for more than 10 years. This land has multiple street frontages and could accommodate a higher density residential or mixed use development which compliments the centre. Application of appropriate Additional Uses and/or a density increase may incentivise development of these lots. • DPLH is seeking to rationalise flexible density codes through the preparation of new local planning schemes, creating an opportunity for the application of straight density codes to this area.
Actions:	Zoning 1. Investigate the appropriateness of rezoning of the centre to ‘Neighbourhood Centre’ zone through the preparation of a new local planning scheme.

	2. Investigate the appropriateness of applying Additional Uses to 92 Kooyong Road, Rivervale.
	Residential Density
	3. Investigate applying an R-AC4 density coding to the neighbourhood centre through the preparation of a new local planning scheme.
	4. Investigate the appropriateness of a density increase for 92 Kooyong Road, Rivervale from R20/40 to R60.
	5. Investigate the appropriateness of applying an R40 density coding to existing R20/40 coded lots surrounding the neighbourhood centre.
	Built Form
	6. Investigate planning controls in a new local planning scheme to prevent residential developments without commercial components within the activity centre and ensure a suitable transition between commercial and residential land uses. This may be in the form of a Local Planning Policy.
	7. Investigate the appropriateness of a built form provision requiring any development at 92 Kooyong Road, Rivervale to incorporate a minimum residential component as part of any mixed-use building.

4: Francisco Street Local Centre



LOCAL SCHEME ZONES

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

LOCAL SCHEME ZONES

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

Strategies

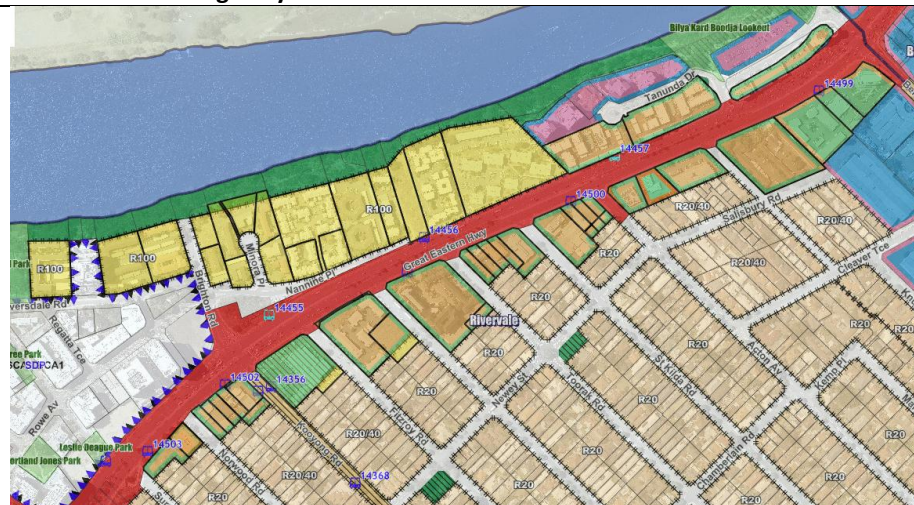
1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
5. Encourage development of underutilised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

Key Considerations and Opportunities

- This Centre is identified as a Local Centre within the Activity Centre Planning Strategy.
- The centre offers an opportunity for residential development within and potentially around the centre to support the establishment of commercial uses, provide convenient access to services and amenities, and increase housing diversity.
- The Centre does not currently have a density coding under LPS 15. There is an opportunity to apply a density code through the preparation of a new local planning scheme.
- While the 'Commercial' zoning of the centre is currently consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015*, the Department of Planning, Lands and Heritage are planning to introduce 'Centre', 'Neighbourhood Centre' and 'Local Centre' zones.
- The centre comprises of five freehold lots, owned by a single landowner. It has been developed for one commercial building. The building was constructed in the 1970s and is in fair condition. It is currently occupied by a print shop (Industry – Light) which is a non-conforming use.
- The site is bordered by a private right-of-way, and a large road reserve along Acton Avenue. The verge does not appear to contain any service infrastructure and is currently used for car parking. There may be an opportunity for this land to be consolidated into the private landholding.

		• There is an opportunity to align with the City’s Activity Centre Planning Strategy which indicates that a density code of R60 may be appropriate to apply to the centre. This coding could facilitate medium density development, and achieve an appropriate interface between the centre and the adjoining residential development. • SPP 4.2 sets a residential density target of 25+ dwellings per gross urban zone hectare within the 200 metre catchment of local centres (outlined in yellow). The local centre has achieved a result of approximately 10.83 dwellings per urban zone hectare. • Lots between Acton Avenue and Martin Avenue within the 200m catchment generally contain 1960s era dwellings. Most of these lots are not currently subdivisible due to their lot area. • Currently, the centre does not offer the services and amenities to effectively function as a local centre for the community. • Because the local centre does not currently provide convenience goods and services to the surrounding area, it is not considered appropriate to upcode lots surrounding it. Densities surrounding the local centre will be further reviewed following redevelopment of the centre.
Actions:	Zoning	1. Investigate the appropriateness of rezoning the centre to ‘Local Centre’ zone through the preparation of a new local planning scheme.
	Residential Density	2. Investigate the appropriateness of applying an R60 density coding to the local centre through the preparation of a new local planning scheme.
	Built Form	3. Investigate planning controls to encourage commercial uses within the activity centre, and to ensure appropriate interface between commercial and residential land uses.

5: Great Eastern Highway Corridor



LOCAL SCHEME ZONES

- C Civic and Cultural
- C Commercial
- I Industrial
- M Mixed Business
- M Mixed Use
- P Place of Public Assembly
- C Place of Public Assembly - Club
- W Place of Public Assembly - Place of Public Worship

- PSC Place of Public Assembly - Pre-School Centre
- PPS Place of Public Assembly - Private School
- RC Place of Public Assembly - Racecourse
- R Residential (R20 Density Unless Otherwise Shown)
- RS Residential and Stables
- S Service Station
- SDP Special Development Precinct
- TC Town Centre

LOCAL SCHEME ZONES

- C Civic and Cultural
- C Commercial
- I Industrial
- M Mixed Business
- M Mixed Use
- P Place of Public Assembly
- C Place of Public Assembly - Club
- W Place of Public Assembly - Place of Public Worship

- PSC Place of Public Assembly - Pre-School Centre
- PPS Place of Public Assembly - Private School
- RC Place of Public Assembly - Racecourse
- R Residential (R20 Density Unless Otherwise Shown)
- RS Residential and Stables
- S Service Station
- SDP Special Development Precinct
- TC Town Centre

Strategies

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres.
7. Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape.
11. Facilitate higher density development near high frequency public transport stops and stations with an aim to reduce private vehicle reliance.

Key considerations and opportunities

- Great Eastern Highway is identified as an Urban Corridor under Perth and Peel @ 3.5 Million. The focus is for higher density residential development to be located along transit corridors.
- The City of Belmont has prepared the Great Eastern Highway Urban Corridor Strategy to guide development along the corridor. There is an opportunity to align with the Great Eastern Highway Corridor Strategy.
- The Strategy identifies the majority of the Rivervale section of Great Eastern Highway as an 'Activity Corridor' and envisages active, commercial land uses on ground floors, with upper floors containing permanent residential, transient residential, offices and other commercial uses. The Eastgate Neighbourhood Centre and the Springs Local centre are identified as 'Activity Nodes' and envisaged for retail, cafes, restaurant land uses on ground floors, with upper floors containing residential, commercial and offices. These are further addressed in focus area tables 1 and 2.
- There is an opportunity for development along Great Eastern Highway that takes advantage of good accessibility by private motor vehicles and public transport. The corridor provides access to the Perth CBD, Perth Airport, and connections to other major regional roads. The corridor also contains a high frequency bus route providing access to the Perth CBD, Airport, Midland, and the Redcliffe Train Station.

	• All lots are subject to transport noise considerations. Future development will be considered against State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4). • Lots on the northern side are designated as bushfire prone by the Department of Fire and Emergency Services. Future development will be considered against State Planning Policy 3.7 – Planning in Bushfire Prone Areas. • The northern and southern portions of Rivervale, separated by Great Eastern Highway, differ significantly in lot characteristics, use, built form, and overall character. • Undeveloped lots and ageing apartment complexes in Rivervale, especially on the northern side, hold potential for high-density residential development, capable of obtaining access from roads other than Great Eastern Highway. • Land adjacent to the Corridor is zoned ‘Special Development Precinct’, ‘Residential’, ‘Mixed Use’, ‘Mixed Business’, ‘Commercial’, and ‘Service Station’. • ‘Residential’ zones on the north side have an R100 density coding, while those interfacing with the highway on the south side are coded R20, R20/40 and R20/60. • ‘Mixed Business’ zoned lots are addressed by Focus Area 7 and Special Development Precinct lots by Focus Area 1. • Regarding ‘Mixed Use’ zoned lots, LPS 15 provides little guidance for residential development and does not specifically allocate residential density codes. Clause 4.2.3 of LPS 15 requires a residential density code to be assigned having regard to the density code of adjoining
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		properties. This approach is inconsistent with the Central Sub-Regional Planning Framework which states that codes of R60 or higher are appropriate for urban corridors. • The Great Eastern Highway Urban Corridor Strategy contemplates taller buildings (up to 20 storeys with a plot ratio of 7.0) for the northern edge of the corridor. The southern side will be of lower scale (up to 10 storeys) with a plot ratio of 3.0) to minimise impacts on adjacent residential properties. • The Mixed Use zone objective within LPS 15 currently provides for appropriate industrial activities to occur within this zone. It is considered that this is contrary to the outcomes the draft Corridor Strategy is trying to achieve.
Actions:	Zoning	1. Engage with the State Government about their intentions for their landholdings. 2. Through the preparation of a new local planning scheme, review the 'Mixed Use' zone objectives to ensure that the statutory planning framework allows for the desired mix of commercial and residential land uses.
	Residential Density	3. Through the preparation of a new local planning scheme, apply appropriate density codes to the corridor having regard to the Great Eastern Highway Urban Corridor Strategy.
	Built Form	4. Consider the need for additional specific site and development requirements for the Mixed Use zoned lots under the new local planning scheme, e.g. building height, plot ratio, rear setbacks abutting residential zoned land.

6: Great Eastern Highway Transition Area



LOCAL SCHEME ZONES

- Civic and Cultural
- Commercial
- Industrial
- Mixed Business
- Mixed Use
- Place of Public Assembly
- Place of Public Assembly - Club
- Place of Public Assembly - Place of Public Worship

- Place of Public Assembly - Pre-School Centre
- Place of Public Assembly - Private School
- Place of Public Assembly - Racecourse
- Residential (R20 Density Unless Otherwise Shown)
- Residential and Stables
- Service Station
- Special Development Precinct
- Town Centre

LOCAL SCHEME ZONES

- Civic and Cultural
- Commercial
- Industrial
- Mixed Business
- Mixed Use
- Place of Public Assembly
- Place of Public Assembly - Club
- Place of Public Assembly - Place of Public Worship

- Place of Public Assembly - Pre-School Centre
- Place of Public Assembly - Private School
- Place of Public Assembly - Racecourse
- Residential (R20 Density Unless Otherwise Shown)
- Residential and Stables
- Service Station
- Special Development Precinct
- Town Centre

Key Considerations and opportunities

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres.
7. Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape.
11. Facilitate higher density development near high frequency public transport stops and stations with an aim to reduce private vehicle reliance.

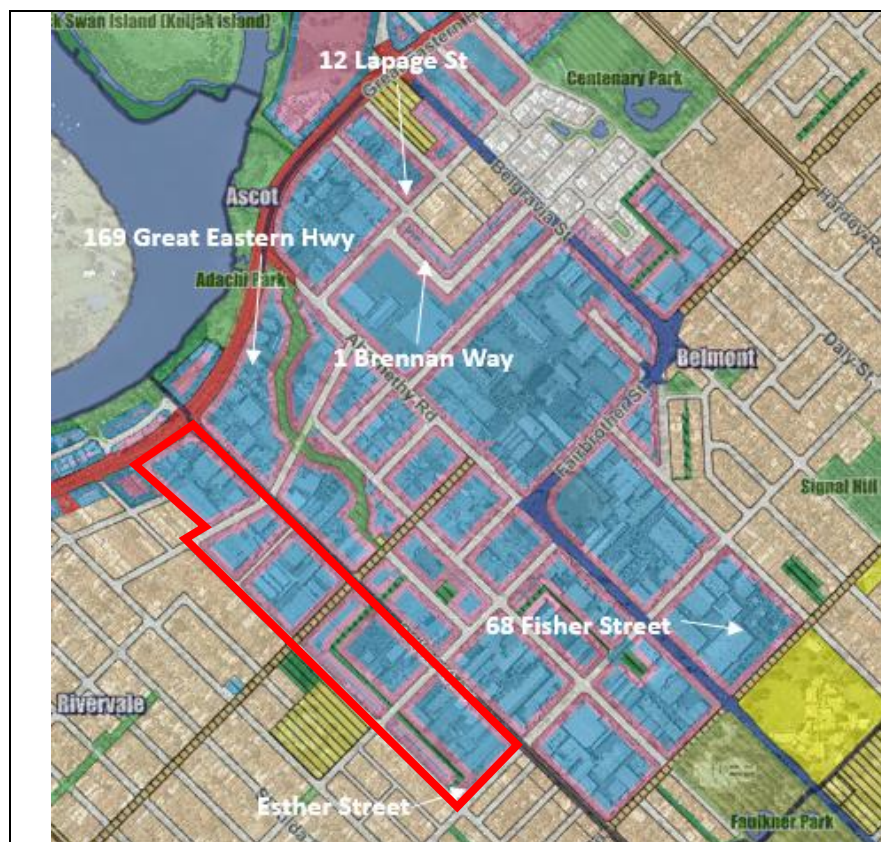
- The Central Sub-regional Planning Framework identifies land close to urban corridors as appropriate locations for increased residential densities.
- Currently, land within close proximity to Great Eastern Highway is coded Residential R20, R20/40 and R20/60.
- In the short-term, land fragmentation and the age and condition of dwellings within the transition area would serve as a barrier to further development above existing densities. Despite this, it is considered necessary to apply appropriate density codes to this land to facilitate an appropriate transition of development from Great Eastern Highway.
- Densities of R40-R160 may be suitable. The extent of the transition area and associated density code will be further investigated through the preparation of a new local planning scheme.

Actions:

Residential Density

1. Through the preparation of a new local planning scheme, identify an appropriate transition area from Great Eastern Highway and investigate suitable density codes.

7: Belmont Business Park – Rivervale Portion	Strategies
	1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community. 2. Protect residential development from inappropriate land uses and conversely protect non-residential uses from encroachment of residential development.
	Key Considerations and Opportunities



LOCAL SCHEME ZONES

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

LOCAL SCHEME ZONES

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

- Rivervale contains a portion of the 'Mixed Business' zone (Belmont Business Park) as outlined red on the plan to the left).
- The current Mixed Business zone is not a standard zone within the Model Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- There is an opportunity to align the future zoning with the Model Provisions by applying a zoning of 'Service Commercial' to the area. This zone is similar to the existing 'Mixed Business' zoning and provides for a range of wholesale businesses, showrooms, trades and services.
- The Mixed Business zone area was historically industrial in nature. Since the 1980s, this area has transitioned to comprise more commercial and large format retail activities.
- Part of the area was rezoned to Business Enterprise under the City's previous Town Planning Scheme No. 6 (TPS 6), then under TPS 14 the whole area was rezoned to Mixed Use. From the TPS 14 report: *'The clear change away from traditional industrial uses towards mixed commercial activities has increased over the last ten years and the Council is supportive of the transition particularly where it may give rise to the establishment of residential uses.'* The rationale behind this is unclear, however it may be attributed to the City's population decline prior to the 2000s.
- Due to uncertainty by landowners and tenants in regard to acceptable land uses under TPS 14, the City of Belmont initiated a Study title the 'Mixed Use Study'. This study was completed in the early 2000s and supported the establishment of the 'Mixed Business' zone. While the study was inconclusive about the necessity for residential uses in the precinct, it noted the mixed public sentiment regarding residential uses in the Business Park.
- Local Planning Policy No. 10 – Residential Land Uses in the Mixed Business Zone (LPP 10) was prepared to provide guidance on where residential land uses may be considered appropriate in the Mixed Business zone. LPP 10 has a requirement for 'some business use' where residential uses are proposed.

	• There are several residential uses (predominantly grouped dwellings and an aged care facility) within the Mixed Business zone, including several on land zoned Industrial under the Metropolitan Region Scheme (MRS). (68 Fisher, Esther Street, 169 Great Eastern, 1 Brennan, 12 Lapage as shown on the image to the left on the previous page). • Residential land uses are 'A' uses in the Mixed Business zone under LPS 15. • While the locational criteria of LPP 10 is acknowledged, the permissibility of the use within the zone obligates the City to consider any proposal within that zone, which could result in undesirable locations being proposed and existing dwellings in inappropriate contexts being extended. Furthermore, the reliance on a Local Planning Policy as a "due regard" document creates an undesirable situation. • There is no residential density coding designated on the scheme map under LPS 15. There is some inconsistency around density as LPP 10 specifies densities that the City will consider, however this conflicts with Clause 4.2.3 of LPS 15 which states the following: <i>"The Residential Design Codes density applicable to land within the Scheme area is to be determined by reference to the Residential Design Codes density number superimposed on the particular areas contained within the borders shown on the Scheme Map or where such an area abuts another area having a Residential Design Code density, as being contained within the area defined by the centre line of those borders."</i> • While the Belmont Business Park is focused on providing light industrial and business park type uses, the Central Sub-Regional Planning Framework stipulates that existing industrial centres should be preserved and protected from incompatible residential encroachment. • As per State Planning Policy 4.1 - Industrial Interface (SPP 4.1), it is also necessary to consider land use conflicts and the interface between industrial facilities and sensitive land uses, i.e. residential development.
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		- Considering the early 2000s Mixed Use Study found no need for residential uses in the Business Park, coupled with the State's position on preserving industrial centres it may be appropriate to prevent further residential development in the Mixed Business zone. This also presents an opportunity to align future zoning and land use with the 'Industrial' zoning under the MRS. - The Great Eastern Highway urban corridor is intended to provide for a mix of active commercial and residential land uses. The City has prepared the Great Eastern Highway Urban Corridor Strategy to guide development along the corridor. Consistent with the intent of this Strategy, a 'Mixed Use' zone may be more appropriate over the lots directly adjacent to Great Eastern Highway in place of the existing 'Mixed Business' zone.
Actions:	Zoning	
	- Investigate the appropriateness of applying a 'Service Commercial' zone to the Belmont Business Park through the preparation of a new local planning scheme. - Investigate changing the permissibility of residential uses from 'A' to 'X' in the existing Mixed Business zone through the preparation of a new local planning scheme. Consider applying Additional Uses for existing residential developments. - Investigate rezoning the existing 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use' through the preparation of a new local planning scheme. - Review and/or investigate revoking Local Planning Policy No. 10 - Investigate planning controls to ensure appropriate interface between Mixed Business zoned land and Residential zoned land.	

8: Additional Use Area



LOCAL SCHEME ZONES

LOCAL SCHEME ZONES

Strategies

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
2. Protect residential development from inappropriate land uses and conversely protect non-residential uses from encroachment of residential development.

Key Considerations and opportunities

- There are a number of 'Residential' zoned lots fronting Belmont Avenue that contain Additional Uses under LPS 15 for 'Office', 'Consulting Room's and 'Studio' as pictured below and outlined red on the image to the left:



- 126 and 130 Belmont Avenue have realised the additional 'Office' use within mixed use developments (as shown below).

	• These low scale additional uses provide a transition between the ‘Mixed Business’ zone and residential area. Therefore, it is considered appropriate for these additional uses to be retained through the preparation of a new local planning scheme. • The current LPS 15 Additional Use provisions states: <i>“On Lots 801 (108), Lot 1 (110), Lot 66 (122), Lot 114 (124), Lot 115 (126), Lot 70 (130), Lot 98 (132), Lot 10 (136) Belmont Avenue and Lot 11 (185) Alexander Road, local government may consider approving the additional uses of office, consulting rooms and studio where the development incorporates a residential component.”</i> It is considered that the statement <i>“where the development incorporates a residential component”</i> is ambiguous. If the intent of the Additional Uses is to encourage a single mixed use building, then it would be desirable for the provisions to be explicit in this regard.
Actions:	1. Retain existing Additional Uses for 108-136 Belmont Avenue and 185 Alexander Road in a new local planning scheme, and review the wording of the development requirements.

9: Orrong Road Corridor/LPP 2 Area



LOCAL SCHEME ZONES

LOCAL SCHEME ZONES

Strategies

1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres.
4. Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition.
7. Facilitate medium and high density infill development which is of high quality and positively contributes to the streetscape.

Key Considerations and opportunities

- Orrong Road is identified as an 'Other Regional Road' and is under the care and control of Main Roads WA (MRWA). MRWA are currently investigating improvements to Orrong Road to improve safety, reduce congestion, enhance connectivity and improve liveability for people who travel along or live near this road. This project is an opportunity for the City to engage with MRWA to ensure that existing and future development along the corridor is carefully considered. The project is in its early stages and as it progresses the City will consider its implications for the future planning of land abutting the corridor.
- Based on MRWA traffic counts, Orrong Road averages between 47,000-55,000 vehicles per day on weekdays through Kewdale/Carlisle.
- Lots fronting and in proximity (approximately 300m) to Orrong Road may be subject to transport noise considerations.
- Clause 4.7.1 of LPS 15 states that where residential land abuts a regional road reserve, vehicular access to the road will not be permitted for residential development other than for a single house, unless a vehicular access plan has been approved.
- Land generally adjacent to Orrong Road is coded R20/60.

	• Local Planning Policy No.2 - Orrong Road (LPP 2) was formulated considering the extent of traffic utilising Orrong Road, the need to limit the number of access points to the road, and the desire for high quality development. • The Policy also states that within the R20/60 area, Council will only support subdivision up to a density of R30 where a comprehensive subdivision plan addressing all access issues has been adopted for the redevelopment of a street block. In all other instances, subdivision above a base density of R20 is not supported. • For development above R40 within the R20/60 area, a minimum lot size of 2,000m² is required. • The R20/60 coding and provisions of LPP 2 have partially resulted in the removal of ageing dwellings and vehicle access points and the introduction of right of way easements. However, only 12 vehicle access plans have been prepared and there are still many lots which remain undeveloped and have direct access to Orrong Road. • The requirement for public access easements and the 2,000 square metre minimum lot size minimise direct vehicle access points on Orrong Road and promote the use of consolidated crossovers for improved traffic management and safety. These could remain in a local planning policy or be included in a new Local Planning Scheme as additional site and development requirements. • LPP 2 has not been reviewed since the Residential Design Codes have been amended. • Under LPS 15, 101-113 Orrong Road are permitted the Additional Uses of Consulting Rooms, Medical Centre, Office, Serviced Apartments, Showroom and Studio. Nos. 107-109, 111 and 113 have taken up these Additional Uses. 101, 103 and 105 contain single dwellings. • DPLH is seeking to rationalise flexible density codes through the preparation of new local planning schemes, creating an opportunity for the application of straight density codes to this area.
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faActions:	Zoning and Built Form 1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain or repeal LPP 2. 2. Through the preparation of a new local planning scheme, investigate whether it is appropriate to include additional site and development requirements that require all development excluding single houses to achieve a minimum lot size and to provide a public easement in gross to promote shared vehicular access between lots in accordance with an adopted Vehicle Access Plan. 3. Through the review of the Orrong Road planning framework, engage with relevant stakeholders, i.e. MRWA and prominent landowners, as to their aspirations for the corridor and their land. 4. Through the preparation of a new local planning scheme, investigate whether it is appropriate to apply Additional Uses of Consulting Rooms, Medical Centre, Office, Serviced Apartments, Showroom and Studio over 101-113 Orrong Road.
	Residential Density 5. Investigate the appropriateness of applying an R60 code to existing R20/60 coded properties along the corridor.

Appendix 1 - Population and Housing Characteristics

Population

The 2021 Census revealed Rivervale had a population of 10,897 people, which represents a population density of 3,302 persons per square km. From 2011 to 2021, Rivervale's population increased by 2,494 persons or 29%. Forecasts undertaken by Forecast id predict that by 2041 Rivervale's population will increase to 15,694 people and have a population density of 4,775 persons per square kilometre.

Age Structure

A comparison between Rivervale and the City of Belmont in 2021 reveals that Rivervale had a lower proportion of people in the younger age groups (under 19) and a lower proportion of people in the older age groups (65+). The largest age group in Rivervale was the 30 to 34 year age bracket, accounting for 13.2% of the population. This is consistent with the dominant age group for the City of Belmont (refer to **Figure 1**).

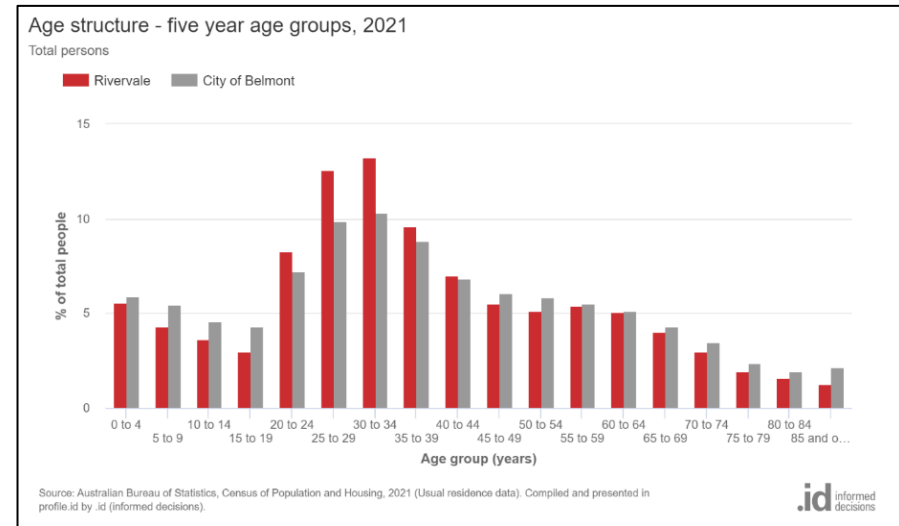


Figure 1 – Age Structure – Five year Age Groups (2021) (.id 2024)

There were several differences between Rivervale and the City of Belmont local government area in terms of age distribution.

- A larger percentage of persons aged 25 to 29 (12.6% compared to 9.9%)
- A smaller percentage of persons aged 15 to 19 (3.0% compared to 4.3%)
- A smaller percentage of persons aged 5 to 9 (4.3% compared to 5.5%)

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

- 30 to 34 (+560 persons)
- 35 to 39 (+345 persons)
- 25 to 29 (+338 persons)
- 40 to 44 (+241 persons)

These changes indicate significant growth in those aged 25 to 44. Forecasts undertaken by Forecast Id indicate there will be significant growth in the number of young children between 2021 and 2031. The largest increase in persons between 2021 and 2031 is forecast to be in the ages 15 to 19, which is expected to increase by 470 and account for 6% of the total persons. However, this is forecast to change between the years 2031 and 2041 where the majority of growth will be concentrated in those aged 30 to 34 (refer to **Figure 3**).

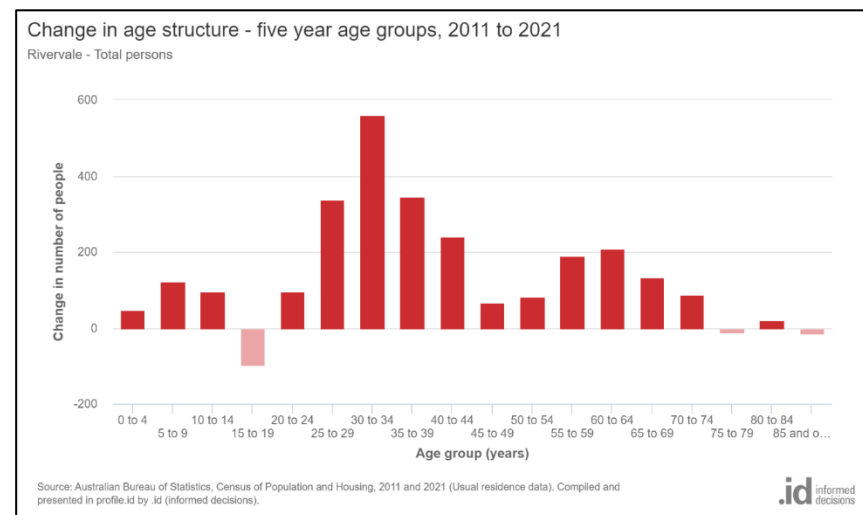


Figure 2 – Change in Age Structure– Five year Age Groups (2011 - 2021) (.id 2024)

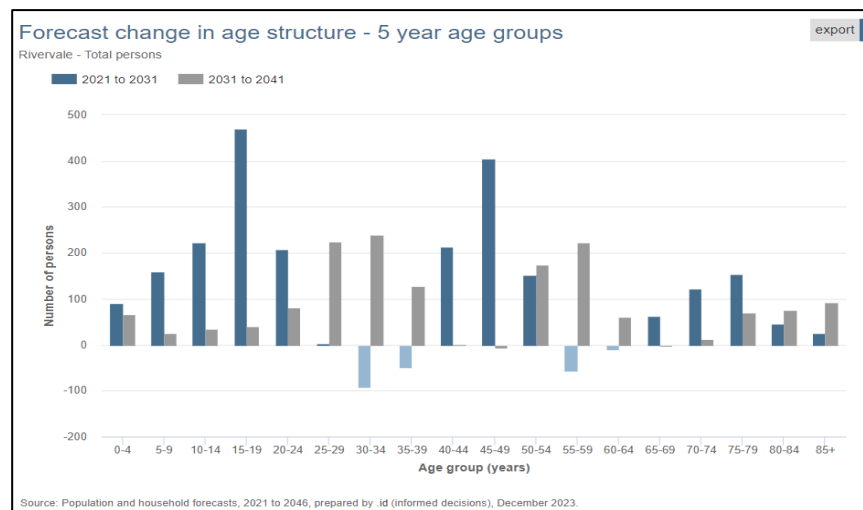


Figure 3 – Forecast Change in Age Structure– Five year Age Groups (2011 - 2021) (.id 2024)

Family Structure

When comparing the household and family types in Rivervale to the City of Belmont in 2021, the analysis revealed the following differences (refer to **Figure 4**):

- Rivervale had a smaller percentage of couples with children (17.3%) compared to Belmont (22.4%).
- Rivervale had a smaller percentage of one-parent families (7.1%) compared to Belmont (9.3%)
- Rivervale had a higher proportion of lone person households (36.7%) compared to Belmont (31.1%).
- Rivervale had a higher proportion of couples without children (25.2%) compared to Belmont (23.9%).

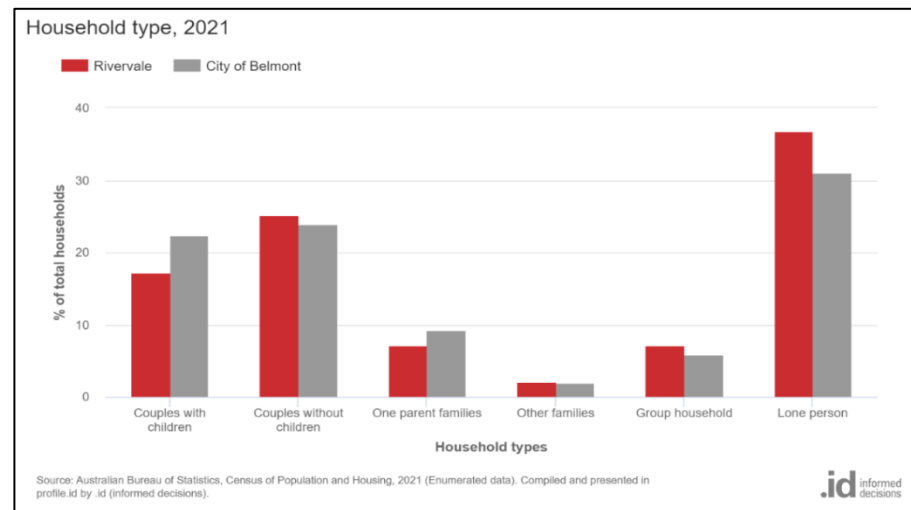


Figure 4 – Household Type (2021) (.id 2024)

This is also reflected in the growth patterns noticed between 2011 and 2021 (refer to **Figure 5**):

- Lone person (+707 households)
- Couples without children (+436 households)
- Couples with children (+189 households)
- One parent families (+64 households)

It is expected that this lower prevalence of families will continue. The projected growth between 2021 and 2031 is expected to be highest in lone person households, with an increase of 579 households, making up 38.7% of all households. In contrast, other families are estimated to increase by 24 households, accounting for 2.4% of all households in 2031, compared to 2.6% in 2021 (refer to **Figure 6**).

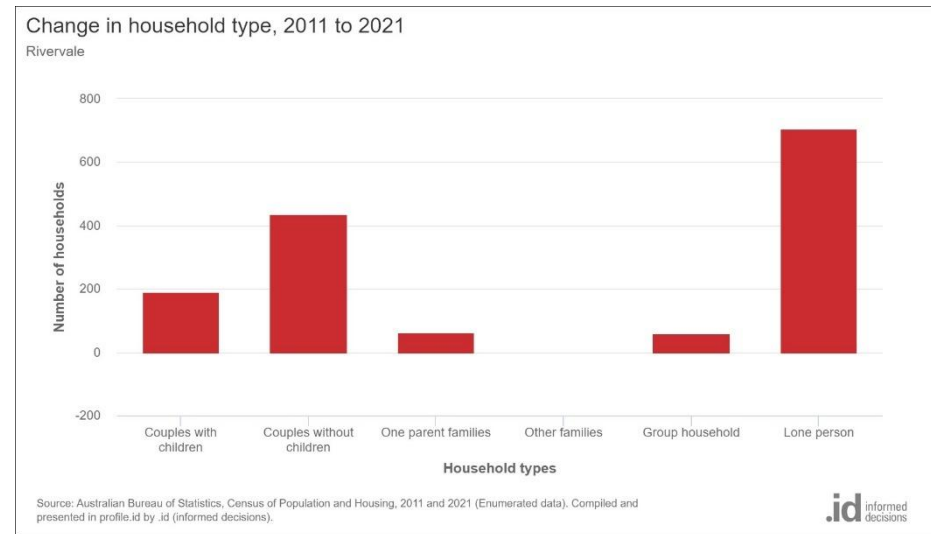


Figure 5 – Change in Household Type (2011 - 2021) (.id 2024)

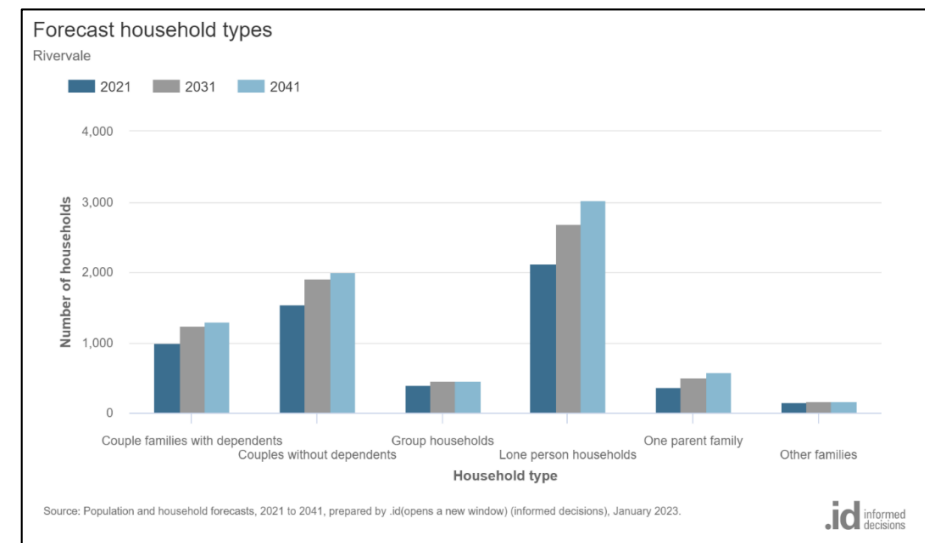


Figure 6 – Forecast Change in Household Types 2021 to 2041 (.id 2024)

Dwelling Structure

In 2021, the types of dwellings in Rivervale compared to the City of Belmont revealed some notable differences (refer to **Table 2**). In Rivervale, 42% of all occupied dwellings were separate houses, 21% were semi-detached, row or terrace house, townhouse, and 36% were flats or apartments. In comparison, the City of Belmont comprised 65% separate houses, 20% semi-detached, row or terrace house, townhouses and a lower proportion of flats and apartments at 14%. These figures indicate that Rivervale had a higher percentage of flats/apartments, a similar proportion of semi-detached, row or terrace house, townhouse dwellings, and a lower proportion of separate houses.

Examining the changes in dwelling types in Rivervale between 2011 and 2021, the following trends emerge:

- Separate House (+90 dwellings)
- Semi-detached, row or terrace house, townhouse (+538 dwellings)
- Flat or Apartment (+792 dwellings)

The above indicates a drastic shift toward flats and apartments within the suburb. It is expected that this trend will continue in the future as The Springs and land within and surrounding activity centres is developed.

Rivervale-Occupied Dwellings (Enumerated)	2021			2011			Change
	Number	%	City of Belmont %	Number	%	City of Belmont %	2011 to 2021
Separate house	2,075	42.6	65	1,985	57.5%	73	+90
Semi-detached, row or terrace house, townhouse etc.	1034	21.2	20.3	496	14.4%	15.1	+538
Flat or apartment	1760	36.1	14.4	968	28%	11.6	+792
Other	0	0.0	0.1	0	0.0	0.1	0
Total Occupied Private Dwellings	4,869	100.0	100.0	3,449	100.0	100.0	+1,420

Table 2 – Occupied Dwelling Structure (ABS 2024)

Number of Bedrooms

A comparative analysis of bedroom numbers between Rivervale and the City of Belmont in 2021 reveals that Rivervale had a smaller proportion of dwellings with 4 or more bedrooms, and a higher proportion of dwellings with 2 bedrooms or less. Specifically, 44.6% of households had 2 bedrooms or less and 16.1% had 4 or more bedrooms, compared with 27.5% and 24.2% for the City of Belmont respectively (refer to **Figure 7**). This indicates a trend towards reduced bedroom numbers, which is also reflected in the following changes between 2011-2021 (refer to **Figure 8**):

- 2 bedrooms (661 dwellings)
- 0 or 1 bedrooms (+463 dwellings)
- 4 bedrooms (+248 dwellings)
- 3 bedrooms (+90 dwellings)

This trend is largely attributed to the emergence of apartment style developments within The Springs area.

While a gap remains apparent between the prevalence of single bedroom dwellings, comprising 15.4% of the housing stock, and the proportion of lone person households, which constitutes 38%, it is important to acknowledge that this difference is notably narrower compared to disparities in other suburbs within the City of Belmont.

Nonetheless, it is important to promote further diversity in the range of dwelling types, with a particular focus on the construction of additional single-bedroom dwellings within Rivervale. This is especially pertinent given the continued dominance of lone person households as the prevailing household demographic.

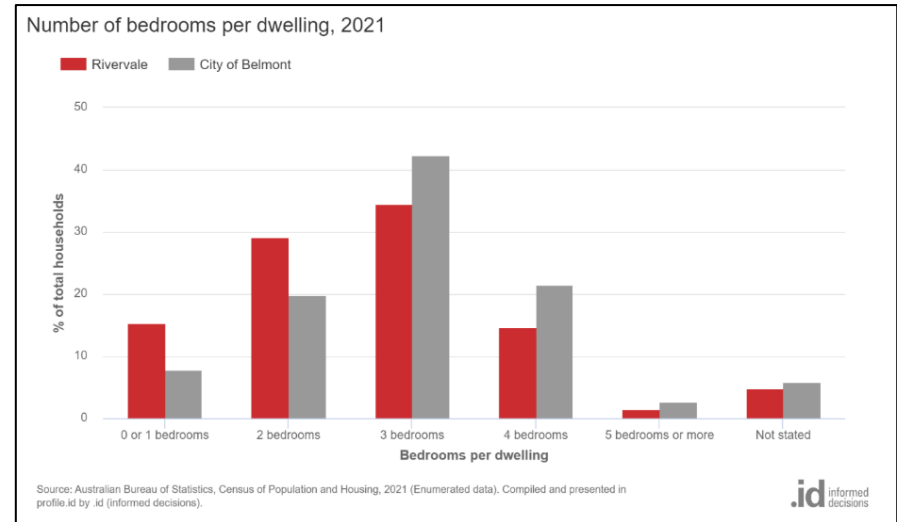


Figure 7 – Number of bedrooms per dwelling – Ascot and City of Belmont (.id 2024)

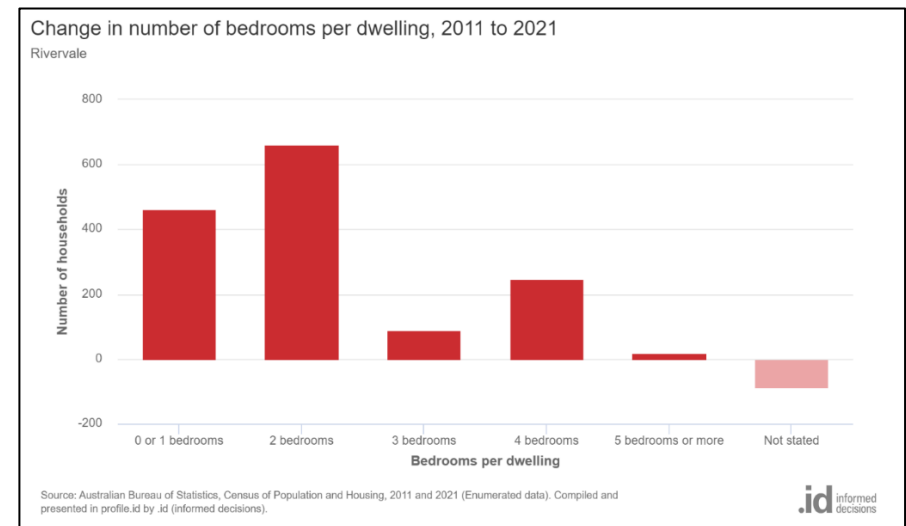


Figure 8 – Change in number of bedrooms 2011-2021 (.id 2024)