

PART 2

KEWDALE

Contents

Snapshot – Population and Dwellings	3
Kewdale Overview	4
Location and Focus Areas	4
Key Features	5
Connectivity	5
Centres and Services	5
Public Open Space	5
Development Patterns	5
Suburb Wide Actions	6
Focus Areas	7
Wright Street Local Centre	7-9
Belmont Square Local Centre	10-12
Orrong Road Corridor/LPP 2 Policy Area.....	13-15
Appendix 1 – Population and Housing Characteristics	16
Population	16
Age Structure	16-17
Family Structure	18-19
Dwelling Structure	20
Number of Bedrooms	21-22

Snapshot – Population and Dwellings

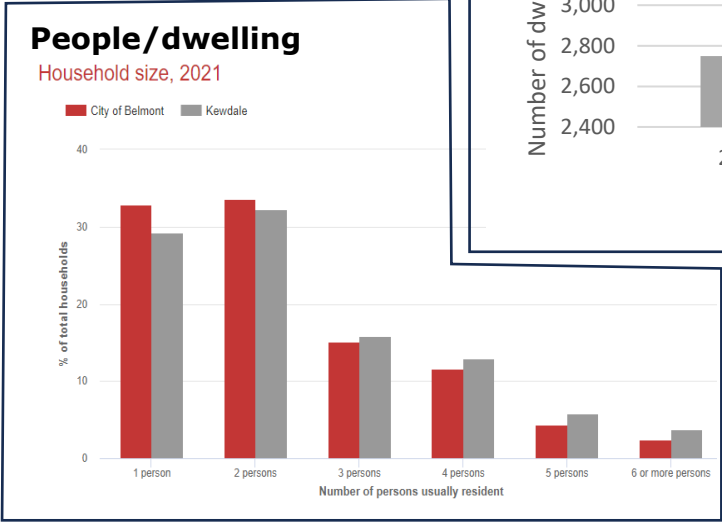
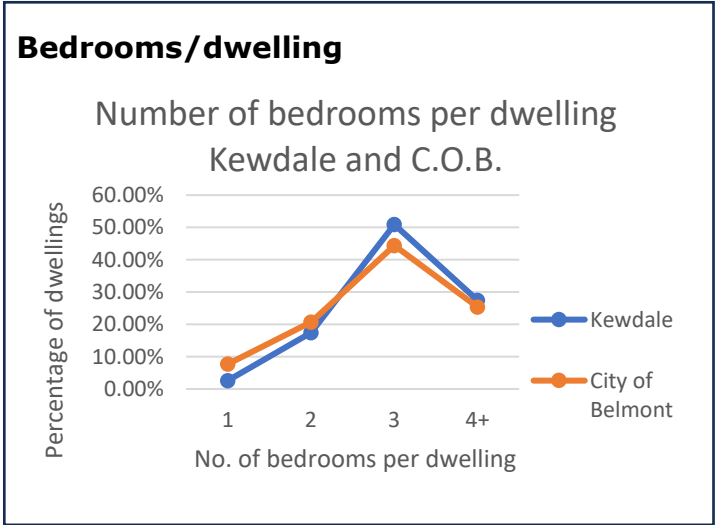
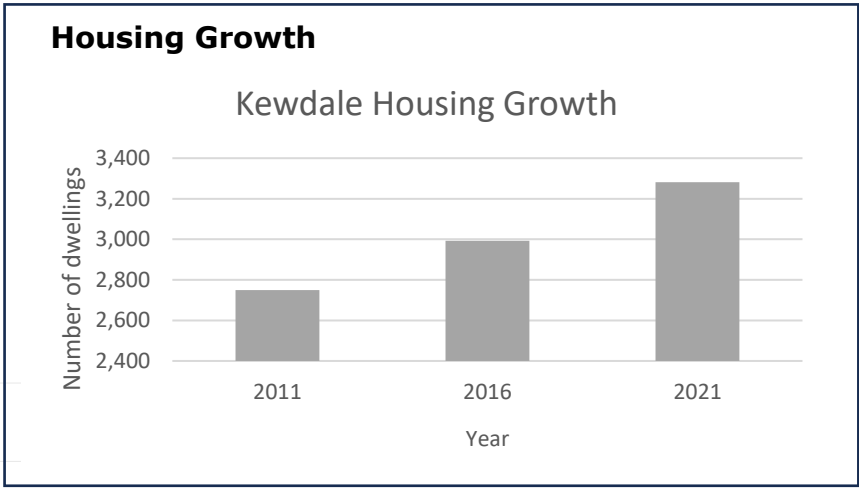
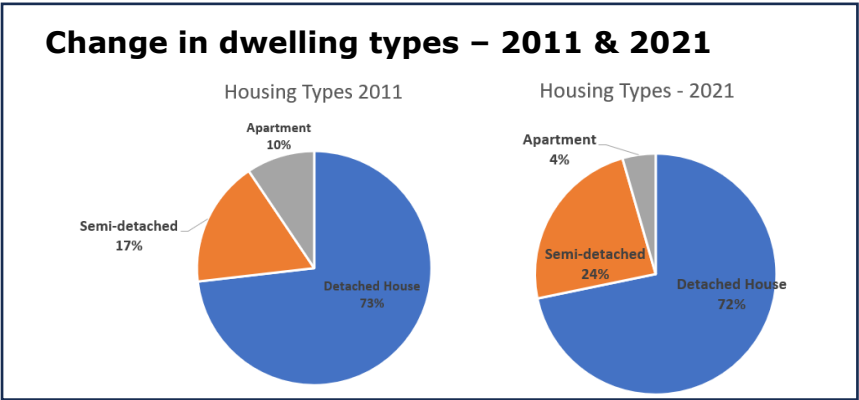
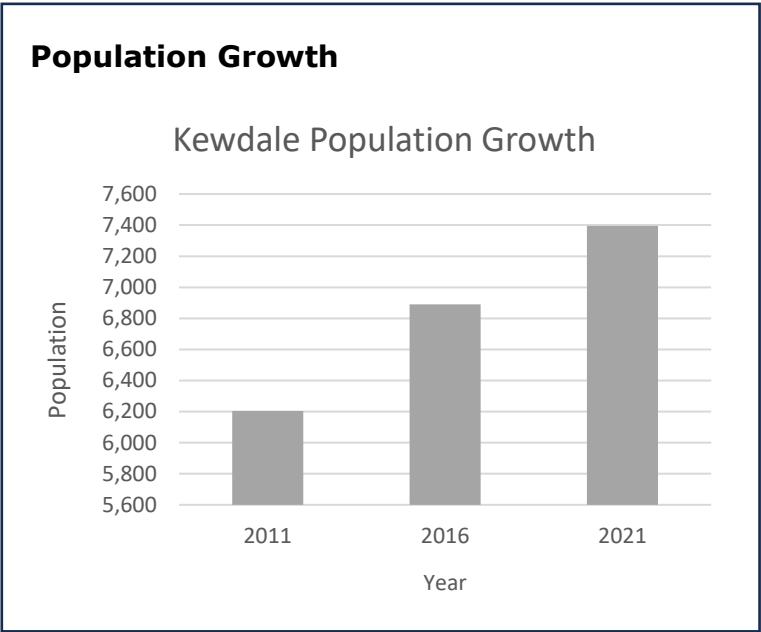
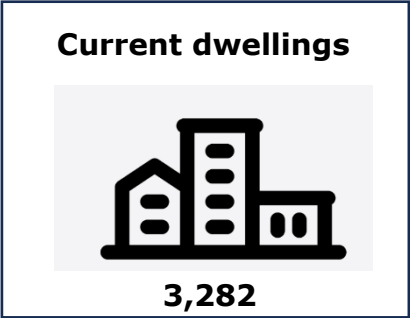


Table 1: Snapshot (Source: ABS 2024 and .ID Community 2024)

Kewdale Overview

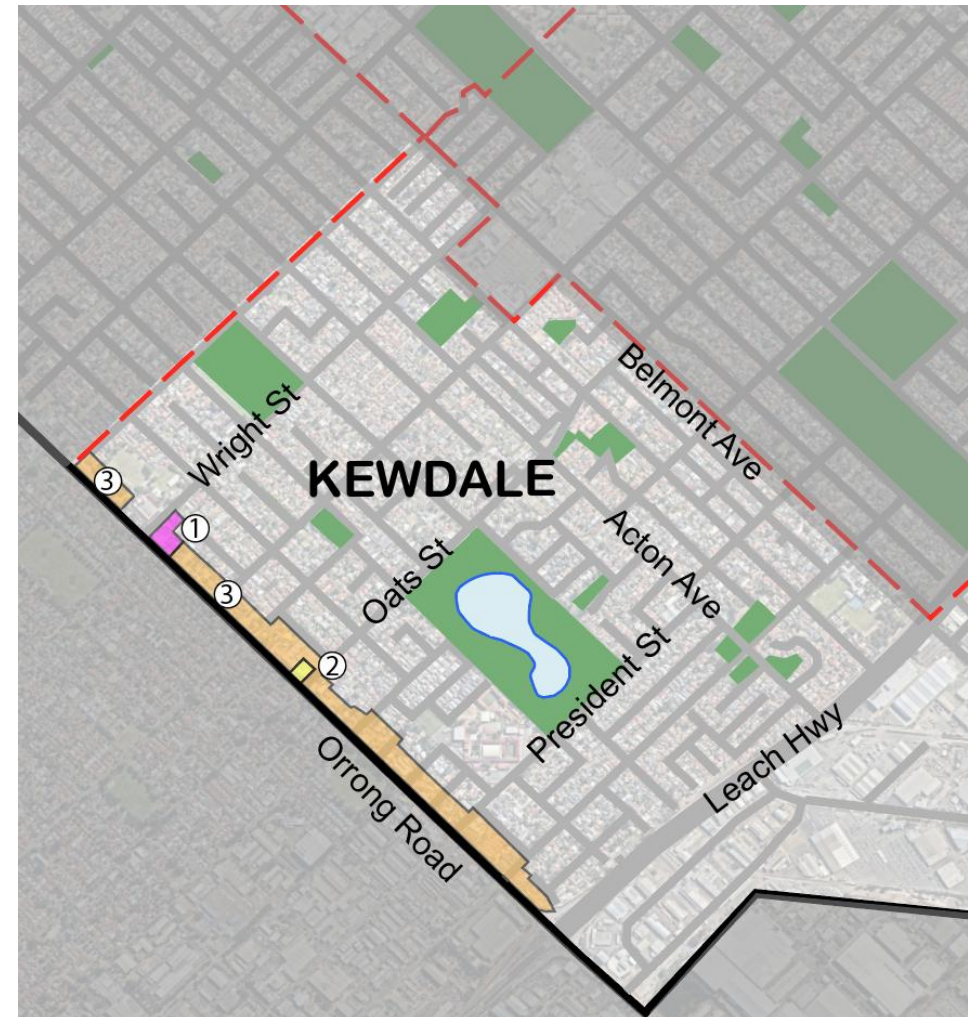
Location and Focus Areas

The suburb of Kewdale comprises an area of 7.71 square kilometres and is bound by Orrong Road, Sydenham Street, Belmont Avenue, Knutsford Avenue, Leach Highway, Tonkin Highway and the Kewdale Freight Terminal.

There are 3 key focus areas within the suburb of Kewdale that will be analysed as part of this Local Housing Strategy. These include:

1. Wright Street Local Centre
2. Belmont Square Local Centre
3. Orrong Road Corridor subject to Local Planning Policy No. 2

Land outside of these focus areas will be discussed more broadly in the city-wide section of the Local Housing Strategy or within a specific other suburb.



Key Features

Connectivity

- Kewdale is well serviced by major transport routes such as Orrong Road and Leach Highway.
- Oats Street, Gabriel Street, Wright Street, Acton Avenue and President Street provide connections to surrounding suburbs.
- Kewdale is serviced by several bus routes including routes 38, 39, 284 which provide connections to adjacent local government areas, Redcliffe Station and key locations such as Perth CBD. The high frequency circle route 998/999 also services the suburb and provides connections to various suburbs around Perth.
- Kewdale has several bicycle routes and lanes, though they are not located in all residential areas. The suburb features a high-quality principal shared path along Leach Highway, with streets like Surrey Road designed to be safe for active transportation.

Centres and Services

- There are three activity centres within Kewdale. These include:
 - Belmont Square Local Centre.
 - Wright Street Local Centre.
 - Kewdale Industrial Area (specialised centre)
- The Australian Islamic College is located adjacent to Tomato Lake Reserve. Students travel from surrounding local government areas to attend this school.
- The suburb also contains Carlisle and Kewdale Primary Schools.

Public Open Space

- Kewdale contains approximately 50 hectares of public open space, making it the suburb with the second largest amount of public open space in the City.
- These public open spaces are also highly accessible to residents, with more than 95% of dwellings being within 400m of a park.

Development Patterns

- Development in Kewdale's residential areas primarily took place in the 1960s and 1970s, with additional significant development occurring in the 1980s and 1990s.
- Kewdale saw a relatively low level of growth between 2011 and 2021 at 12% compared to 26.4% for the City of Belmont.
- Kewdale is predominantly characterised by single houses and a large number of older grouped dwelling developments (duplexes and villas).
- Renewal of the area is ongoing with the development of grouped and multiple dwellings. This development is predominantly occurring within:
 - R20/40 and R20/60 areas along Wright Street, Oats Street and Orrong Road
 - On the former Kewdale High School site.
 - Corner lots
 - Historically larger lots
- Kewdale currently contains 3,432 residential lots. Of these, 536 lots, based on their size and width, have the capacity for infill development. However, it is important to recognise that not all landowners may choose to pursue further development of their properties.

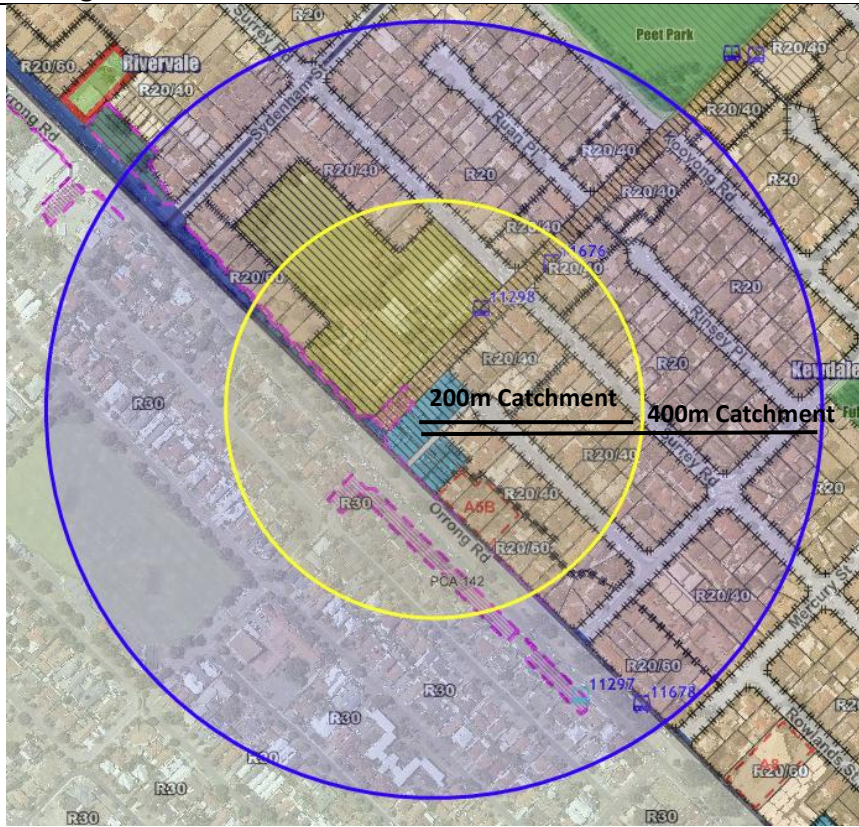
Suburb Wide Actions

Suburb wide actions for Kewdale 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 Kewdale.

- Encourage a variety of housing options to cater to the evolving needs of the community, especially in light of Kewdale's growing younger population, and projected increase in the ageing population.
- Encourage and support higher density development in appropriate locations, such as in close proximity to activity centres and high frequency bus routes.

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

Focus Areas

1: Wright Street local centre	Strategies																																								
 200m Catchment 400m Catchment LOCAL SCHEME ZONES <table><tr><td> Civic and Cultural</td><td> Place of Public Assembly - Pre-School Centre</td><td> Civic and Cultural</td></tr><tr><td> Commercial</td><td> Place of Public Assembly - Private School</td><td> Commercial</td></tr><tr><td> Industrial</td><td> Place of Public Assembly - Racecourse</td><td> Industrial</td></tr><tr><td> Mixed Business</td><td> Residential (R20 Density Unless Otherwise Shown)</td><td> Mixed Business</td></tr><tr><td> Mixed Use</td><td> Residential and Stables</td><td> Mixed Use</td></tr><tr><td> Place of Public Assembly</td><td> Service Station</td><td> Place of Public Assembly</td></tr><tr><td> Place of Public Assembly - Club</td><td> Special Development Precinct</td><td> Place of Public Assembly - Club</td></tr><tr><td> Place of Public Assembly - Place of Public Worship</td><td> Town Centre</td><td> Place of Public Assembly - Place of Public Worship</td></tr></table> LOCAL SCHEME ZONES <table><tr><td> Place of Public Assembly - Pre-School Centre</td><td> Place of Public Assembly - Pre-School Centre</td></tr><tr><td> Place of Public Assembly - Private School</td><td> Place of Public Assembly - Private School</td></tr><tr><td> Place of Public Assembly - Racecourse</td><td> Place of Public Assembly - Racecourse</td></tr><tr><td> Residential (R20 Density Unless Otherwise Shown)</td><td> Residential (R20 Density Unless Otherwise Shown)</td></tr><tr><td> Residential and Stables</td><td> Residential and Stables</td></tr><tr><td> Place of Public Assembly</td><td> Place of Public Assembly</td></tr><tr><td> Place of Public Assembly - Club</td><td> Place of Public Assembly - Club</td></tr><tr><td> Place of Public Assembly - Place of Public Worship</td><td> Place of Public Assembly - Place of Public Worship</td></tr></table>	Civic and Cultural	Place of Public Assembly - Pre-School Centre	Civic and Cultural	Commercial	Place of Public Assembly - Private School	Commercial	Industrial	Place of Public Assembly - Racecourse	Industrial	Mixed Business	Residential (R20 Density Unless Otherwise Shown)	Mixed Business	Mixed Use	Residential and Stables	Mixed Use	Place of Public Assembly	Service Station	Place of Public Assembly	Place of Public Assembly - Club	Special Development Precinct	Place of Public Assembly - Club	Place of Public Assembly - Place of Public Worship	Town Centre	Place of Public Assembly - Place of Public Worship	Place of Public Assembly - Pre-School Centre	Place of Public Assembly - Pre-School Centre	Place of Public Assembly - Private School	Place of Public Assembly - Private School	Place of Public Assembly - Racecourse	Place of Public Assembly - Racecourse	Residential (R20 Density Unless Otherwise Shown)	Residential (R20 Density Unless Otherwise Shown)	Residential and Stables	Residential and Stables	Place of Public Assembly	Place of Public Assembly	Place of Public Assembly - Club	Place of Public Assembly - Club	Place of Public Assembly - Place of Public Worship	Place of Public Assembly - Place of Public Worship	- 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. - Facilitate ongoing housing choice for the existing and future community which responds to discrepancies between dwelling size and household composition. - 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.
	Civic and Cultural	Place of Public Assembly - Pre-School Centre	Civic and Cultural																																						
Commercial	Place of Public Assembly - Private School	Commercial																																							
Industrial	Place of Public Assembly - Racecourse	Industrial																																							
Mixed Business	Residential (R20 Density Unless Otherwise Shown)	Mixed Business																																							
Mixed Use	Residential and Stables	Mixed Use																																							
Place of Public Assembly	Service Station	Place of Public Assembly																																							
Place of Public Assembly - Club	Special Development Precinct	Place of Public Assembly - Club																																							
Place of Public Assembly - Place of Public Worship	Town Centre	Place of Public Assembly - Place of Public Worship																																							
Place of Public Assembly - Pre-School Centre	Place of Public Assembly - Pre-School Centre																																								
Place of Public Assembly - Private School	Place of Public Assembly - Private School																																								
Place of Public Assembly - Racecourse	Place of Public Assembly - Racecourse																																								
Residential (R20 Density Unless Otherwise Shown)	Residential (R20 Density Unless Otherwise Shown)																																								
Residential and Stables	Residential and Stables																																								
Place of Public Assembly	Place of Public Assembly																																								
Place of Public Assembly - Club	Place of Public Assembly - Club																																								
Place of Public Assembly - Place of Public Worship	Place of Public Assembly - Place of Public Worship																																								
	Key Considerations and Opportunities - The centre is identified as a Local Centre within the Activity Centre Planning Strategy. - The local 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 <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, Department of Planning, Lands and Heritage (DPLH) 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. - The centre abuts Orrong Road, which is under Main Roads WA control. Planning Control Area 142 partly extends into the lots abutting Orrong Road (shaded pink in the map to the left). The purpose of the Planning Control Area is to protect land required for the future upgrade of Orrong Road.																																								

	- Existing buildings fronting Wright Street contain expanses of at-grade car parking. Each lot has rear access to a 6m wide public right-of-way accessed from Orrong Road. While ownership of the centre is fragmented, a number of landowners hold more than one lot. The centre has redevelopment potential within the medium to long term. 289-295 Orrong Road are currently used for residential purposes. These lots are subject to Additional Use 5b which provides for the uses of 'Consulting Rooms', 'Restaurant', 'Medical Centre', 'Office', 'Serviced Apartments', 'Showroom' (where no single tenancy exceeds 200m² NLA) and 'Studio'. - The Retail Needs Assessment (RNA) prepared to inform the Activity Centre Planning Strategy, suggests shop/retail floorspace within the Wright Street Local Centre should only be increased by a small amount (25m²) until further development occurs. Given there is capacity for the additional floorspace to be accommodated within the existing boundaries of the Wright Street local centre, it may be appropriate to remove Additional Use 5b from 289-295 Orrong Road. - There is an opportunity to align with the City's Activity Centre Planning Strategy by applying a residential density code of R60 to the local centre. Development would be limited to a maximum of 3 storey's, a front setback of 2m, and side and rear setbacks of 3m. This code is consistent with the maximum density code already applied to land along Orrong Road. - 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 200 metre catchment of local centres (outlined in yellow). The local centre has achieved a result of approximately 12.13 dwellings per urban zone hectare. - The 2011 Local Housing Strategy aimed to increase residential densities near activity centres while maintaining low density codes around schools. It included an initiative to upcode land to R20/40 within a 400m walkable distance from the local centre and along the Wright Street high frequency bus route, connecting to the town centre. However, some lots within the walkable catchment were retained as R20.
--	--

		• This approach has the potential to unintentionally create homogeneity in residential development near schools. It's important to recognise that increasing residential density codes doesn't exclude families or require development at maximum density. Families vary in size, type, and housing preferences, with some not needing or preferring a traditional R20 single house. • There are several dual coded lots with frontages greater than 16 metres that are underdeveloped. The number of remaining lots is insufficient to meet the target of 25+ dwellings per gross urban hectare. • A large portion of the centre's walkable catchment extends beyond the local government boundary into Carlisle within the Town of Victoria Park. There is limited subdivision potential (approximately 12 development opportunities) within this area at the existing density code (R30). Therefore, it is not anticipated that Carlisle will contribute to achieving the local centre's dwelling target. • 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 rezoning of the centre to 'Local Centre' zone through the preparation of a new local planning scheme. 2. Through the preparation of a new local planning scheme, investigate whether it is appropriate to remove or retain Additional Use 5b from 289-295 Orrong Road.
	Residential Density	3. Investigate the appropriateness of applying an R60 density coding to the local centre under a new local planning scheme. 4. Investigate whether it is appropriate to apply an R40 density code to existing R20/40 lots surrounding the local centre. 5. Through the preparation of a new local planning scheme, investigate the appropriateness of increasing the density code of R20 lots within 200m of the local centre to R40.
	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.

2: Belmont Square local centre



LOCAL SCHEME ZONES

		Place of Public Assembly - Pre-School Centre
		Place of Public Assembly - Private School
		Place of Public Assembly - Racecourse
		Residential and Stables
		Service Station
		Special Development Precinct
		Place of Public Assembly - Club
		Place of Public Assembly - Place of Public Worship
		Town Centre

LOCAL SCHEME ZONES

		Place of Public Assembly - Pre-School Centre
		Place of Public Assembly - Private School
		Place of Public Assembly - Racecourse
		Residential and Stables
		Service Station
		Special Development Precinct
		Place of Public Assembly - Club
		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.
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.

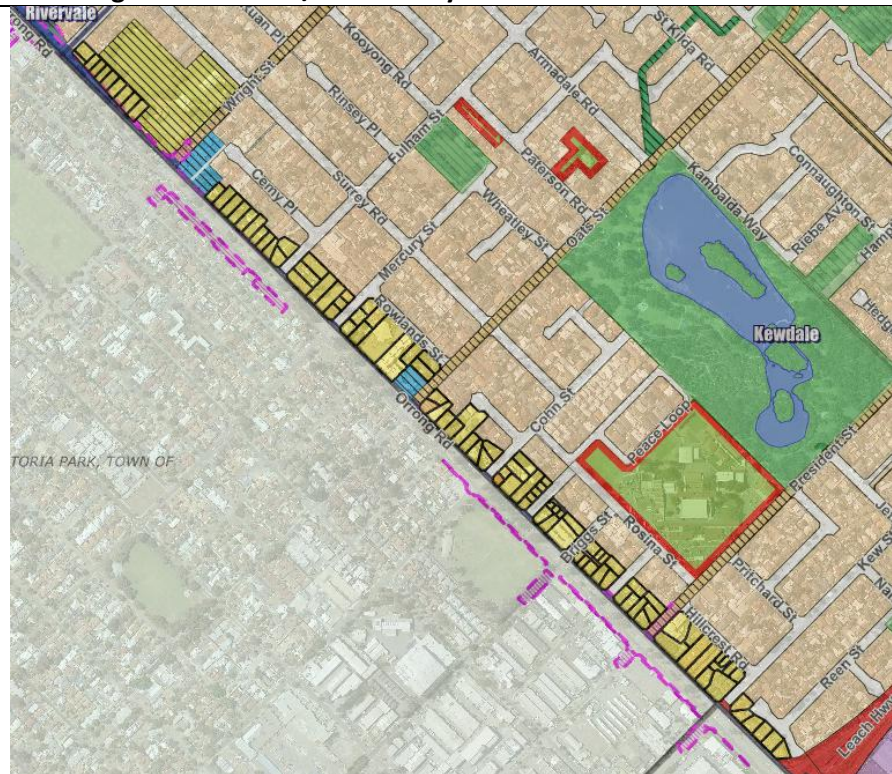
Key Considerations and Opportunities

- The centre is identified as a Local Centre within the Activity Centre Planning Strategy.
- 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*, DPLH 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.
- The centre contains a sporting goods store, pool supplies store, and pizza shop. Currently, the centre does not offer the services and amenities to effectively function as a local centre for the community. The buildings, constructed in the 1990s, are unlikely to be redeveloped in the short term.
- 347 and 351 Orrong Road and 2 Oats Street are subject to the Additional Uses of Consulting Rooms, Medical Centre, Office, Serviced Apartments, Showroom, and Studio. 347 Orrong Road, owned by the Western Australian Planning Commission, falls within Planning Control Area 142, designated for future upgrades to Orrong Road, prohibiting any development on this land.
- The City's Activity Centre Planning Strategy states that a residential density code of R60 may be appropriate for the local centre. Development would be limited to a

		maximum of 3 storeys, a front setback of 2m, and side and rear setbacks of 3m. This density code is consistent with the maximum density coding already applied to land along Orrong Road. - 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 18.49 dwellings per urban zone hectare. This will be increased to approximately 19.53 dwellings following construction of the approved grouped dwellings on the corner of Oats Street and Rowlands Street. - There remains a number of dual coded lots with development potential at current densities and which have frontages of greater than 16m within the 200m catchment. These offer potential for redevelopment. - A large portion of the centre's walkable catchment extends beyond the local government boundary into Carlisle within the Town of Victoria Park. Land in this area is zoned Residential and has a density code of R30. The area is experiencing redevelopment and may accommodate additional dwellings within the walkable catchment. There are approximately 20 lots capable of further subdivision and development. - At existing densities, the centre is capable of achieving the 25+ dwelling target in the long-term. - 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	- Investigate the appropriateness of rezoning the centre to 'Local Centre' zone through the preparation of a new local planning scheme. - Through the preparation of a new local planning scheme, investigate whether it is appropriate to remove or retain the additional uses from 347 and 351 Orrong Road and 2 Oats Street.
	Residential Density	- Investigate the appropriateness of applying a density coding of R60 to the centre under a new local planning scheme. - Investigate whether it is appropriate to apply an R40 density code to existing R20/40 lots surrounding the local centre.
	Built Form	

	5. 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.
--	---

3: Orrong Road Corridor/LPP 2 Policy 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

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

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

- 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.
- 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 are 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. • Lots on Maikai Place are coded R20/60 abutting Orrong Road, and R20/40 on the opposite side of the street (including 10-12 Reen Street) so as to provide an transition to the adjoining R20 lots. It appears that prior to LPS 15, these lots had been coded R20/40. • It is however noted that these lots are not within proximity to any high frequency bus routes, are more than 800m from the closest activity centre, and Orrong Road is not a designated urban corridor under the Central Sub-Regional Planning Framework. The lots do not currently require Orrong Road for vehicle access, and the planning objective for the R20/60 coding (to encourage redevelopment to consolidate access points) is not relevant.
--	--

		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 and Built Form - Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain or repeal LPP 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. - 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.	
	Residential Density - Investigate the appropriateness of the existing R20/60 and R20/40 codings of lots fronting Maikai Place and consider if these lots should be down-coded through the preparation of a new local planning scheme. - Investigate whether it is appropriate to apply an R60 code to existing R20/60 coded properties along the corridor.	

Appendix 1 - Population and Housing Characteristics

Population

The 2021 Census data revealed Kewdale had a population of 7,397 people. From 2011 to 2021, Kewdale's population increased by 1,207 persons or 19.4%. Forecasts undertaken by Forecast id predict that by 2041, Kewdale's population will increase to 8,803 people and have a density of 1,239.8 persons per square km.

Age Structure

A comparison between Kewdale and the City of Belmont in 2021 reveals that Kewdale had a higher proportion of people in the younger age groups (0 to 15 years) and a similar proportion of people in the older age groups (65+ years). In Kewdale the 30 to 34 year age bracket accounted for the largest amount of the population at 9.2%. This is consistent with the dominate age group for the City of Belmont (refer to **Figure 1**).

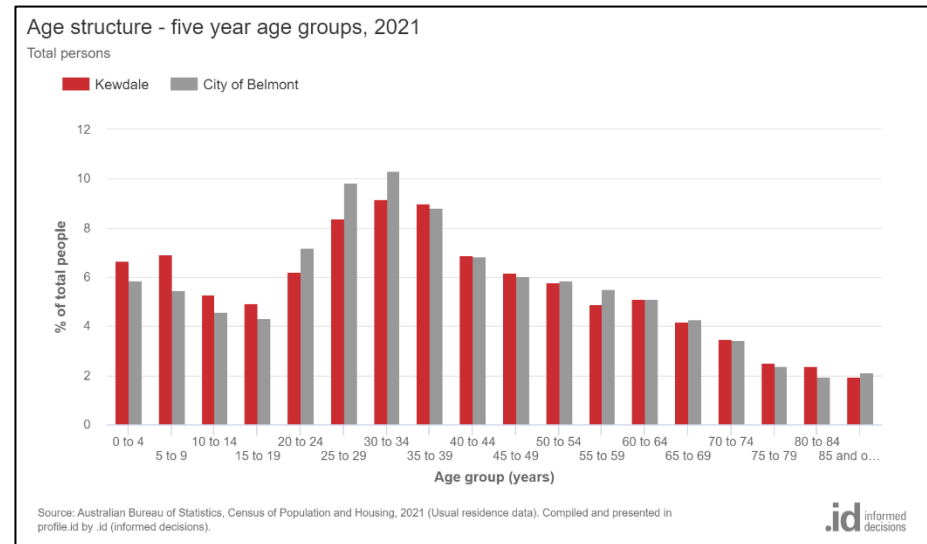


Figure 1 – Age Structure – Five Year Age Groups (2021) (.id 2024)

Between 2011 and 2021, the largest changes in age structure occurred in the following age groups:

- 35 to 39 (+198 persons)
- 30 to 34 (+150 persons)
- 5 to 9 (+138 persons)
- 25 to 29 (+122 persons)

These changes indicate significant growth in the younger age groups. However, according to forecasts undertaken by Forecast Id, the largest increase in persons between 2021 and 2031 is forecast to be in people 85 and over, which is expected to increase by 142 persons and account for 3.5% of the population (refer to **Figure 2**). Notwithstanding this, majority of the population are expected to remain within the 30-34 age bracket.

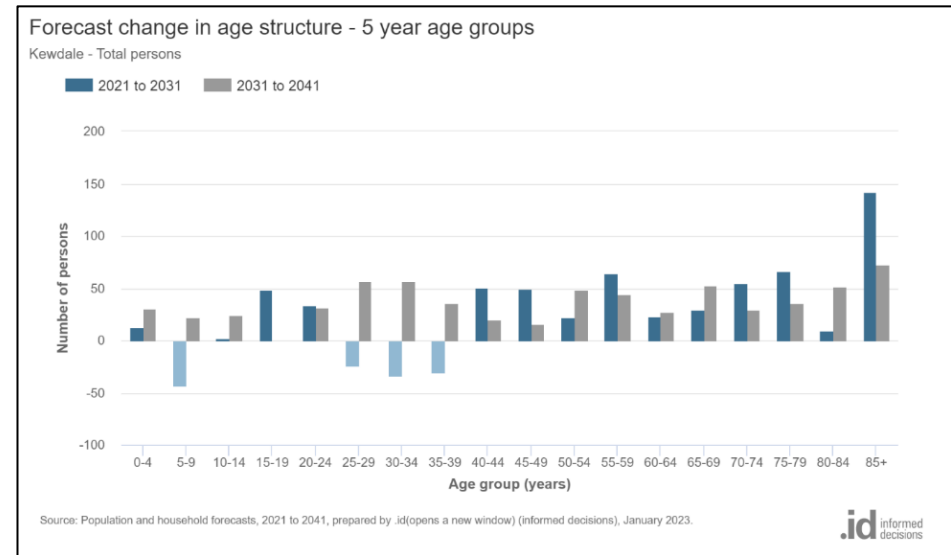


Figure 2 – Forecasted change in Age Structure – Five Year Age Groups (2021-2041) (.id 2024)

Family Structure

When comparing the household types in Kewdale to the City of Belmont in 2021, the analysis reveals the following:

- The proportion of couple families with children was 27.7%, higher than the 22.4% in the City of Belmont.
- The proportion of one parent families is 10.1%, higher than the 9.3% in the City of Belmont.
- Kewdale has a lower proportion of lone person households (28.1%), compared to the 31.1% in the City of Belmont.
- Similarly, the proportion of couples without children was 22.9% compared to the 23.9% observed in the City of Belmont (refer to **Figure 3**).

Analysing changes between 2011 and 2021 (refer to **Figure 4**), the largest increases in Kewdale were:

- Couples with children (+146 households)
- Lone persons (+129 households)
- Couples without children (+95 households)

This is set to change between 2021 and 2041 given the largest increase in forecast is to be in the lone person households (refer to **Figure 5**).

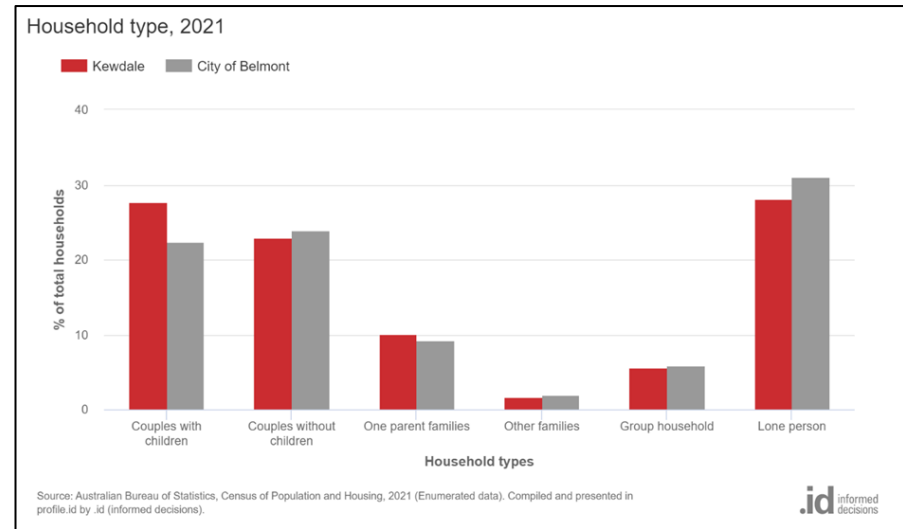


Figure 3 – Household Type (2021) (.id 2024)

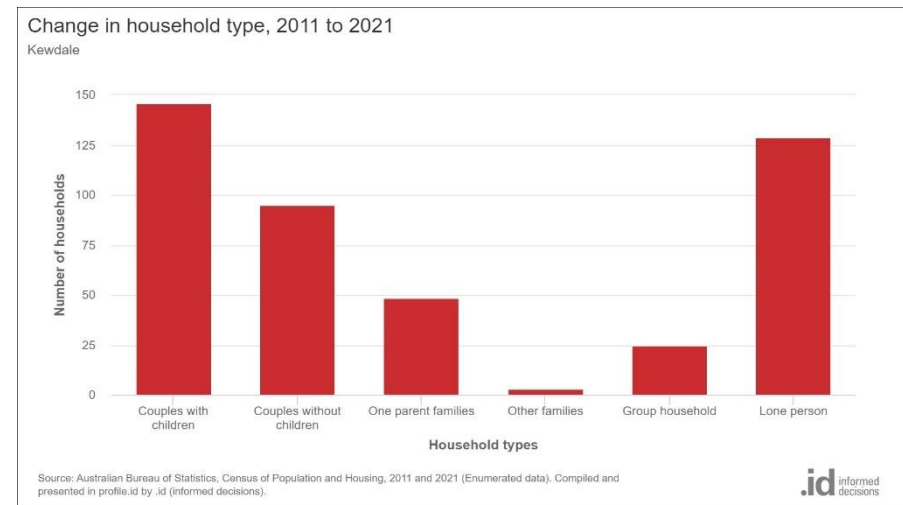


Figure 4 – Change in Household Type (2011 - 2021) (.id 2024)

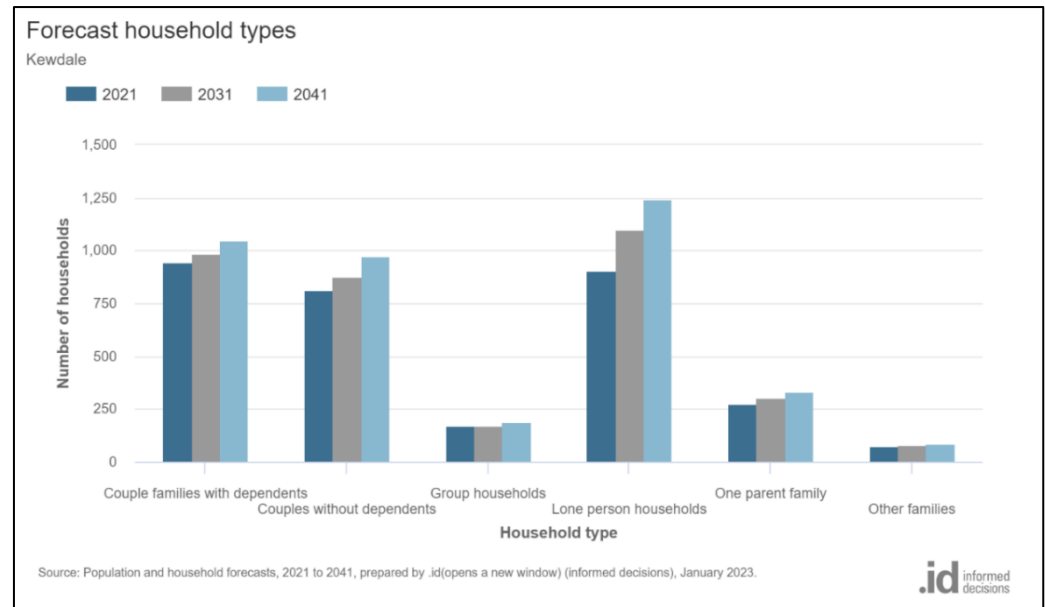


Figure 5 – Forecast household types (.id 2024)

Dwelling Structure

In 2021, the types of dwellings in Kewdale compared to the City of Belmont revealed some notable differences. In Kewdale, 71.7% of all occupied dwellings were separate houses, 23.8% were semi-detached/row/terrace house/ townhouses, and 4.4% were flats or apartments. In comparison, the City of Belmont housing stock comprised of 65% separate houses, 20.3 % semi-detached, row or terrace house, townhouses, and a higher proportion of flats or apartments at 14.4% (refer to **Table 2**). These figures indicate that Kewdale had a higher percentage of separate houses and semi-detached, row or terrace house, townhouses but a much lower percentage of flats or apartments than the City of Belmont.

Between 2011 and 2021, Kewdale experienced the greatest growth in separate house typologies. As shown in Table 1, an additional 280 separate house were delivered in the suburb during this period. There was also an increase in the number of semi-detached/row/terrace house/townhouses, however, a reduction in the number of flats or apartments.

It is anticipated that with the realisation of opportunities for flat/apartment developments particularly along Orrong Road and in proximity to activity centres, the number of semi-detached/row/terrace house/townhouses, flats and apartments will also increase.

Kewdale - Dwellings (Enumerated)	2021			2011			Change
Dwelling type	Number	%	City of Belmont %	Number	%	City of Belmont %	2011 to 2021
Separate house	2,052	71.7	65	1,770	73.2	73	+280
Semi-detached, row or terrace house, townhouse etc.	681	23.8	20.3	421	17.4	15.1	+260
Flat or apartment	127	4.4	14.4	228	9.4	11.6	-101
Other	0	0.0	0.1	0	0.0	0.1	0
Total Private Occupied Dwellings	2,860	100.0	100.0	2,419	100.0	100.0	+439

Table 2 – Occupied Dwelling Structure (ABS 2024)

Number of Bedrooms

A comparative analysis of bedroom numbers between Kewdale and the City of Belmont in 2021 reveals notable differences. In Kewdale, 19.8% of dwellings had two bedrooms or less, compared to a higher 27.5% in the City of Belmont. More notably, there were 49.1% of three-bedroom dwellings, compared to the City's 42.2%. Conversely, 26.4% of dwellings in Kewdale had four or more bedrooms, which is slightly higher than the 24.2% observed in the City of Belmont. Additionally, Kewdale had a lower proportion of one bedroom or no bedroom dwellings at 2.8%, compared to 7.8% in the City of Belmont (refer to **Figure 6**).

Between 2011 and 2021, Kewdale saw a higher growth rate for dwellings with two bedrooms or less, indicating a shift towards reduced bedroom numbers. The increase in two bedrooms dwellings (+158) exceeded that of three bedroom dwellings (+106) (refer to **Figure 7**).

Despite this trend, there remains a significant disparity between the proportion of lone-person households, which is currently 29% (refer to **Figure 8**), and the availability of single-bedroom dwellings, which constitute just 2.8% of the housing stock.

It is anticipated that this discrepancy will persist, especially considering the projected significant increase in lone person households. To address this issue, it is important to promote a diverse range of dwelling types, including single bedroom dwellings, within the suburb. This will help cater to the specific housing needs and preferences of Kewdale's residents.

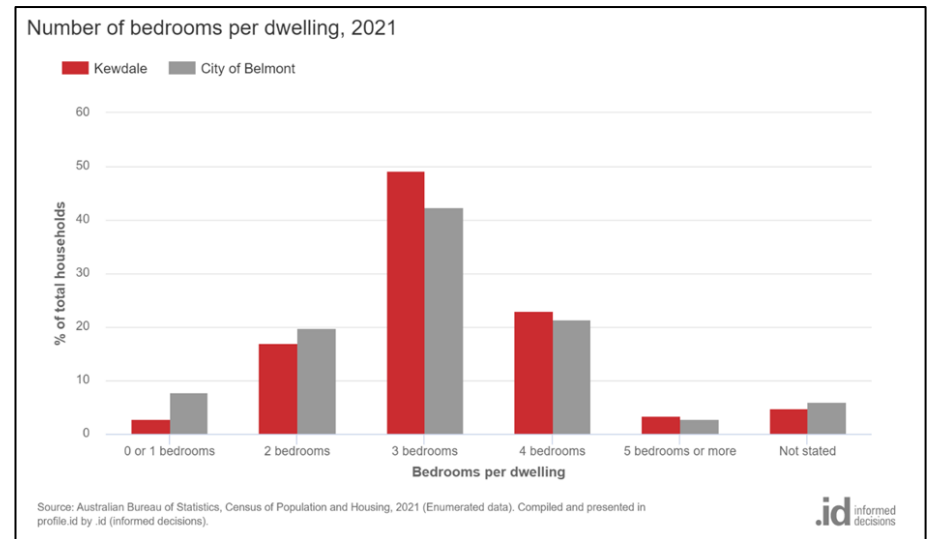


Figure 6 – Number of bedrooms per dwelling – Kewdale and City of Belmont (.id 2024)

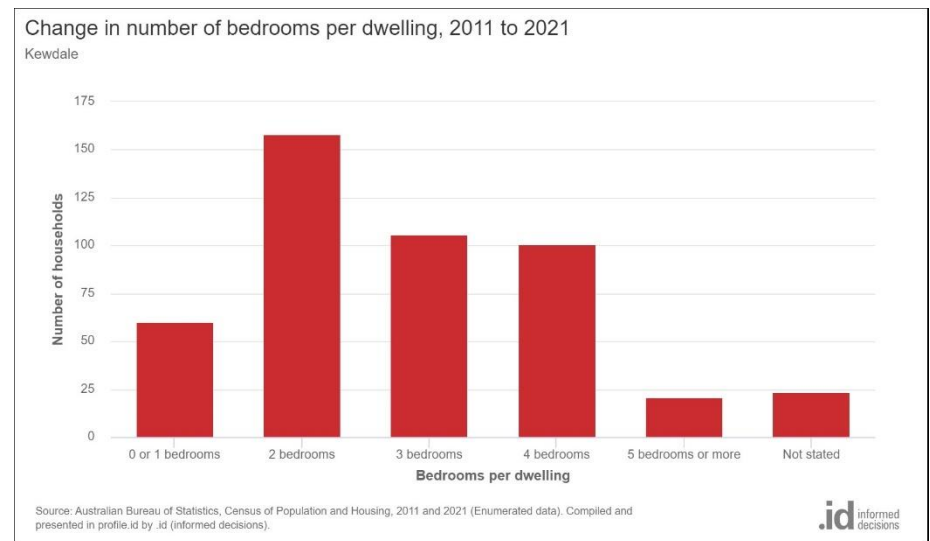


Figure 7 – Change in number of bedrooms 2011-2021 (.id 2024)

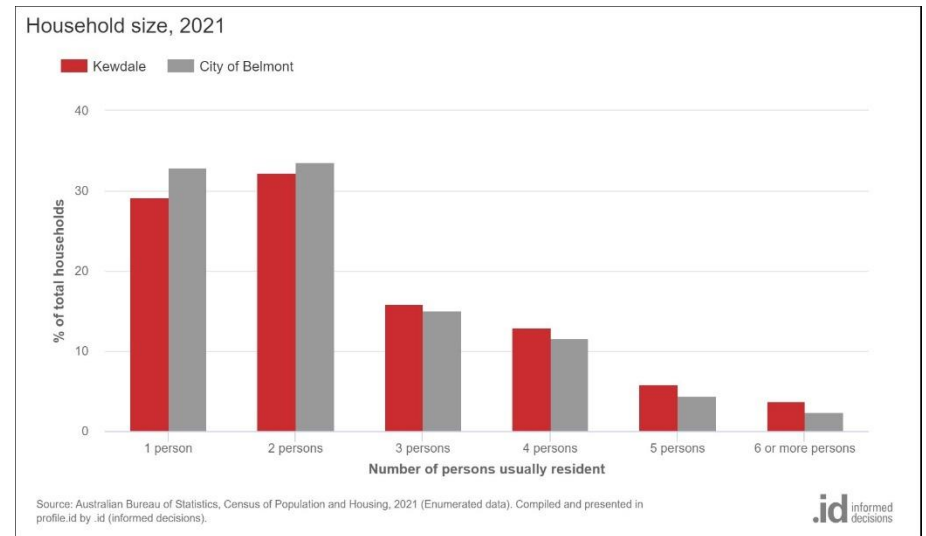


Figure 8 – Household Size – Kewdale and City of Belmont (.id 2024)