

PART 2

Cloverdale

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Number of Bedrooms 25-26

Snapshot – Population and Dwellings

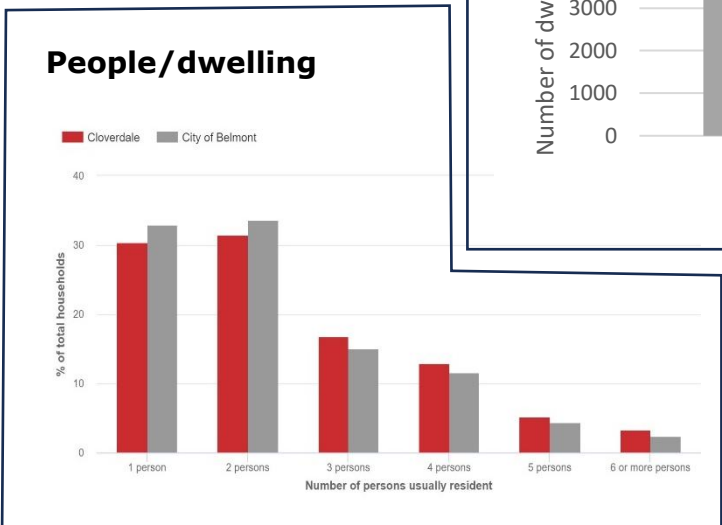
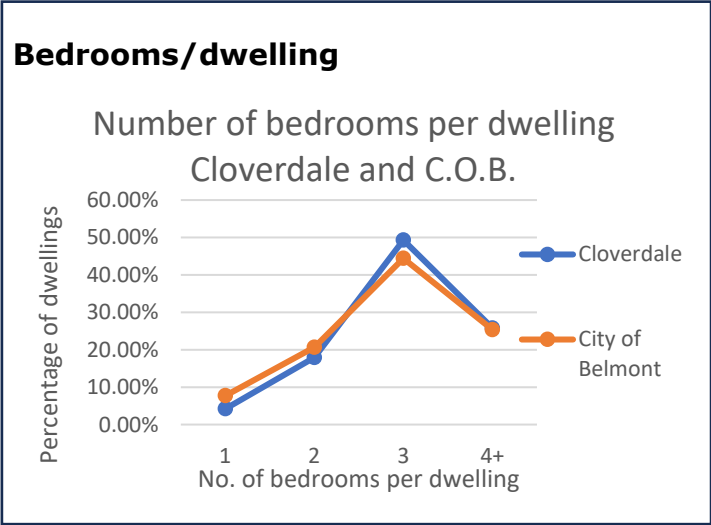
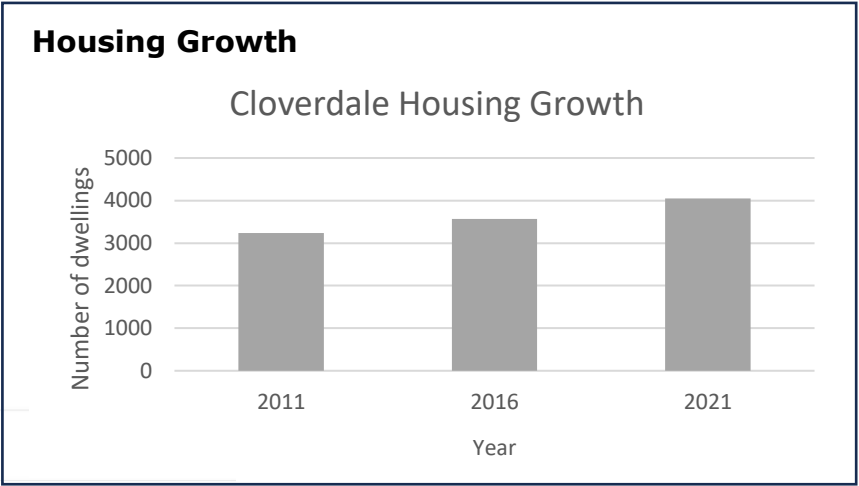
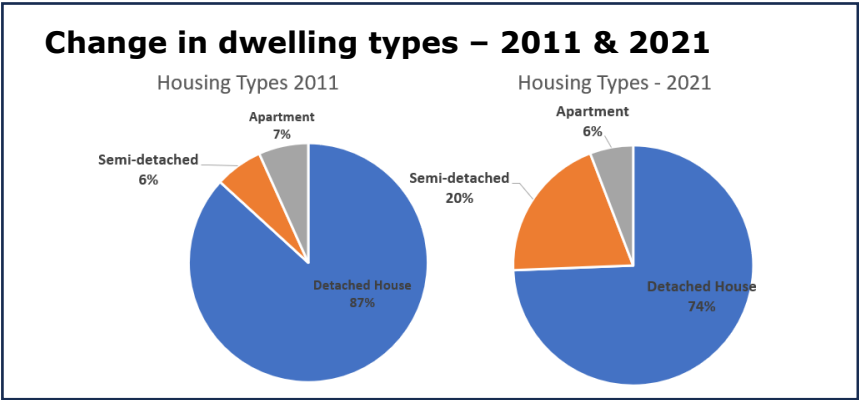
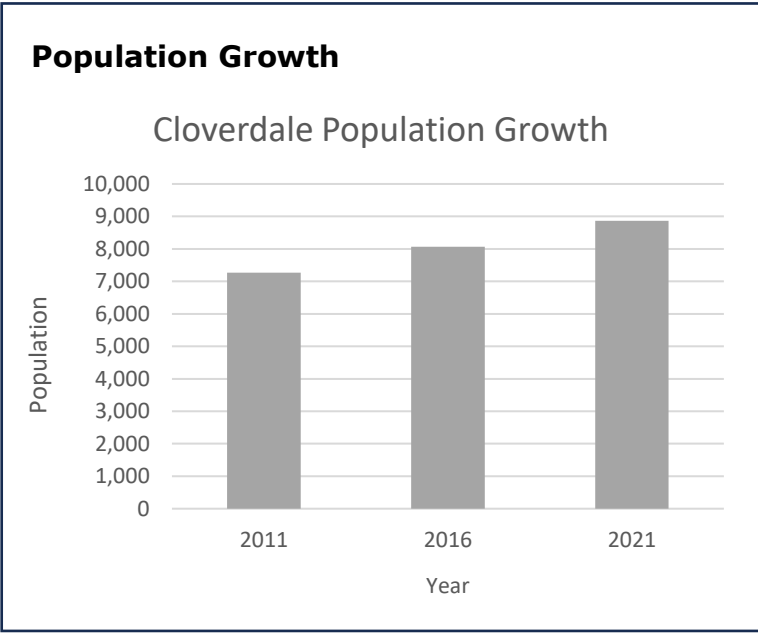
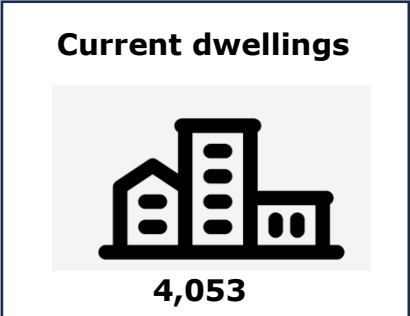
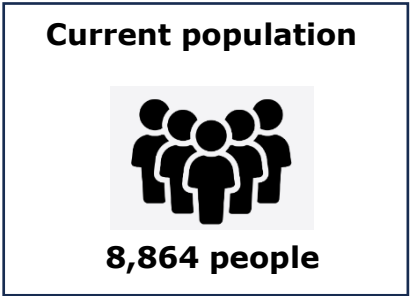


Table 1: Snapshot (Source: ABS 2024 and .ID Community 2024)

Cloverdale Overview

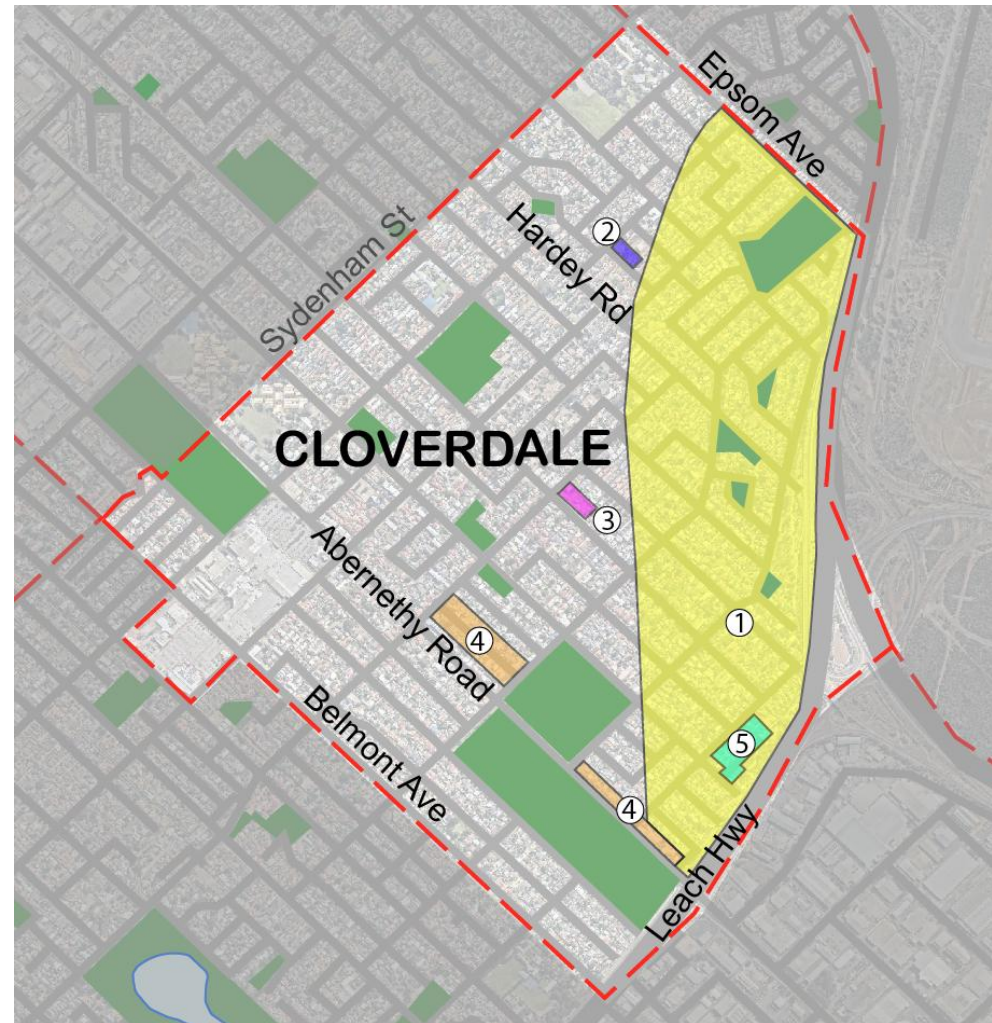
Location and Focus Areas

The suburb of Cloverdale comprises an area of 3.94 square kilometres and is generally bound by Belmont Avenue to the south-west, Leach/Tonkin Highway to the east, Epsom Avenue to the north-east and Wright Street/Sydenham Street to the west.

There are 5 key focus areas within the suburb of Cloverdale that will be analysed as part of this Local Housing Strategy. These include:

1. Land subject to aircraft noise from Perth Airport
2. Love Street Local Centre
3. Belgravia Street Local Centre
4. Land adjacent to Abernethy Road and subject to Local Planning Policy No. 3
5. Development Area 3

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



Key Features

Connectivity

- Cloverdale is well serviced by major roads including Abernethy Road, Leach Highway and Tonkin Highway.
- The suburb is also provided with road and vehicle access to surrounding suburbs via Wright Street, Hardey Road, Gabriel Street, and Epsom Avenue.
- Cloverdale is serviced by bus routes 37, 38, 39, 270, 284, 293 and the circle routes 998 and 999. These routes provide connections to Redcliffe Station and Elizabeth Quay bus station amongst others.
- Cloverdale contains walking and cycling infrastructure, with several streets identified as local bicycle friendly routes. Wright Street, sections of Belmont Avenue, Belgravia Street and Gabriel Street also contain bicycle lanes for cyclists.

Centres and Services

- There are three activity centres within the suburb of Cloverdale that provide residents and the broader community with access to convenience goods and services. These include:
 - Belmont Town Centre (further details included in the Belmont Town Centre Section)
 - Belgravia Street Local Centre
 - Love Street Local Centre
- The Belmont Hub and the City of Belmont administration offices.
- The suburb also contains the Belmay Primary School and Cloverdale Primary School.

Public Open Space

- Cloverdale benefits from good access to Public Open Space (POS). More than 90% of the suburb is situated within a 400m radius of a park.
- The suburb contains an abundance of sporting spaces.
- Cloverdale also contains two of the City's three District Open Spaces being Forster Park and the land at 400 Abernethy Road.

Development Patterns

- Development in Cloverdale's residential areas primarily occurred during the 1970s and 1980s. Some traces of development date back to the 1950s and 1960s, with a smaller amount predating the 1950s era.
- The suburb has experienced moderate growth between 2011 and 2021 (approximately 15% compared to 26.4% for the City of Belmont).
- There is a portion of land surrounding the Belmont Town Centre coded R20/50/100. A number of higher density developments have occurred in this area under Local Planning Policy No. 1 – Performance Criteria - Town Centre Density Bonus Requirements (LPP 1).
- Cloverdale currently contains 3036 residential lots. Of these, 786 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.

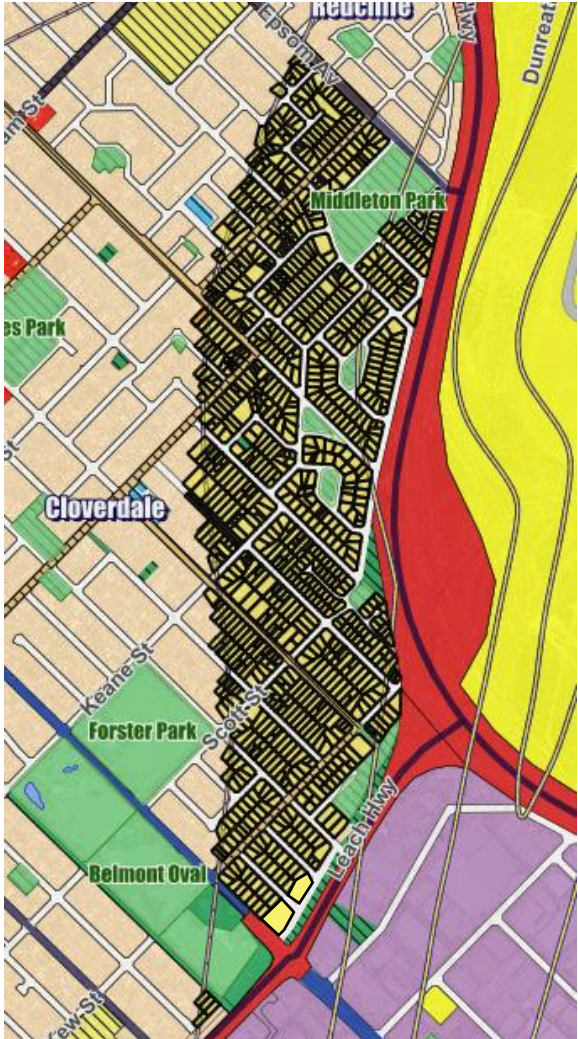
Suburb Wide Actions

Suburb wide actions for the suburb of Cloverdale 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 Cloverdale.

- Encourage a variety of housing options to cater to the evolving needs of the community, especially with Cloverdale's projected rise in single person households, and the current prevalence of dwellings with three bedrooms or more.
- Continue to support higher density development in appropriate locations such as surrounding activity centres and along high frequency bus routes.

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

Focus Areas

1: Perth Airport Noise Buffer	Strategies
	2. Protect residential development from inappropriate land uses and conversely protect non-residential land uses from encroachment of residential development. 3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres. 5. Encourage development of underutilised 'Urban' zoned land.
	Key Considerations and Opportunities • Portions of Cloverdale are impacted by aircraft noise. The primary measure of aircraft noise used in Australia is the Australian Noise Exposure Forecast (ANEF) system. • State Planning Policy 5.1 – Land Use Planning In The Vicinity Of Perth Airport (SPP 5.1) contains requirements for the development of land within the 20+ ANEF contours, which are those properties most susceptible to adverse aircraft noise impacts. • The Policy specifies that the maximum dwelling density should generally be limited to R20 within the ANEF 20-25 contour, and R12.5 in areas above ANEF 25. • The R20 density code can be exceeded within the ANEF 20-25 contour where: ○ Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan; ○ A higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; and ○ It can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise. • The R12.5 density code can be exceeded in areas above ANEF 25 where:

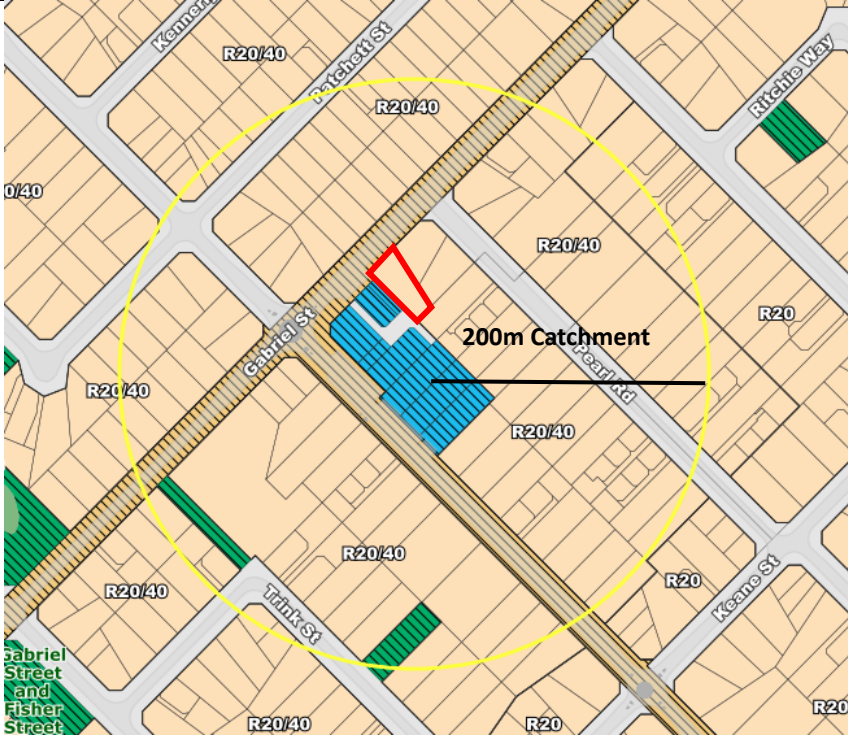
LOCAL SCHEME ZONES - Civic and Cultural - Commercial - Industrial - Mixed Business - Mixed Use - Place of Public Assembly - Place of Public Assembly : Club - Place of Public Assembly : Place of Public Worship - PSC Place of Public Assembly : Pre-School Centre - PPS Place of Public Assembly : Private School - RC Place of Public Assembly : Racecourse - Residential (R20 Density Unless Otherwise Shown) - Residential and Stables - Service Station - Special Development Precinct - 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	○ A higher density is necessary to facilitate redevelopment or infill development of an existing residential area; ○ Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan; ○ It can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise; and ○ A higher density would facilitate the concurrent provision of noise insulation in accordance with the indoor design sound levels prescribed in AS2021. • In areas subject to noise exposure levels above 30 ANEF, the permissible density of residential development should generally not be increased above R12.5. • Noise insulation is not mandatory for residential development within the ANEF 20-25 contour, but is required in areas above 25 ANEF. • While SPP 5.1 requires a notification to be placed on title advising of aircraft noise for lots within the 20-25 ANEF contour, single houses that meet the deemed-to-comply provisions of the Residential Design Codes (R-Codes) are currently exempt from requiring development approval. This prevents notifications being placed on title. • Local Planning Scheme No. 15 (LPS 15) augments the exemptions set out in Clause 61 of the Deemed Provisions by requiring development approval for single houses within the 25-30 ANEF contour. This allows for a notification to be placed on Title. However, this does not capture single houses within the 20-25 ANEF contour. • The ANEF contours have been reviewed resulting in some properties: ○ Being within an ANEF contour that weren't previously. ○ Being subject to a higher ANEF contour. ○ Being subject to a lower ANEF contour or outside the ANEF contour.
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		• Cloverdale has several lots in its eastern portion within the 25-30 ANEF contour, currently zoned R20. Although there are some lots with subdivision potential, the majority cannot be further developed. At subdivision stage, a notification would be placed on the Title of these lots. In addition, the City can require the installation of noise insulation measures in these new dwellings. • Cloverdale also contains several blocks coded R20/40 within the 20-25 ANEF contour. This is due to their proximity to activity centres and previously being located outside of this contour. Allowing higher density development of this land aligns with SPP 5.1, as the Central Sub-regional Planning Framework identifies activity centres as suitable for higher densities. Additionally, this coding is facilitating infill development.
Actions:	Zoning	1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to establish a Special Control Area with provisions that require lodgement of development applications to support the implementation of SPP 5.1.
	Residential Density	2. Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain the R20 density code for lots within the 20-25 and 25-30 ANEF noise contours. 3. Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain a density code higher than R20 for land within the 20-25 ANEF noise contour.

2: Love Street Local Centre	Strategies
 200m Catchment 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 LOCAL SCHEME RESERVES - Local road - Major Distribution Road - Parks and Recreation - Public Purposes: Ambulance Depot - Public Purposes: Civil Defence	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 response to discrepancies between dwelling size and household composition. 7. Facilitate medium and high-density infill development which is of a 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 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 current 'Commercial' zoning of the centre aligns with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, the Department of Planning Lands and Heritage (DPLH) is seeking 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. • While ownership of the local centre is fragmented, the main street style configuration is intact, and all lots have access to a rear right-of-way. Buildings are in fair condition; however, these may be suitable for redevelopment in the longer term. • There is an opportunity to align with the City's Activity Centre Planning Strategy which 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 scale is considered to integrate well with

		the R50 development on the opposite side of Love Street and the surrounding R20/40 coded land which can be developed to a height of 2 storeys. - 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 (yellow outline identifies 200m catchment). The local centre has achieved a result of approximately 15.43 dwellings per urban zone hectare. - The 2011 Local Housing Strategy aimed to increase densities near activity centres but also sought to maintain low density codes around schools. As a result, while land immediately surrounding the centre is coded R50 and R20/40, some areas within the walkable catchment remain coded R20 due to their proximity to Belmay Primary School and Notre Dame Catholic Primary School. - The above approach has the potential to inadvertently homogenise residential development near schools. It should be noted that increasing density codes does not exclude families or require development at the highest density. Families vary in size, type, and housing preferences, with some not needing or wanting an R20 single house. - Whilst the residential area surrounding the local centre does not meet the desired number of dwellings within the walkable catchment, there remains approximately 63 lots with development potential at current densities. If all these are developed with an additional two dwellings, a density of 25.4 dwellings per urban zoned hectare could be achieved within the 200m catchment. Therefore, it may not be necessary for densities of existing R20 lots to be increased at this stage. - 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 rezoning of the centre to ‘Local Centre’ through the preparation of a new local planning scheme.
	Residential Density	2. Investigate applying an R60 density code to the local centre through the preparation of a new local planning scheme.
		3. Investigate whether it is appropriate to apply an R40 density code to existing R20/40 lots surrounding the local centre.
	Built Form	

	4. 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.
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3: Belgravia Street Local Centre	Strategies
 200m Catchment 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
	Key Considerations and Opportunities
	- 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 response to discrepancies between dwelling size and household composition. - Facilitate medium and high-density infill development which is of a high-quality and positively contributes to the streetscape. - 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 current 'Commercial' zoning of the centre aligns with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, the Department of Planning Lands and Heritage (DPLH) is seeking 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. - Although buildings within the centre are generally in fair condition, the poor streetscape presentation and lack of activation due to roller shutters presents an opportunity for streetscape improvements. 178 Gabriel Street (outlined red on the image to the left), which abuts the local centre, has been developed for a medical centre and is a non-conforming use.

		• Ownership of the centre is fragmented, but rear vehicle access for multiple lots is possible, offering the opportunity for improved built form outcomes if redeveloped. • The City's Activity Centre Planning Strategy suggests an R60 residential density may be appropriate for the centre, with development up to 3 storeys and setbacks designed to integrate with surrounding R40 density areas that allow for 2 storey buildings. • SPP 4.2 sets a residential density target of 25+ dwellings per gross urban zone hectare within 200m of local centres. The local centre has achieved a result of approximately 21.12 dwellings per urban zone hectare. • There remains several lots that are underdeveloped at current densities and which have frontages of greater than 16m within the 200m catchment (yellow outline identifies 200m catchment). Many of these lots contain dwellings which are aging and so there is an opportunity for these to be replaced in the medium to long term. • A number of lots between Gabriel, Belgravia, and Patchett Streets have frontages of less than 16m (mostly 15.49m) meaning they cannot be developed above the base density code. Many of the lots contain 1960s era dwellings that are in fair condition. • 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 the centre to 'Local Centre' through the preparation of a new local planning scheme.
	Residential Density	2. Investigate applying a density coding of R60 to the local centre through the preparation of a new local planning scheme.
		3. Investigate whether it is appropriate to apply an R40 density code to existing R20/40 lots surrounding the local centre.
	Built Form	4. 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.

4: Abernethy Road and Local Planning Policy No. 3 – Abernethy Road (Gabriel Street to Dempsey Street) (LPP 3)



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

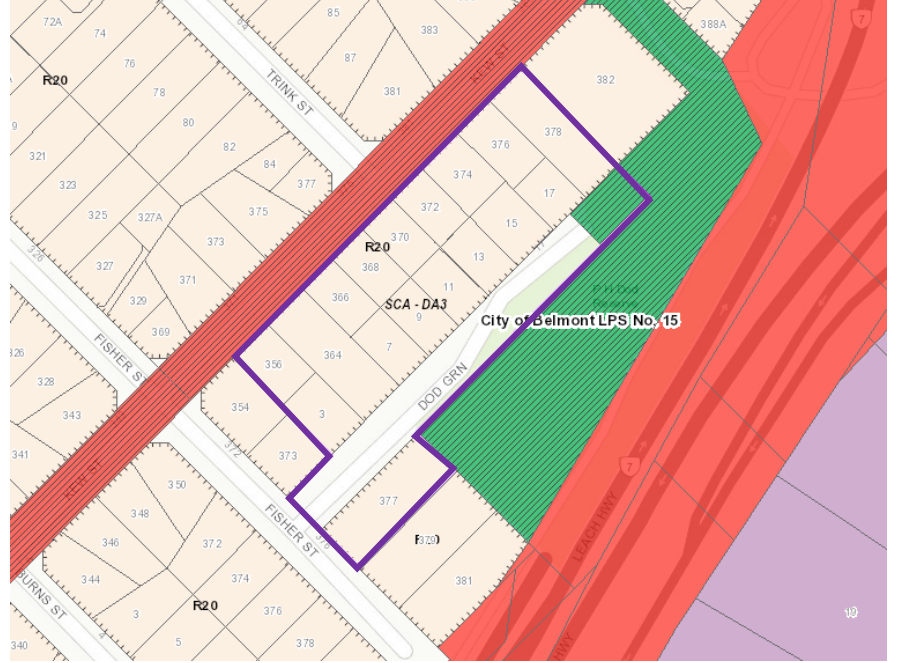
1. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
3. Apply appropriate zonings and density codings to land in close proximity to transport corridors and activity centres.
4. Facilitate ongoing housing choice for the existing and future community which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

Key Considerations and opportunities

- Abernethy Road is identified as an 'Other Regional Road' under the care and control of DPLH.
- Based on Main Roads WA (MRWA) traffic counts, Abernethy Road averages 32,577 vehicles per day on weekdays on the section between Leach Highway and Kew Street.
- Lots fronting Abernethy 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 Abernethy Road is coded R20/60.
- Local Planning Policy No. 3 – *Abernethy Road (Gabriel Street to Dempsey Street)* (LPP 3) was formulated considering the extent of traffic utilising Abernethy Road, the need to limit the number of access points to the road, and the desire for high quality development.
- LPP 3 requires that for any development other than a single residence, a public easement in gross must be provided to facilitate shared vehicular access

		between lots. This is depicted in the Vehicle Access Plan which proposes an 8m wide easement along Abernethy Road. • LPP 3 includes design guidelines for dwellings and fencing. In addition, the Policy requires a minimum lot size of 1,300 square meters in order for development to be considered above R20. • These development requirements have ultimately led to minimal development. Only two developments at a code greater than R20 have occurred at 393-395 Abernethy Road and at 6 Tighe Street, 324 Kew Street and 475 and 477 Abernethy Road. • Various R20 developments have incorporated cross access easements, although these are currently sporadic. Future development presents an opportunity to connect these easements over time. • The requirement for public access easements and the 1,300 square metre minimum lot size minimises direct vehicle access points on Abernethy Road, offering opportunities to consolidate crossovers for improved traffic management and safety. These provisions could remain in a local planning policy or be integrated into a new Local Planning Scheme to ensure consistency. • LPP 3 has not been reviewed since the R-Codes were amended. If LPP 3 is retained, there is an opportunity to update it to be consistent with the R-Code requirements. • 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	1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain or repeal LPP 3. 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 of 1,300m² and to provide a public easement in gross to promote shared vehicular access between lots in accordance with an adopted Vehicle Access Plan.
	Residential Density	

	3. Through the preparation of a new local planning scheme, investigate the appropriateness of applying an R60 density code to existing R20/60 lots fronting Abernethy Road.
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5: Development Area 3	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	2. Facilitate the delivery of a contemporary planning framework which meets the needs of the community.
	Key Considerations and Opportunities
	- Land abutting Dod Reserve and fronting Kew Street is identified as Development Area 3 by LPS 15 (outlined purpose on the plan to the left). - Originally, TPS 14 required a Structure Plan to guide subdivision and development in this area. This same requirement was incorporated into LPS 15. - In 2008, the Western Australian Planning Commission adopted a Structure Plan for this land (included overleaf). The Structure Plan is due to expire in 2025. - Key features of the Structure Plan include: - A road reserve on a portion of Dod Reserve and the original 51 Kew Street and Lot 8 Fisher Street. - R20 lots with sizes ranging from 555m² to 846m². - Retention of existing dwellings. - All but one lot has been subdivided and developed in accordance with the Structure Plan. - The R-Codes provide appropriate standards for developing the remaining lot.

Actions:	Zoning Built Form and Residential Density 1. Through the preparation of a new local planning scheme, investigate whether it is appropriate to remove the requirement for a structure plan over the land currently designated as Development Area 3 by LPS 15.

Appendix 1 - Population and Housing Characteristics

Population

The 2021 Census data revealed Cloverdale had a population of 8,864 people. From 2011 to 2021, Cloverdale's population increased by 1,592 persons or 21.8%. Forecasts undertaken by Forecast id predict that by 2041 Cloverdale's population will increase to 11,151 people and have a density of 2,830 persons per square km.

Age Structure

A comparison between Cloverdale and the City of Belmont in 2021 reveals that Cloverdale had a higher proportion of people in the younger age groups (under 24) and a lower proportion of people in the older age groups (60-84). The largest age group in Cloverdale was the 35 to 49 year age bracket, accounting for 21% of the population. This was consistent with the City of Belmont's dominant age group in 2021 (refer to **Figure 1**).

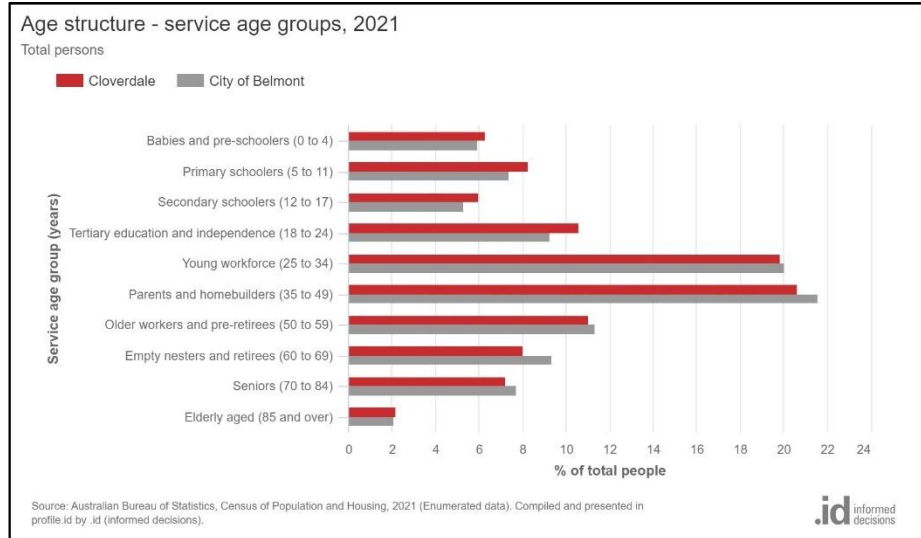


Figure 1 – Age Structure – Service Age Groups (2021) (.id 2024)

Forecasts indicate that by 2031 there will be a 6.2% increase in populations up to 14 years of age, a 18.5% increase in those of retirement age (65+), and a 11% increase in population of working age (15-64). The largest increase between 2021 and 2031 is anticipated to occur in those aged 60 to 64, accounting for an additional 212 persons (see **Figure 2**). The dominant age structure for persons in the suburb is also anticipated to change from the 30 to 34 year age bracket which accounted for 10.7% of the total persons in 2021, to the 25 to 29 year age bracket which is anticipated to grow by 116 and account for 9.5% of the population by 2041.

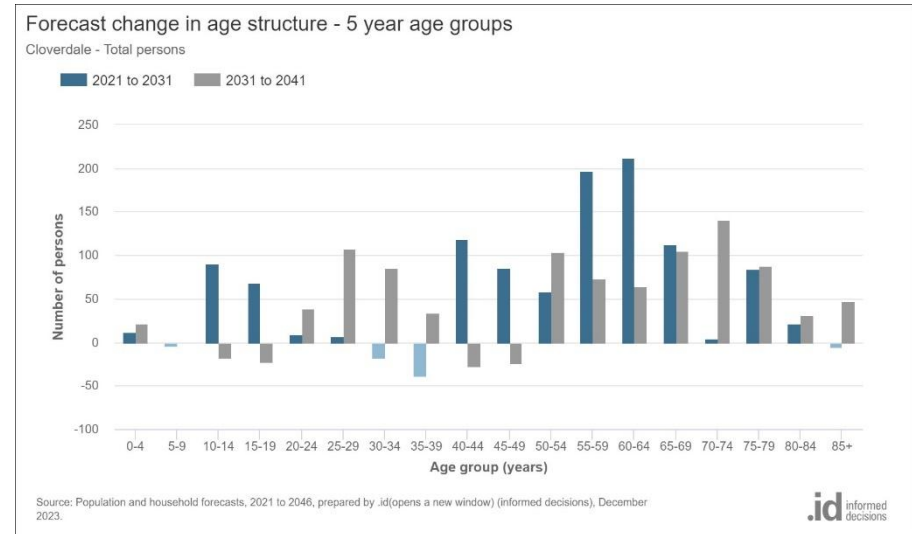


Figure 2 – Forecasted Change in Age Structure (2021) (.id 2024)

Family Structure

When comparing the household types in Cloverdale to the City of Belmont in 2021, the analysis reveals relatively similar structures. The key differences were:

- The proportion of couples with children in Cloverdale was 24.6%, higher than the 22.4% observed in the City of Belmont.
- Cloverdale had a higher proportion of one-parent families at 11.7%, compared to 9.3% in the City of Belmont.
- The proportion of couples without children was lower in Cloverdale at 21.4%, compared to 23.9% in the City of Belmont.
- Cloverdale had a smaller proportion of lone persons at 28.6%, compared to 31.1% in the City of Belmont.

The dominant household type is currently and is forecast to continue to be lone person households (**Figure 3** and **Figure 4**). These forecasts also follow the trend noticed between 2011 and 2021 which saw the greatest increase in the number of lone person households (+257), followed by couples with children (+176), and couples without children (+75).

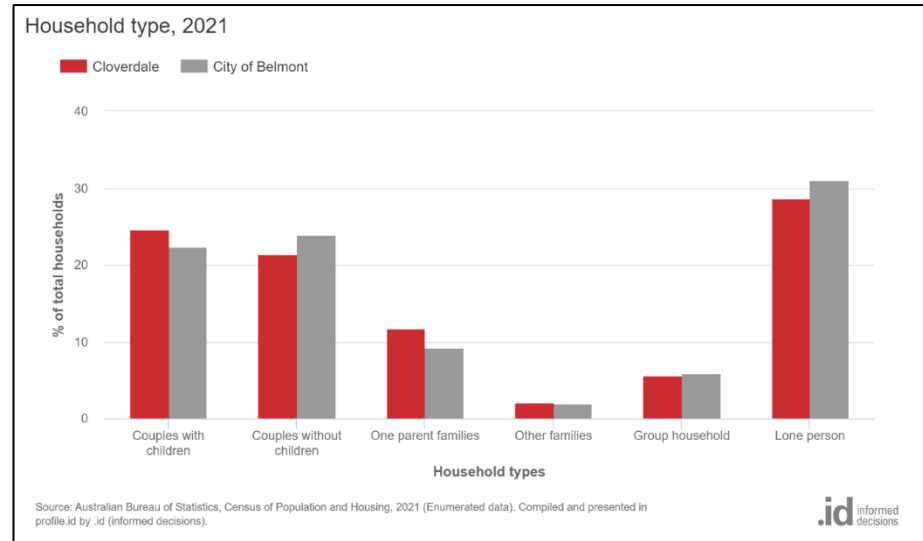


Figure 3 – Household Type (2021) (.id 2024)

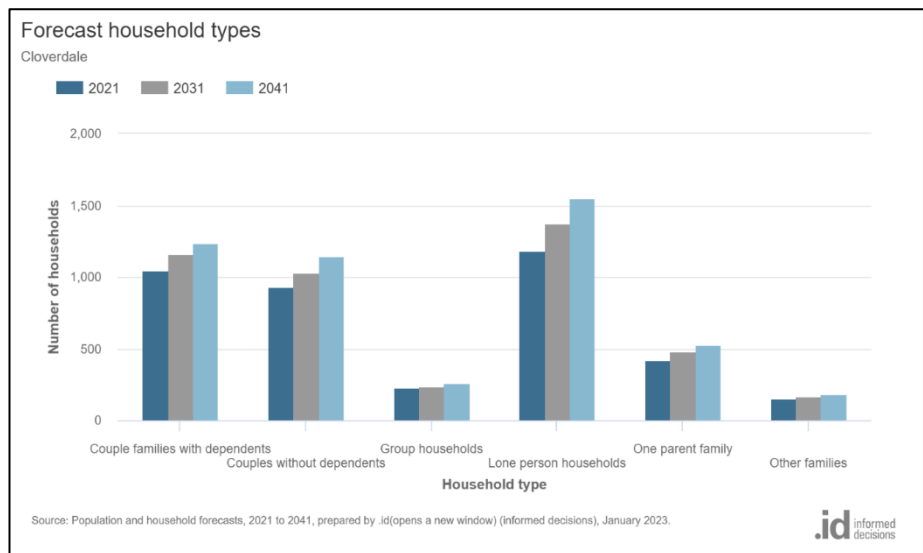


Figure 4 – Forecast Change in Household Types (.id 2024)

Dwelling Structure

In 2021 the types of dwellings in Cloverdale compared to the City of Belmont revealed some notable differences. In Cloverdale, 73.9% of all occupied dwellings were separate houses, while semi-detached, row or terrace house, townhouses etc accounted for 19.7% and flats or apartments 5.8%. In comparison, the City of Belmont housing stock comprised 65% separate houses, 20.3 % semi detached, row or terrace house, townhouses etc, and a higher proportion of flats or apartments at 14.4% (refer to **Table 2**). These figures indicate that Cloverdale had a higher percentage of separate houses, a similar proportion of semi-detached, row or terrace house, townhouses, and a lower percentage of flat or apartments compared to Belmont.

Examining the changes in dwellings types in Cloverdale between 2011 and 2021, the following trends emerge:

- Separate House (+74 dwellings)
- Semi-detached, row or terrace house, townhouse etc (+487 dwellings)
- Flat or apartment (+8 dwellings)

The growth in the number of semi-detached, row or terrace houses, townhouses indicates a shift toward denser housing options. This trend is expected to continue over the next decade, addressing housing affordability challenges and increasing housing diversity.

Cloverdale – Occupied Dwellings (Enumerated)	2021			2011			Change 2011 to 2021
	Number	%	City of Belmont %	Number	%	City of Belmont %	
Separate house	2,513	73.9	65	2,439	86.8	73	+74
Semi-detached, row or terrace house, townhouse etc.	669	19.7	20.3	182	6.5	15.1	+487
Flat or apartment	197	5.8	14.4	189	6.7	11.6	+8
Other	11	0.3	0.1	0	0.0	0.1	11
Total Private Dwellings (Occupied)	3,390	100.0	100.0	2,810	100.0	100.0	+580

Table 2: Occupied Dwelling Structure 2011-2021 (ABS 2024)

Number of Bedrooms

A comparative analysis of bedroom numbers between Cloverdale and the City of Belmont in 2021 reveals that Cloverdale had a smaller proportion of 1 and 2 bedroom dwellings and a greater portion of 3 bedroom dwellings (see **Figure 5**). The proportion of dwellings with 4 or more bedrooms was similar between Cloverdale and the City of Belmont. Specifically, 21.1% of households in Cloverdale resided in dwellings with 2 bedrooms or less, while for the City of Belmont, the corresponding percentage was higher at 27.5%. In terms of dwellings with 3 bedrooms, Cloverdale contained 46% while 42% were located across the wider City of Belmont area.

While Cloverdale currently has a lower proportion of dwellings with 2 bedrooms or less compared to the City of Belmont, an examination of the trends between 2011 and 2021 reveals that the increase in dwellings with 2 bedrooms or less was higher than the increase in dwellings with four bedrooms or more (see **Figure 6**). This may reflect the biggest change in household size between 2011 and 2021 which was lone person households.

Despite the above, there is still a disparity between the proportion of households consisting of only one person, which is currently 30% (see **Figure 7**) and the availability of single bedroom dwellings, which makes up 4.2% of the housing stock. It is anticipated that this discrepancy will continue, especially considering the projected substantial 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 including single bedroom dwellings. This will help cater to the specific housing needs of Cloverdale's residents.

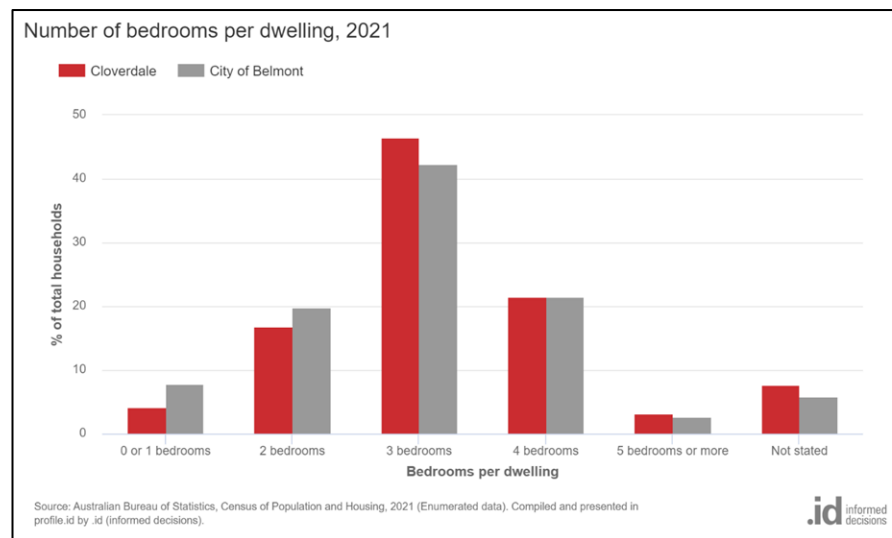


Figure 5 – Number of bedrooms per dwelling – Belmont and City of Belmont (.id 2024)

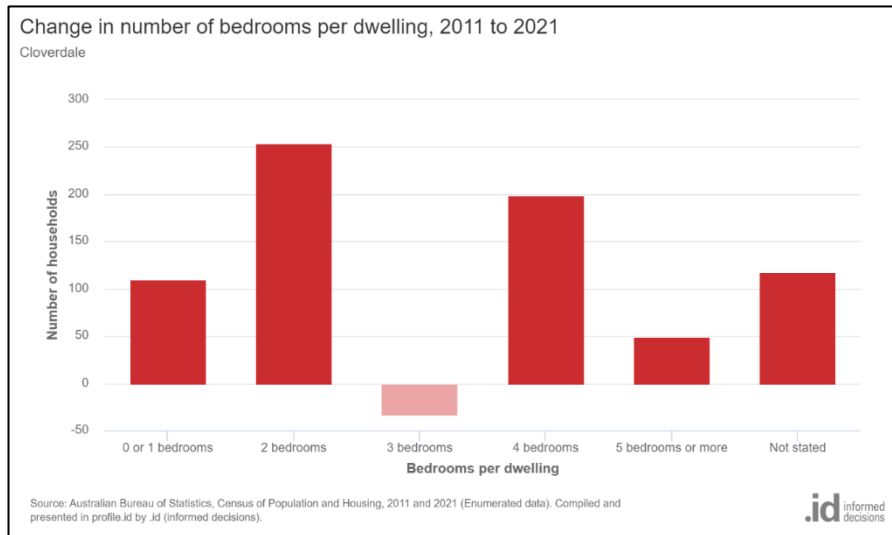


Figure 6 – Change in number of bedrooms per dwelling 2011 to 2021 (.id 2024)

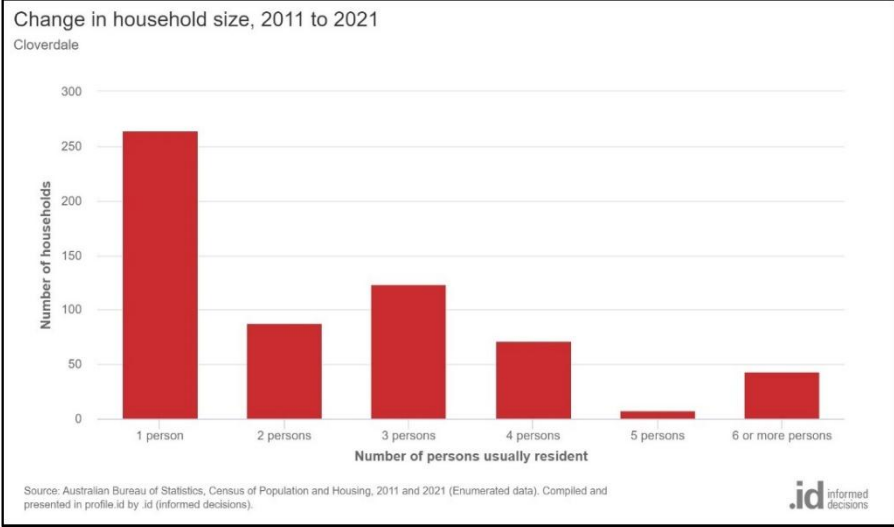


Figure 7 – Change in Household Size 2011 to 2021 (.id 2024)