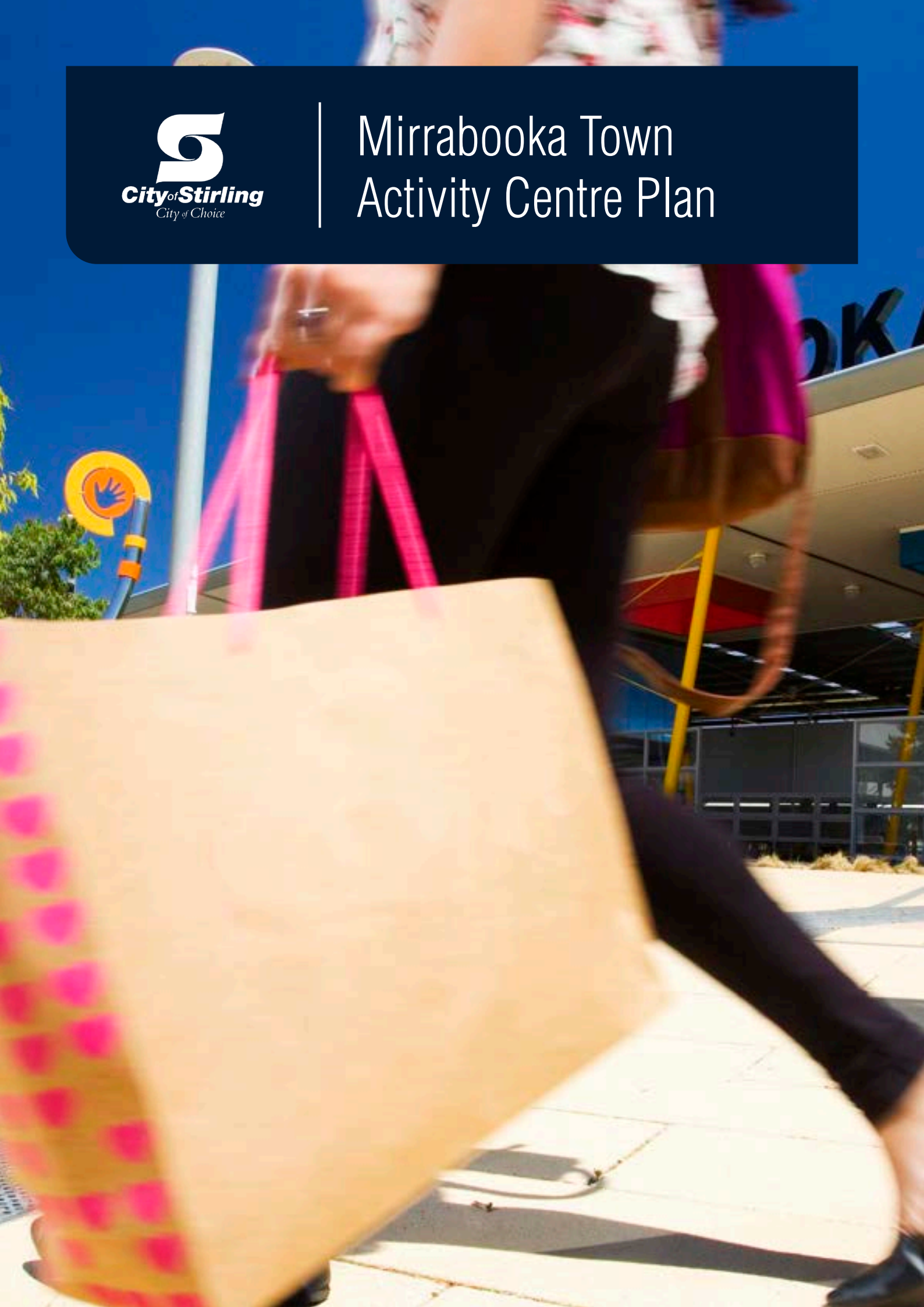




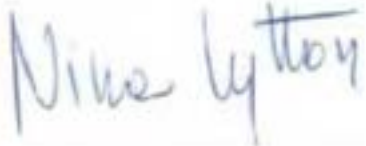
# Mirrabooka Town Activity Centre Plan



This structure plan is prepared under the provisions of the City of Stirling Local Planning Scheme No. 3.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: **19 NOVEMBER 2021**

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant to Section 16 of *the Planning and Development Act 2005* for that purpose, in the presence of:



Witness

23 November 2021

Date

19 November 2031

Date of Expiry



*The Mirrabooka Town Activity Centre Plan has been prepared by the City of Stirling, with the assistance of the Department of Planning Lands and Heritage, Department of Transport, Department of Communities and Development WA.*

*The diverse and passionate Mirrabooka community also helped shape the design of the Mirrabooka Town ACP through workshops, detailed interviews and surveys.*



## Table of Modifications

Modification No.	Summary of the Modification	Council Endorsement	WAPC Endorsement

# Contents

<b>Endorsement</b> .....	ii	12 Planning Process.....	50
<b>Table of Modifications</b> .....	iv	13 Existing Site Conditions.....	51
<b>Executive Summary</b> .....	1	14 Mirrabooka Town ACP.....	54
<b>Part 1- Implementation</b> .....	5	14.1 Mirrabooka Town ACP.....	54
1 Mirrabooka Town ACP Boundary.....	6	14.2 Land Use.....	56
2 Operation.....	6	14.3 Built Form.....	64
3 Mirrabooka Town ACP Objectives.....	6	14.4 Public Realm and Open Space.....	68
4 Subdivision and Development.....	6	14.5 Movement Network.....	72
5 Local Development Plan.....	7	14.6 Employment and Retail Needs.....	78
6 Zones and Reserves.....	8	14.7 Water Management.....	82
7 Land Use Permissibility.....	11	14.8 Infrastructure Coordination.....	84
8 Relationship to Residential Design Codes.....	12	14.9 Community Infrastructure.....	86
9 Mandatory Residential.....	12	15 Implementation.....	88
10 Expansion of Shopping Centre.....	14	<b>References</b> .....	89
11 Shop Use Limitations.....	15	<b>Appendices</b> .....	93
12 Road Network.....	16	<b>Appendix 1</b> .....	94
13 Public Open Space.....	17	Movement Network and Parking Management Urban Design Strategy	
14 Car Parking.....	18	<b>Appendix 2</b> .....	95
<b>Part 2 - Explanatory</b> .....	21	Employment Strategy	
1 Planning Background.....	22	<b>Appendix 3</b> .....	96
2 Regional Context.....	24	Retail Needs Assessment	
3 Local Context.....	25	<b>Appendix 4</b> .....	97
4 Community Consultation.....	27	Local Water Management Strategy	
5 Demographic Profile.....	28	<b>Appendix 5</b> .....	98
6 Area and Land Use.....	30	Economic & Tourism Development Strategy 2013-2023	
7 Transport Network.....	32	<b>Appendix 6</b> .....	99
8 Community Infrastructure.....	36	Utility Infrastructure Plan	
9 Opportunities and Constraints.....	38	<b>Appendix 7</b> .....	100
10 Strategic Planning Framework.....	41	Community Infrastructure Plan	
11 Statutory Planning Framework.....	48		



# Executive Summary

# Executive Summary

The Mirrabooka Town Activity Centre Plan (the Mirrabooka Town ACP) is the future planning framework for the Mirrabooka Secondary Centre as defined in State Planning Policy 4.2. Activity Centres for Perth and Peel.

Extensive community and stakeholder input informs the Mirrabooka Town ACP. State Planning Policy 4.2 - Activity Centres for Perth and Peel and Perth and Peel@3.5 Million guide the Mirrabooka Town ACP objectives. They aim to locate urban form around activity centres. This helps improve accessibility between the home, workplace and civic amenities.

The Mirrabooka Town ACP creates a new mixed use urban centre for the region. It sets out 'main streets' and zoning patterns that create new opportunities for housing, jobs, retail, dining and civic amenities. Mirrabooka Town Activity Centre has a wide catchment. It services the suburbs of Balga, Dianella, Malaga, Mirrabooka, Nollamara, Noranda and Westminster.



*To create a centre with a diverse range of uses, which is attractive, safe and is a focus for the region's shopping and service needs.*



Mirrabooka Town Activity Centre and its surrounds are characteristic of residential and retail development typical of the 1960's to 1990's. Suburbs constructed during this era consisted of single story residential homes.

The predominant retail activity for suburbia was a shopping mall surrounded by car parks. Within those car parks were standalone fast food outlets and smaller retail stores. Mirrabooka experiences high car use, low levels of pedestrian activity and a undefined urban centre because of this.

Mirrabooka Town ACP addresses these negative attributes. It does this by management of land uses, built form and new streetscape types.

Mirrabooka Town Activity Centre is a Secondary Centre under State Planning Policy 4.2 Activity Centres for Perth and Peel. The policy guides the preparation of the Mirrabooka Town ACP. It determines the role Mirrabooka Town Activity Centre has in the metropolitan Activity Centre hierarchy.

The Mirrabooka Town ACP aligns with the principles of Perth and Peel @3.5 Million Central Sub-regional Planning Framework. The framework provides the spatial plan for urban consolidation in the central area of Perth.

It seeks to:

- Create living opportunities nearby to workplaces;
- Providing well designed high density housing that respects local context;
- Integrating land uses with public transport;
- Maximise the value of existing infrastructure; and
- Supporting urban and economic development in Activity Centres.

Transport and land use integration is another key aim of Perth and Peel @3.5 Million. It will assist in achieving the above principles and is a component of the Mirrabooka Town ACP.

The Central Sub-region framework, identifies areas around public transport infrastructure for intensive development. High-frequency/priority public transit connects to the Mirrabooka Bus Station. It supports the objectives that Mirrabooka Town ACP sets out to achieve.

A summary of the proposed land uses and location within the Mirrabooka Town ACP document are in **Table 1**.

It is a guide for planning and development of Mirrabooka Town. It provides planning requirements that address a range of considerations. These include the:

- Movement network,
- Public spaces,
- Land use and development intensity,
- Subdivision pattern,
- Built form, and
- Infrastructure provision.

Development proposed within the Mirrabooka Town ACP area is to address the built form standards and development requirements in the Mirrabooka Town Local Development Plan.

Local Planning Policies adopted under the Local Planning Scheme No. 3 may be applicable to the area where they do not conflict with the provisions contained within the Mirrabooka Town ACP. The provisions of the Mirrabooka Town ACP prevail where there is an inconsistency with a Local Planning Policy.

The planning process is illustrated in **Figure 35** on page 40.

The Mirrabooka Town ACP has come to fruition as a result of a number of background strategies that were undertaken by various consultants. The strategies (illustrated in **Figure 42** on page 50) provided vital information to develop the Mirrabooka Town ACP that has an understanding of the current environment, while allowing the opportunity to plan for future development as a result of economic and social growth.

**Table 1** Summary of Mirrabooka Town ACP

Item	Data	Reference (Part 2)
<b>Total area covered by Mirrabooka Town ACP</b>	83.0ha	3.1
<b>Area of each land use zone proposed:</b>		
Mixed Use	18.8ha	14.2
Mixed Business	5.0ha	14.2
Business	1.8ha	14.2
Civic	0.3ha	14.2
Residential	16.5ha	14.2
Public Open Space (10.72%)	8.9ha	14.2
Regional Centre	9.3ha	14.2
Public Use (Transport)	0.9ha	14.2
Primary Regional Road Reserve	0.1ha	14.2
<b>Estimates by 2031</b>		
Residential dwellings	2,101	14.2.2
Population	4,750	14.2.2
Commercial floor space	33,280m <sup>2</sup>	14.2.2
Retail floor space	74,549m <sup>2</sup>	14.2.2
Employment generation	5,743	14.2.2



# Part 1 - Implementation

# 1 Mirrabooka Town ACP Boundary

The Mirrabooka Town ACP shall apply to the land contained within the inner edge of the boundary shown in **Figure 1**.

## 2 Operation

### 2.1 Period of Operation and Effect

2.1.1 The Mirrabooka Town ACP comes into effect on the date the Mirrabooka Town ACP is approved by the Western Australian Planning Commission (the Commission).

2.1.2 The Mirrabooka Town ACP shall remain operational for a period of 10 years from the date of approval, unless an extension to this time period is approved by the Commission, in accordance with the Deemed Provisions in Schedule 2, Part 5, clause 44(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

### 2.2 Interpretation and Relationship with the Scheme

2.2.1 The Mirrabooka Town ACP shall operate in conjunction with clause 6.8 of the City of Stirling Local Planning Scheme No. 3 (the Scheme) and Part 5 of the Regulations. If a provision of the Mirrabooka Town ACP is inconsistent with a provision of the Scheme then that provision of the Scheme prevails to the extent of the inconsistency.

2.2.2 The Mirrabooka Town ACP comprises:

- Part 1 - Implementation Section, containing plans and provisions required to implement the Mirrabooka Town ACP; and
- Part 2 - Explanatory Section, containing background information and technical appendices to justify and support Part 1.

## 3 Mirrabooka Town ACP Objectives

The objectives of the Mirrabooka Town ACP are as follows:

- a) To facilitate development of a safe, vibrant, mixed use activity centre based on sustainable design principles, integrated with public transport;

- b) To encourage greater use of the Mirrabooka public transport facilities through increased density of both residential and non-residential uses;
- c) To require the development of a diverse range of housing types;
- d) To promote the development of a variety of public open space areas;
- e) To facilitate the development of a range of non-residential uses that contribute to economic development, local employment and viability of the Centre;
- f) To encourage the development of a range of community facilities;
- g) To create a permeable transport network through the provision of additional street connections;
- h) To facilitate the development of a vibrant main street along Milldale Way and Sudbury Road; and
- i) To facilitate high quality private and public spaces and buildings that contribute towards a sense of place.

## 4 Subdivision and Development

- 4.1 The subdivision and development of all land within the Mirrabooka Town ACP boundary shall have due regard to the Mirrabooka Town ACP and any applicable Local Development Plan or Local Planning Policy. The Scheme also contains provisions relating to the Mirrabooka Town ACP area, and has statutory effect.
- 4.2 Notwithstanding clause 4.1, the City may support subdivision or development applications that propose minor variations to the provisions of the Mirrabooka Town ACP, subject to it being satisfied that the variation is:
  - a) Consistent with the objectives of the Mirrabooka Town ACP and any Local Development Plan or Local Planning Policy that applies to the land; and
  - b) Consistent with the purpose for which the land is zoned or reserved under the Scheme.

## 5 Local Development Plan

- 5.1 No development shall be approved by the City for land within the Mirrabooka Town ACP area until a Local Development Plan has been adopted by the City, except for minor development that will not prejudice the implementation of the Local Development Plan.
- 5.2 The Local Development Plan is required to address the matters listed in clause 6A.16 of the Scheme and clause 48 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, in addition to the following:
- a) Street activation priorities;
  - b) Street character type and design;
  - c) Public and civil space design; and
  - d) Design requirements for identified landmark sites.



Figure 1 Mirrabooka Town ACP Boundary

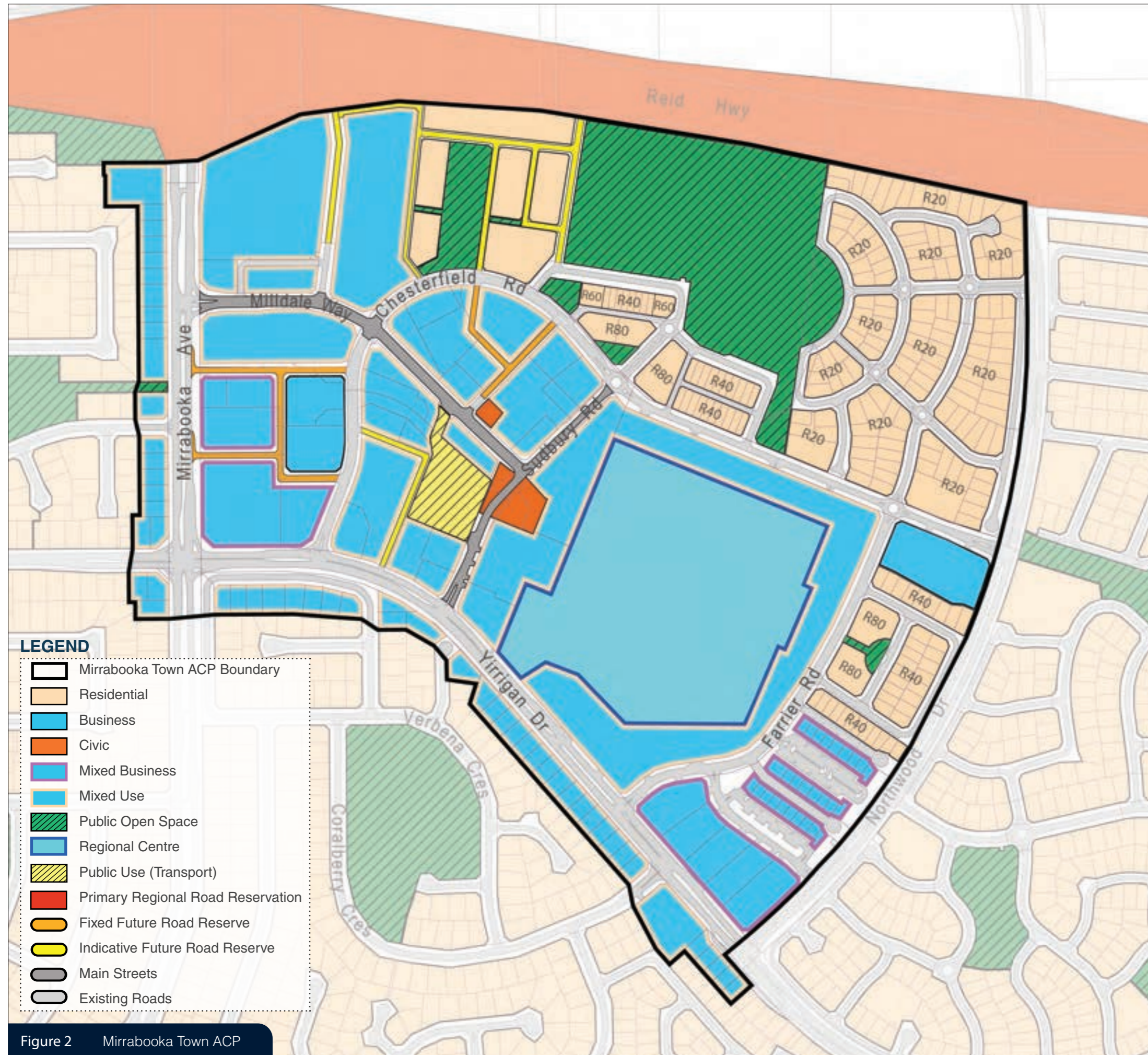


Figure 2 Mirrabooka Town ACP

## 6 Zones and Reserves

- 6.1 The Mirrabooka Town ACP map in **Figure 2** reflects the zones, reserves and density codes applicable to the Mirrabooka Town ACP area under the Scheme.
- 6.2 The City shall have due regard to the objectives of each zone below in determining or making a recommendation on an application for land within the Mirrabooka Town ACP area:
- a) Business Zone
    - i) To provide for a limited range of small-scale commercial development which is compatible with residential development.
    - ii) To provide for a range of housing types compatible with a mixed use environment.
  - b) Civic Zone
    - i) To provide for a limited range of community facilities which are compatible with surrounding development.
    - ii) To ensure that the design of development is in keeping with the scale and form of surrounding development.
  - c) Mixed Business Zone
    - i) To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.
    - ii) To provide for a range of housing types compatible with a mixed-use environment.
    - iii) To ensure that traffic management, road safety, site access and on-site parking, building design and streetscape appearance are not compromised.
  - d) Mixed Use Zone
    - i) To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non-active uses on upper levels.
    - ii) To facilitate the creation of employment within the area as to reduce the demand for travel, and enhance the level of self-sufficiency.
    - iii) To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.

Note: The R-AC0 density code applies to all land within the Mirrabooka Town ACP unless shown otherwise in **Figure 2**.

- e) Regional Centre Zone
  - i) To provide for the full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre.
  - ii) To facilitate the creation of employment within the centre so as to reduce the demand for travel, and enhance the level of self-sufficiency within the sub-region.
  - iii) To promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development.
  - iv) To enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes.
- f) Residential Zone
  - i) To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community.
  - ii) To provide for a range of non-residential uses, which are compatible with and complementary to residential development.

## Part 1 | Implementation

Table 2 Land Use Permissibility							
Use Class	Zone	Business	Mixed Business	Mixed Use	Regional Centre	Residential	Civic
Aged or Dependent Person Dwelling		D <sup>2</sup>	P	P	P	P	A
Amusement Parlour		P	X	P	P	X	X
Bed and Breakfast		D	P	D	D	A	X
Betting Agency		P	D	D	D	X	X
Boarding House		A <sup>2</sup>	D	D	D	A	X
Car Park		D	P	D	D	X	D
Caravan Park		X	X	X	X	X	X
Caretaker's Dwelling		D	P	P	D	D	D
Child Care Premises		D	D	A	D	A	P
Cinema/Theatre		D	X	D	D	X	X
Civic Use		D	D	P	D	A	P
Club Premises		A	D	P	P	X	X
Community Purposes		A	X	P	P	A	P
Consulting Rooms		D	X	P	P	X	X
Convenience Store		P	D <sup>3</sup>	P	P	X	X
Corrective Institution		X	X	X	X	X	X
Drive Through Fast Food Outlet		X	D	D	D	X	X
Educational Establishment		D	D	D	D	X	X
Exhibition Centre		D	D	P	P	X	D
Family Day Care		D	X	D	D	A	X
Fast Food Outlet		A	D	P	P	X	X
Fuel Depot		X	X	X	X	X	X
Funeral Parlour		D	D	D	D	X	X
Garden Centre		D	P	D	D	X	X
Grouped Dwelling		D <sup>2</sup>	P	D <sup>2</sup>	D <sup>2</sup>	P	X
Hardware Showroom		X	P	X	X	X	X
Home Business		D	P	D	D	A	X
Home Occupation		D	P	D	D	D	X
Home Office		P	P	P	P	P	X
Home Store		P	P	P	P	A	X
Hospital		X	X	P	A	X	X
Hostel		D <sup>2</sup>	A	A <sup>2</sup>	X	A	X
Hotel		D	A	P	A	X	X
Industry - Cottage		D	P	X	X	D	X
Industry - Extractive		X	X	X	X	X	X
Industry - General		X	D	X	X	X	X
Industry - Light		X	D	X	X	X	X
Industry - Mining		X	X	X	X	X	X
Industry - Noxious		X	X	X	X	X	X
Industry - Rural		X	X	X	X	X	X
Industry - Service		X	P	X	X	X	X
Institutional Building		X	X	A	X	X	X
Institutional Home		A	X	X	X	X	X
Market		X	D	P	D	X	X
Media Establishment		D	D	P	P	X	X
Medical Centre		A	D	P	P	X	X
Motel		X	D	D	D	X	X
Motor Vehicle Repair		X	D	X	A	X	X
Motor Vehicle Wash		X	D	X	A	X	X
Motor Vehicle, Boat or Caravan Sales		X	D	X	X	X	X
Multiple Dwelling		D <sup>2</sup>	P	P	D	P <sup>1</sup>	X

Night Club	D	X	A	A	X	X
Nursing Home	X	A	D	X	A	X
Office	P	D	P	P	X	D
Park Home Park	X	X	X	X	X	X
Personal Care Services	P	X	P	P	X	A
Personal Services	D	X	P	P	X	X
Place of Worship	D	D	A	D	A	D
Reception Centre	D	D	D	D	X	X
Recreation - Private	P	P	P	P	X	X
Residential Building	D <sup>2</sup>	D	D	D	D	X
Restaurant	P	D	P	P	X	X
Restricted Premises	X	X	A	A	X	X
Retirement Complex	A	X	D	X	D	X
Rural Pursuit	X	X	X	X	A	X
Salvage Yard	X	X	X	X	X	X
Service Station	A	D	X	P	X	X
Shop	X	X	P <sup>3</sup>	P	X	X
Short Stay Accommodation	X	P	D	D	P	X
Showroom	X	P	X	D	X	X
Single Bedroom Dwelling	D <sup>2</sup>	P	D	D	P	X
Single House	D <sup>2</sup>	X	D	D	P	X
Storage (Outdoor)	X	D	X	X	X	X
Tavern	X	D	A	D	X	X
Telecommunications Infrastructure	D	D	D	D	A	D
Trade Display	X	P	A	A	X	X
Transport Depot	X	X	X	X	X	X
Veterinary Centre	D	D	D	D	X	X
Warehouse	X	P	X	X	X	X
Wrecking	X	X	X	X	X	X
Use Classification/Sector	Business	Mixed Business	Mixed Use	Regional Centre	Residential	Civic

Notes:

- Multiple dwellings are not permitted in areas coded R35 or below
- Not permitted on the ground floor fronting the street greater than 10m in width
- A maximum 150m<sup>2</sup> NLA applies to a Shop use on land outside the 'Core Shopping Area' of the Mixed Use sector as indicated in **Figure 5**.

## LEGEND

- 'A' a use that is not permitted in the zone unless the local government has exercised its discretion by granting development approval after advertising the application in accordance with the requirements of the Scheme;
- 'D'(a) a use that is not permitted in the zone unless the local government has exercised its discretion by granting development approval; but  
(b) does not include a class A use;
- 'P' a use that is permitted in the zone if it complies with any relevant development standards and requirements of the Scheme;
- 'X' a use that is not permitted in the zone.

## 7 Land Use Permissibility

- 7.1 Land use permissibility within the Mirrabooka Town ACP will be determined in accordance with **Table 2** - Land Use Permissibility.
- 7.2 It is intended that **Table 2** replicate Table 6.8.6 - Mirrabooka Town Centre Land Use Permissibility Table of the Scheme. In the event of any inconsistency between Table 2 and Table 6.8.6 of the Scheme, the Scheme shall prevail to the extent of that inconsistency.
- 7.3 If a person proposes to carry out any use on land that is not specifically mentioned in **Table 2** and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category, the City is to consider the application in accordance with the provisions of clause 4.4.2 of the Scheme.

## 8 Relationship to Residential Design Codes

In accordance with clause 6.8.7 of the Scheme, residential development within the Mirrabooka Town ACP area shall comply with the Residential Design Codes unless a provision of the Residential Design Codes is varied under the Mirrabooka Town ACP or an approved Local Development Plan for that land, whereby the varied provision shall prevail.

## 9 Mandatory Residential

- 9.1 Mandatory Residential Areas in the Mirrabooka Town ACP area are shown in **Figure 3**.
- 9.2 In accordance with clause 6.8.8 (a) of the Scheme, new development on land identified as requiring Mandatory Residential in the Mirrabooka Town ACP shall contain a residential component to the satisfaction of the City and in accordance with the following:
- a) For unhatched areas delineated as 'Mandatory Residential for New Development', a minimum 50% of the gross floor area shall be for residential use.
  - b) For hatched areas delineated as 'Mandatory Residential for New Development Above Three Storeys', a minimum 20% of the gross floor area shall be for residential use.
  - c) Notwithstanding clause 9.2 a), for Lot 61 (HN 2) Milldale Way, Mirrabooka, the Mandatory Residential requirement shall be a minimum of 115 dwellings. The dwellings can be developed in stages.
  - d) Notwithstanding clause 9.2 a), for Lot 9501 (HN 15) Milldale Way, Mirrabooka, the Mandatory Residential requirement shall be a minimum of 35 dwellings. The dwellings shall be constructed before any additional floorspace is provided after the first 25,000m<sup>2</sup> of gross floor area is constructed on this site.

9.3 In accordance with clause 6.8.8 b) of the Scheme, The City shall impose a condition on any planning approval granted for a new building on land identified as requiring Mandatory Residential in the Mirrabooka Town ACP, to require the delivery of the minimum residential standards referred to above, prior to the occupation of that development.

9.4 Notwithstanding clause 9.3, in accordance with clause 6.8.8 (c) of the Scheme, the City may consider allowing the transfer of one development's minimum required gross residential floor area requirement to another lot, subject to the following:

- a) The lot in receipt of the additional residential floorspace requirement is included in a Mandatory Residential Area; and
- b) It is demonstrated to the satisfaction of the City by the landowner(s) and/or proponent of the development that the lot in receipt of the additional residential floorspace requirement can and will accommodate the additional residential floorspace whilst complying with all relevant standards and requirements applicable to that lot under the Scheme, the Mirrabooka Town ACP and any applicable Local Development Plan or Local Planning Policy.

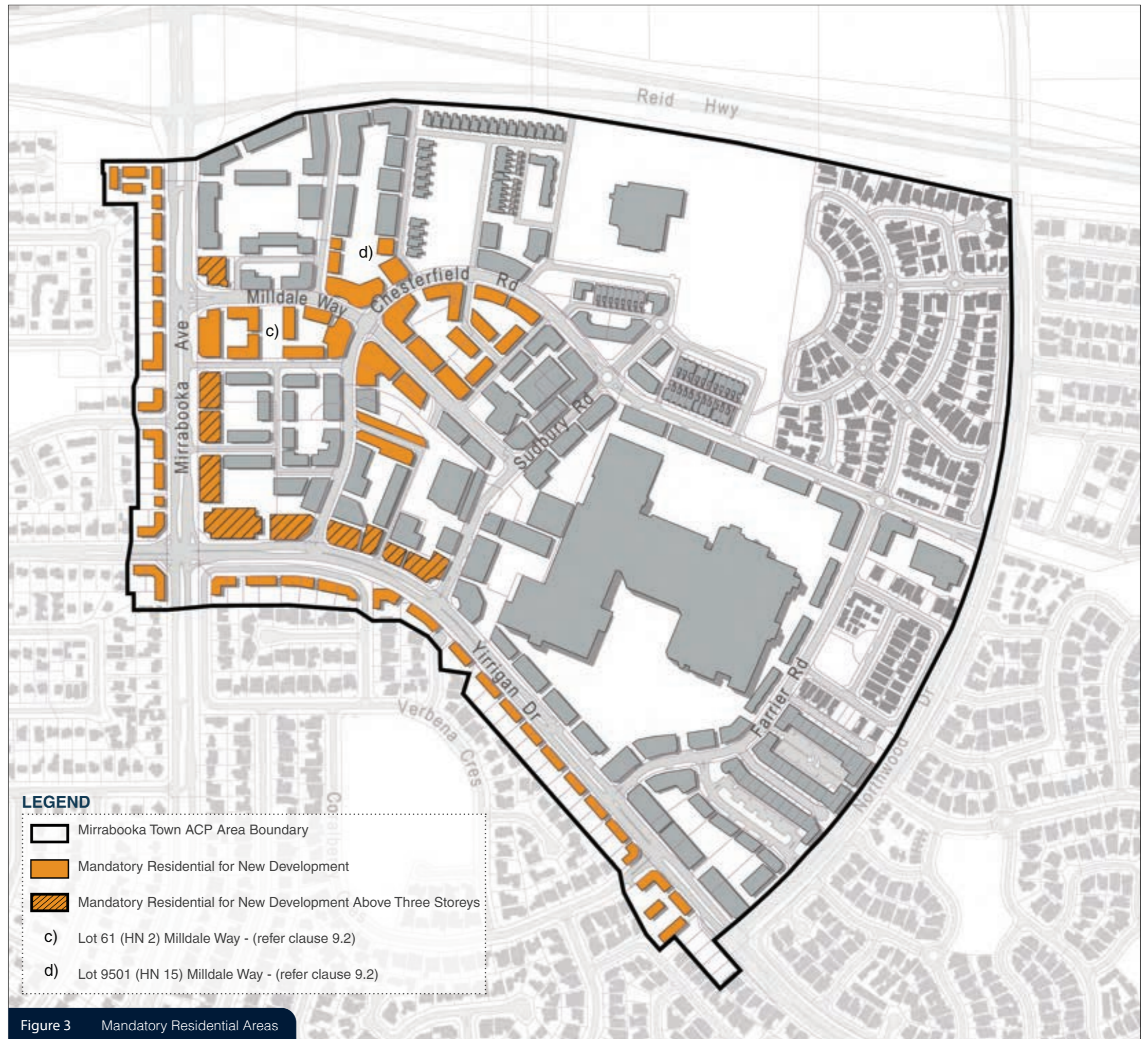


Figure 3 Mandatory Residential Areas

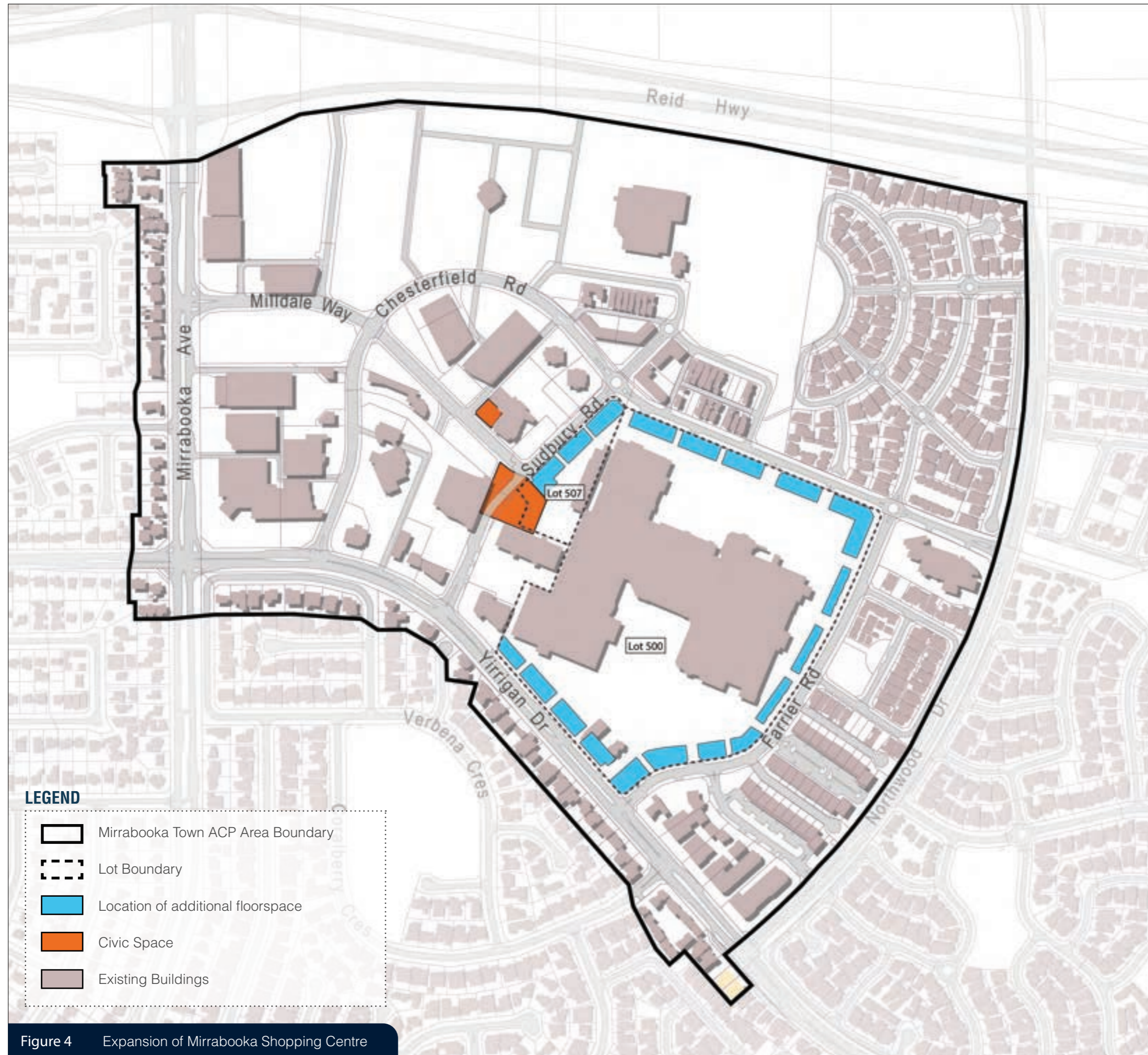


Figure 4 Expansion of Mirrabooka Shopping Centre

## 10 Expansion of Shopping Centre

- 10.1 The location of additional floorspace in an expansion of Mirrabooka Shopping Centre is shown in **Figure 4**.
- 10.2 In accordance with clause 6.8.10 of the Scheme, the following requirements apply to Lot 500 Yirrigan Drive and Lot 507 Sudbury Road, Mirrabooka:
- For every 2,500m<sup>2</sup> of additional retail floorspace above 47,100m<sup>2</sup>; 500m<sup>2</sup> of street oriented floor space is to be provided first on land that fronts either Sudbury Road and the Town Square, then on land that fronts Chesterfield Road, Farrier Road or Yirrigan Drive and within a built form that has a nil setback to the street (a plaza or community space lined with awnings can be set back from the street subject to the agreement of the local government).
  - For planning applications that trigger the additional retail and non-retail floorspace requirements referred to in paragraph a) above, the City shall impose a condition on the planning approval to require that the additional floorspace be provided either prior to or in conjunction with the related expansion of the Mirrabooka Shopping Centre.

# 11 Shop Use Limitations

- 11.1 Mixed Use zoned land located outside the 'Core Shopping Area' is shown in **Figure 5**.
- 11.2 In accordance with clause 6.8.11 of the Scheme, the maximum floorspace area of 150m<sup>2</sup> net lettable area shall apply to each shop tenancy developed on Mixed Use zoned land that is located outside the 'Core Shopping Area' indicated in **Figure 5**.

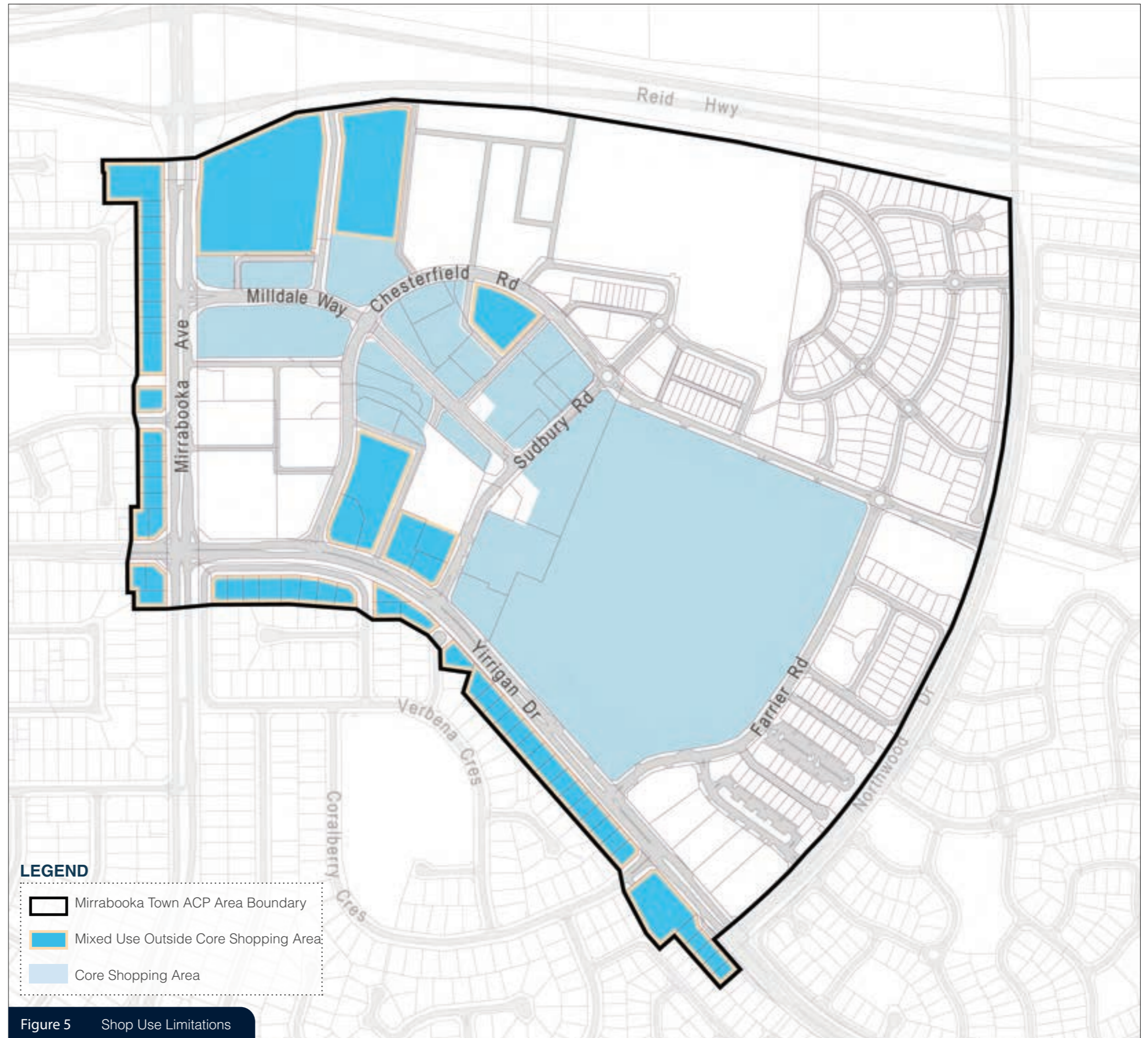


Figure 5 Shop Use Limitations

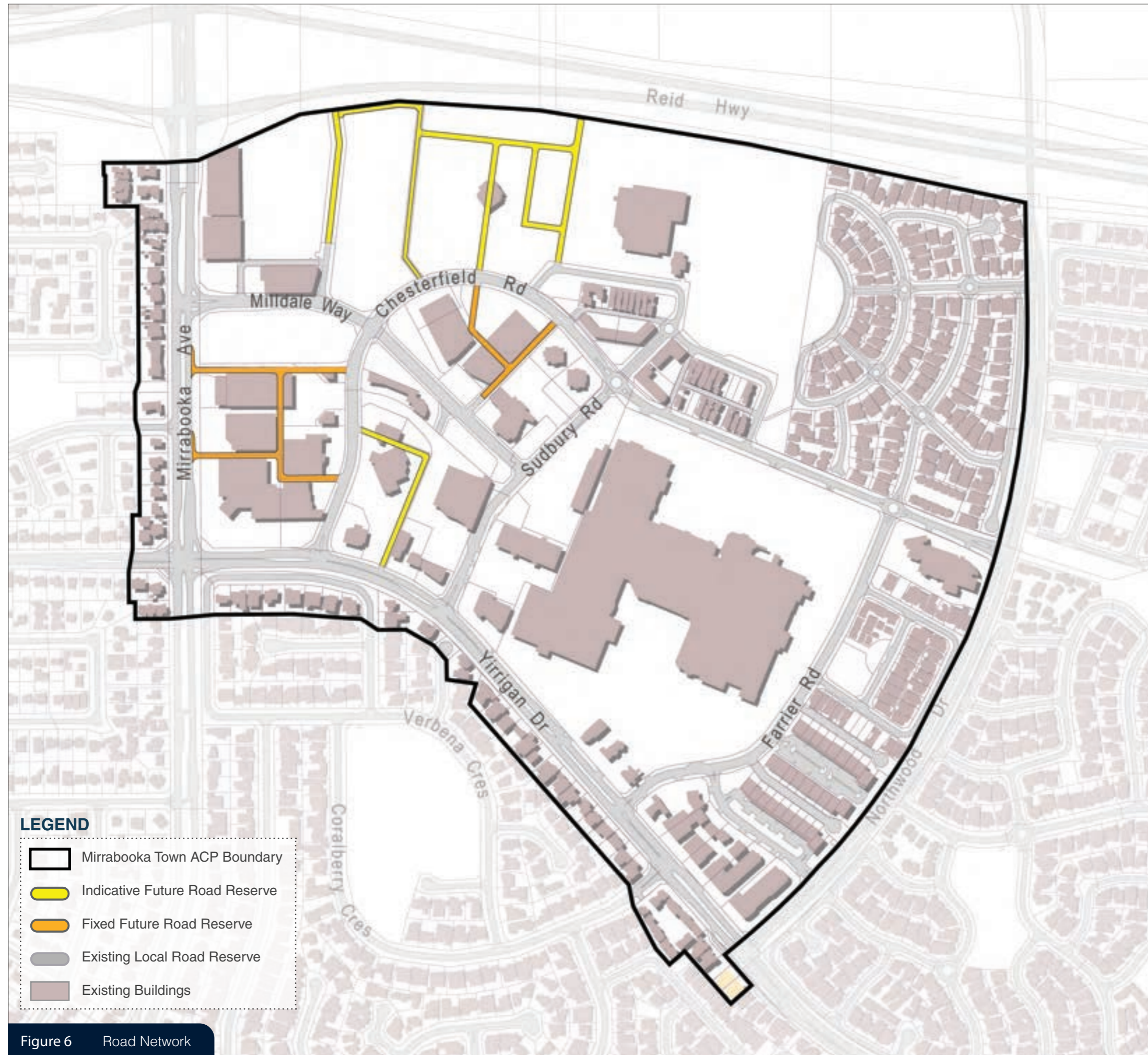


Figure 6 Road Network

## 12 Road Network

- 12.1 The road network within the Mirrabooka Town ACP area is shown in Figure 6. The Fixed Future Road Reserves and Indicative Future Road Reserves shown in **Figure 6** are defined as:
- a) Fixed Future Road Reserves are required road connections in fixed locations that shall not be altered.
  - b) Indicative Future Road Reserves are required road connections, however, the precise alignment will be determined at the time of subdivision.
- 12.2 In accordance with clause 6.8.12 of the Scheme, the owner of any lot affected by a Fixed Future Road Reserve or Indicative Future Road Reserve shown in **Figure 6**, shall cede the required road reserve free of cost as a condition of development or subdivision approval and construct and drain the road to the specification of the City and in accordance with the dimensions shown in **Figures 73-78**.

### 13 Public Open Space

- 13.1 In accordance with the clause 6.8.13 of the Scheme, for the land containing the Public Open Space shown in **Figure 7**, the City shall on a subdivision application recommend to the Western Australian Planning Commission, or impose a condition on a planning approval granted for the development of that land, that the land be ceded free of cost to the Crown and vested in the City of Stirling for the purpose of public recreation.
  
- 13.2 The two Civic Space areas delineated on **Figure 7** are to be developed into a high quality Library Square and Town Square in accordance with the requirements of the Mirrabooka Town ACP and in conjunction with the development and/or subdivision of the parent lots. These spaces shall be open and accessible to the public at all times, and in the case of the Town Square, may be retained in private ownership while still functioning as a civic space. A portion of the Town Square civic space is located on the western side of Sudbury Rd adjacent to the Mirrabooka Bus Station to provide additional public open space to public transport users.
  
- 13.3 The Indicative Future Pedestrian Laneway shown in **Figure 7** is a required pedestrian connection, however, the precise alignment will be determined at the time of development and/or subdivision. The laneway is to be developed in accordance with the requirements of the Mirrabooka Town ACP (detailed measurements in **Figure 77** on page 75) and in conjunction with the development and/or subdivision of the parent lot.

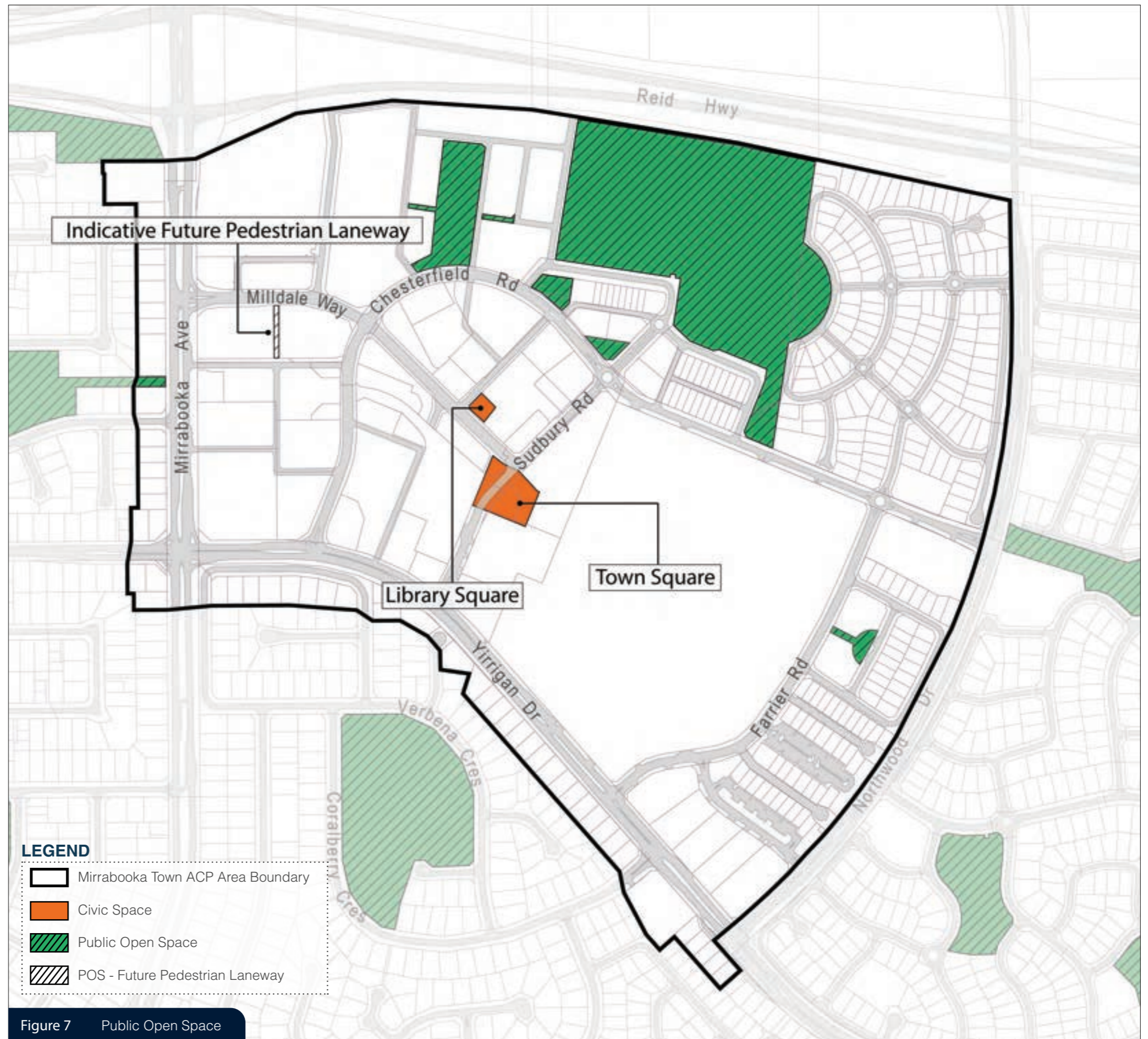


Figure 7 Public Open Space

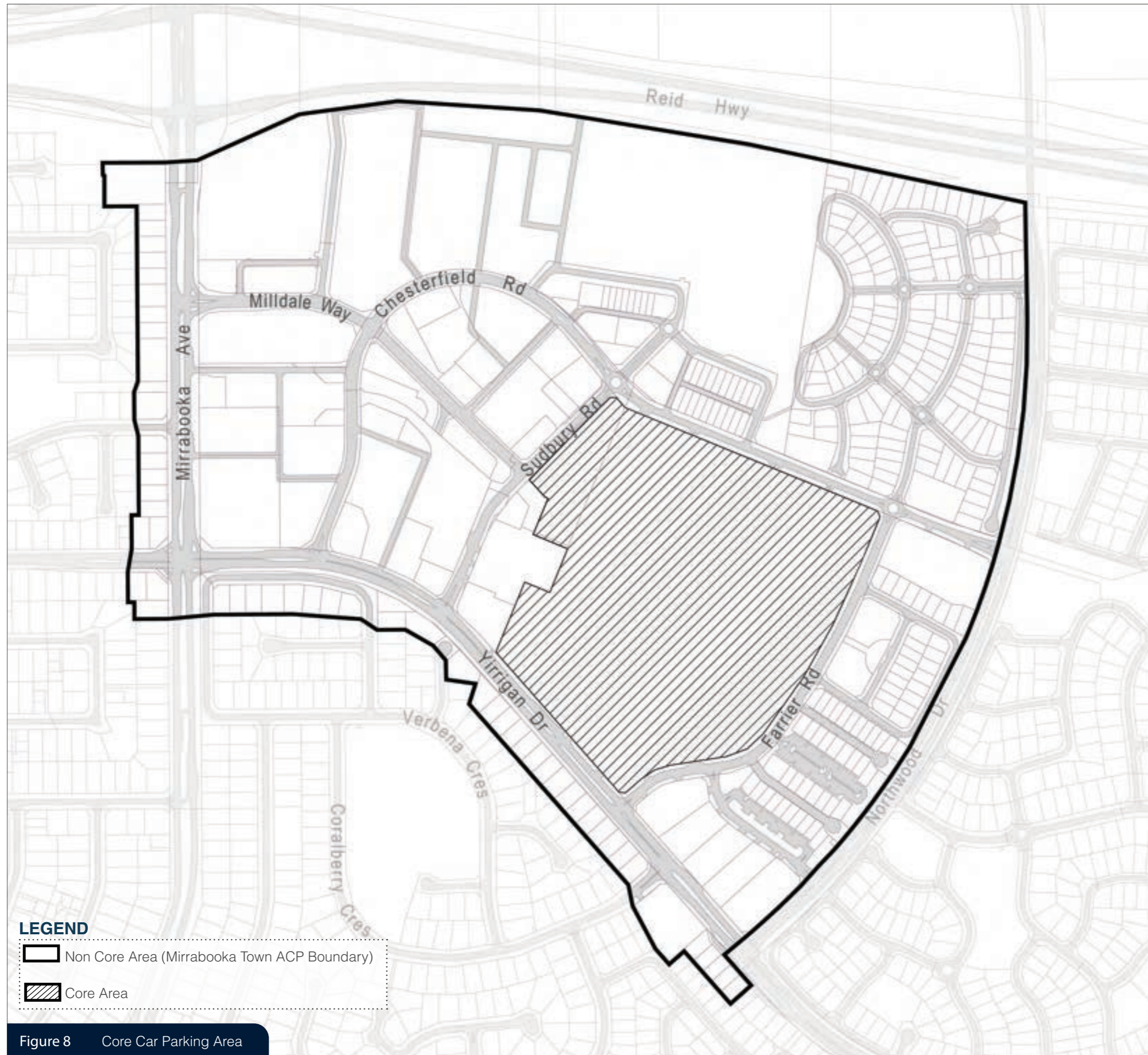


Figure 8 Core Car Parking Area

## 14 Car Parking

### 14.1 Parking for Non-Residential Development

- a) Car parking bays for non-residential development shall be provided in accordance with **Table 3** and **Figure 8**.

### 14.2 Parking for Residential Development

- a) Car parking requirements for residential development in areas with a density code of between R20 and R160 shall be in accordance with the Residential Design Codes.
- b) Car parking requirements for multiple dwelling developments in areas with a density code of R-AC0 shall be determined in accordance with **Table 4**.
- c) The visitor parking bay requirements of the Residential Design Codes may be accommodated through the provision of on-street parking and/or other public parking availability within the Mirrabooka Town ACP area.

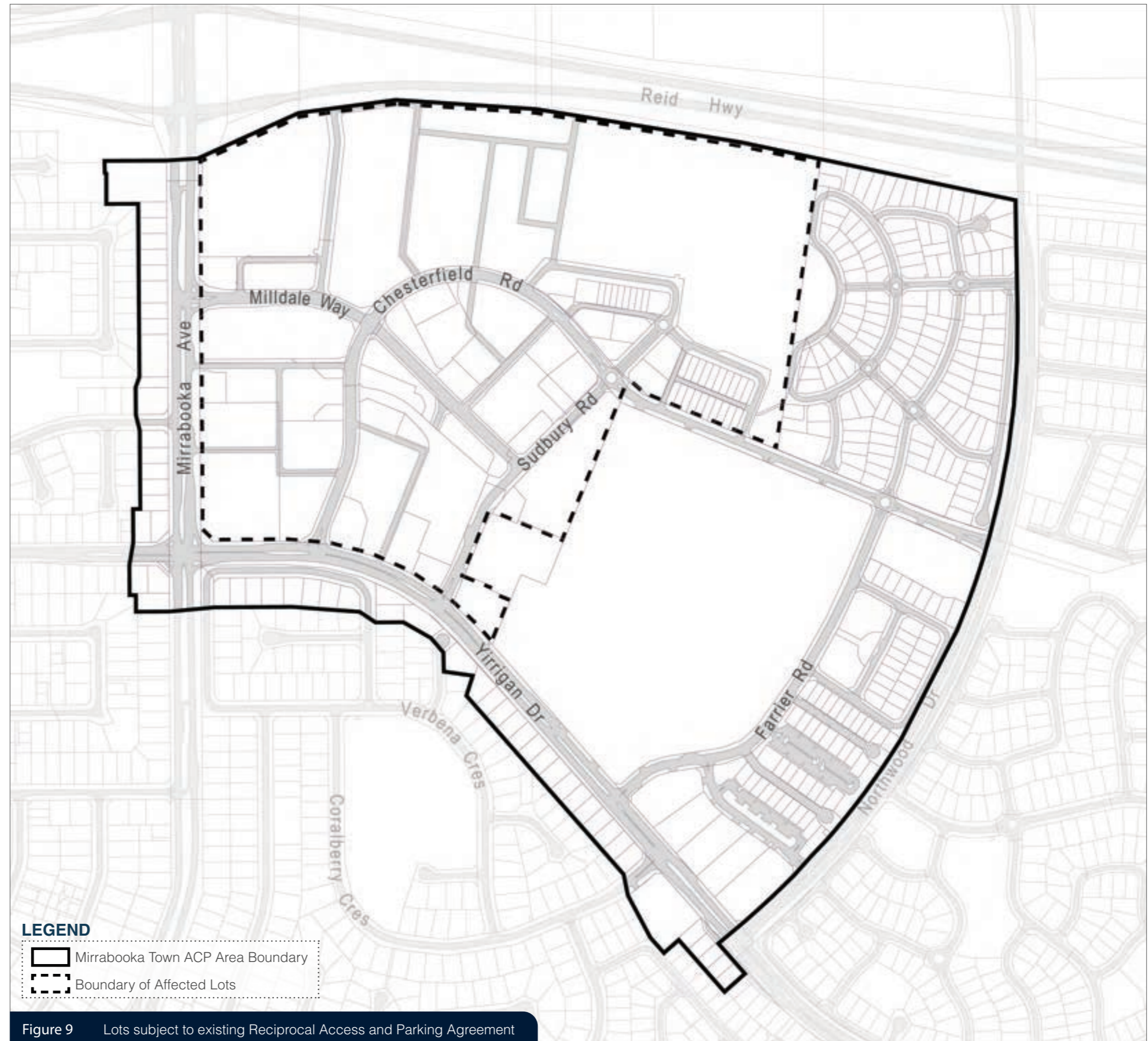
### 14.3 Existing Reciprocal Access Rights & Reciprocal Parking Rights

- a) Land within the Mirrabooka Town Centre Special Control Area indicated on **Figure 9**, is land that is subject to existing agreements providing for rights of Reciprocal Access Rights and Reciprocal Parking Rights.
- b) As provided for in clause 6.8.15 of the Scheme, agreements for existing development shall continue to have effect until new development takes place on that particular lot at which time parking shall be provided in accordance with clause 13.1 and 13.2 above.

Size of Development	Max. Car Parking per Net Site Hectare/ GFA	Min. Public Parking per Net Hectare/ GFA	Min. Short Stay Parking
<b>Car Parking in Core Area</b>			
Applies to all Development	200 bays/net site ha	100 bays/net site ha	60% of public parking
<b>Car Parking in Non-Core Area</b>			
Development with plot ratio greater than 1.0 (non-residential floorspace)	400 bays/net site ha	200 bays/net site ha	60% public parking
Development with plot ratio of 1.0 or less (non-residential floorspace)	4 bays/100m <sup>2</sup> GFA non-residential floorspace	2 bays/100m <sup>2</sup> GFA non-residential floorspace	60% of public parking

- Notes:
- 'Public Parking' means the parking of vehicles on land by members of the public at any time on any day whether or not payment of a fee is required.
  - 'Short Stay Parking' means parking bays that are available to the public where at least 50% of vehicles stay less than 4 hours and at least 90% stay less than 6 hours.
  - 'Net Site Hectare' means the total area of the site upon which the development or use is proposed, or if a portion of a lot, the area occupied by the proposed development, including all landscaping and ancillary development. Net Site Hectare is calculated as a proportion of 10,000m<sup>2</sup> and should include any land ceded free of cost for new roads.
  - Parking requirements for 'Nursing home' uses to be assessed in accordance with *Local Planning Policy 6.7 'Parking and Access'*.
  - The residential component of the land uses of Hotel, Motel and Short Stay Accommodation shall be treated as residential development for the purposes of **Table 3**.

Dwelling Size	Min. Car Parking Bays/ Dwelling
Small (less than 75m <sup>2</sup> or 1 bedroom)	0.75 bay/dwelling
Medium (75m <sup>2</sup> - 110m <sup>2</sup> )	1.0 bay/dwelling
Large (greater than 110m <sup>2</sup> )	1.25 bays/dwelling



**Figure 9** Lots subject to existing Reciprocal Access and Parking Agreement



# Part 2 - Explanatory

# 1 Planning Background

## 1.1 Introduction and Purpose

This Explanatory Section constitutes Part 2 of the proposed Mirrabooka Town ACP for Mirrabooka Secondary Centre. The Mirrabooka Town ACP was prepared for the Secondary Centre to fulfil the requirements and objectives of *Perth and Peel @ 3.5 Million*, *State Planning Policy 4.2 Activity Centres for Perth and Peel* and the *City of Stirling Local Planning Scheme No 3*. The Mirrabooka Town ACP provides a framework for future Local Development Plans and development applications.

The Mirrabooka Town ACP has been in development for many years. Certain section of Part 2 of this document were prepared in 2015, and therefore describe the Mirrabooka Town ACP area at that time.

The Mirrabooka Town ACP will be used by the Western Australian Planning Commission, the Department of Planning, Lands and Heritage, City of Stirling, State Government agencies, landowners and the local community to inform further detailed planning and provide certainty about future development in Mirrabooka Town Activity Centre.

## 1.2 Mirrabooka Town Activity Centre Vision

*To create a centre with a diverse range of uses, which is attractive, safe and is a focus for the region's shopping and service needs.*

## 1.3 Purpose and Objectives

- a) To facilitate development of a safe, vibrant, mixed use centre based on sustainable design principles, integrated with public transport;

- b) To encourage greater use of the Mirrabooka public transport facilities through increased density of both residential and non residential uses;
- c) To require the development of a diverse range of housing types;
- d) To promote the development of a variety of public open space areas;
- e) To facilitate the development of a range of non residential uses that contribute to economic development, local employment, and viability of the Centre;
- f) To encourage the development of a range of community facilities;
- g) To create a permeable transport network through the provision of additional street connections;
- h) To facilitate the development of a vibrant main street; and
- i) To facilitate high quality private and public spaces and buildings that contribute towards a sense of place.

## 1.4 Background

Planning for Mirrabooka Town Activity Centre has an extensive history. First developed in the 1960's and 1970's primarily by the State Housing Commission (now the Department of Communities), a number of planning initiatives have been undertaken over the last decade to address ongoing issues associated with:

- The underutilisation of land;
- Poor urban design outcomes;
- Perceived and actual safety issues; and
- Under-performance of the centre against activity centre key performance indicators, such as housing and employment diversity, access and connectivity.

In 2017 the City progressed Amendment 85 which gave effect to a number of the provisions contained in the then draft Mirrabooka Town ACP. The Amendment was approved in 2018 and as a result the zonings in the Scheme now reflect those in the Mirrabooka Town ACP. In addition, some of the proposed new roads have been extended or constructed and development in accordance with the framework has taken place.

The planning history is depicted visually on a timeline in **Figure 10**. It shows how initial community consultation and planning strategies have evolved over time to form the basis of the Mirrabooka Town ACP and Local Development Plan. It shows when the Mirrabooka Town ACP and Local Development Plan were adopted by Council and key development milestones that have occurred in the activity centre.

# 1 Planning Background

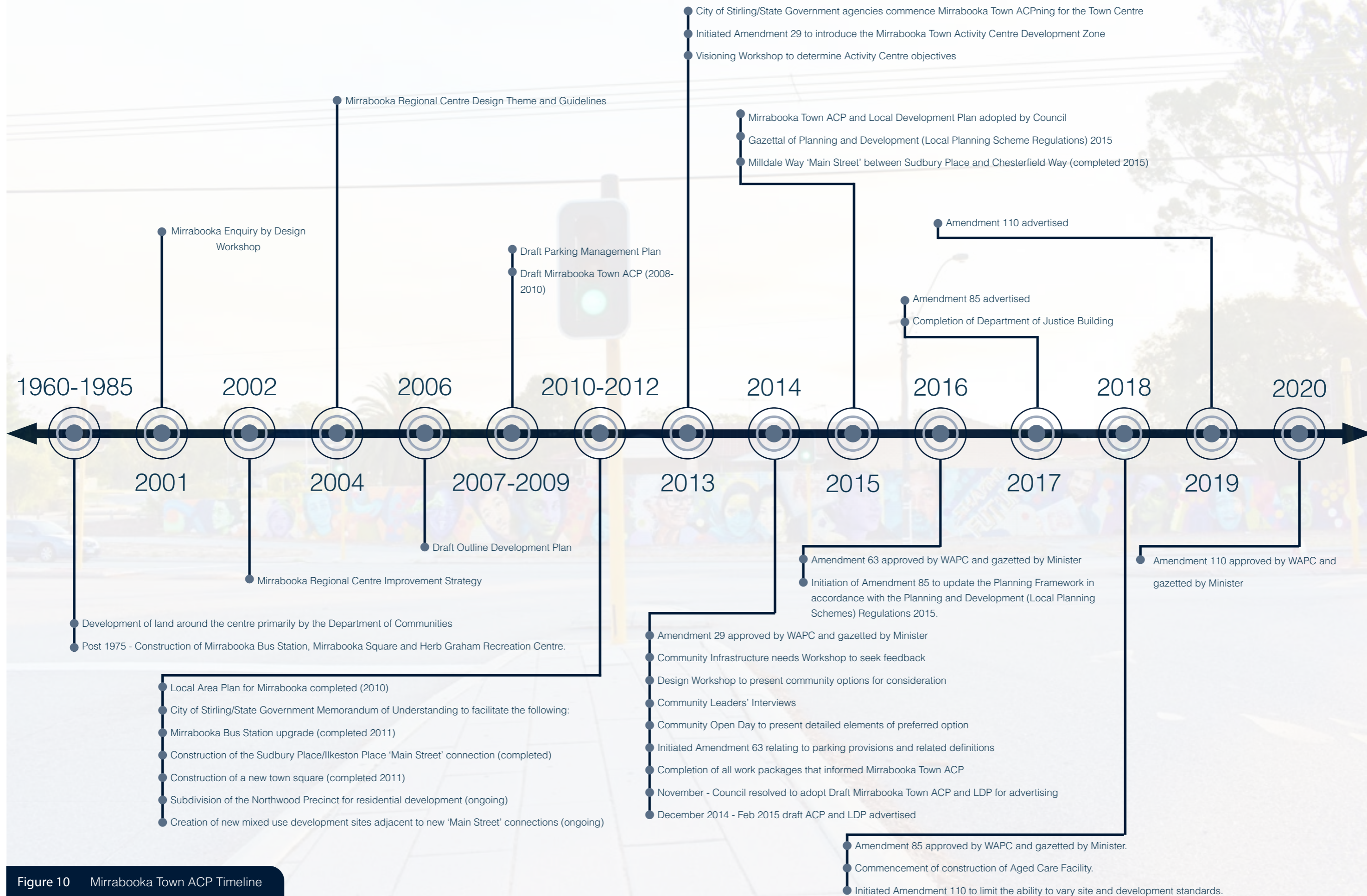


Figure 10 Mirrabooka Town ACP Timeline

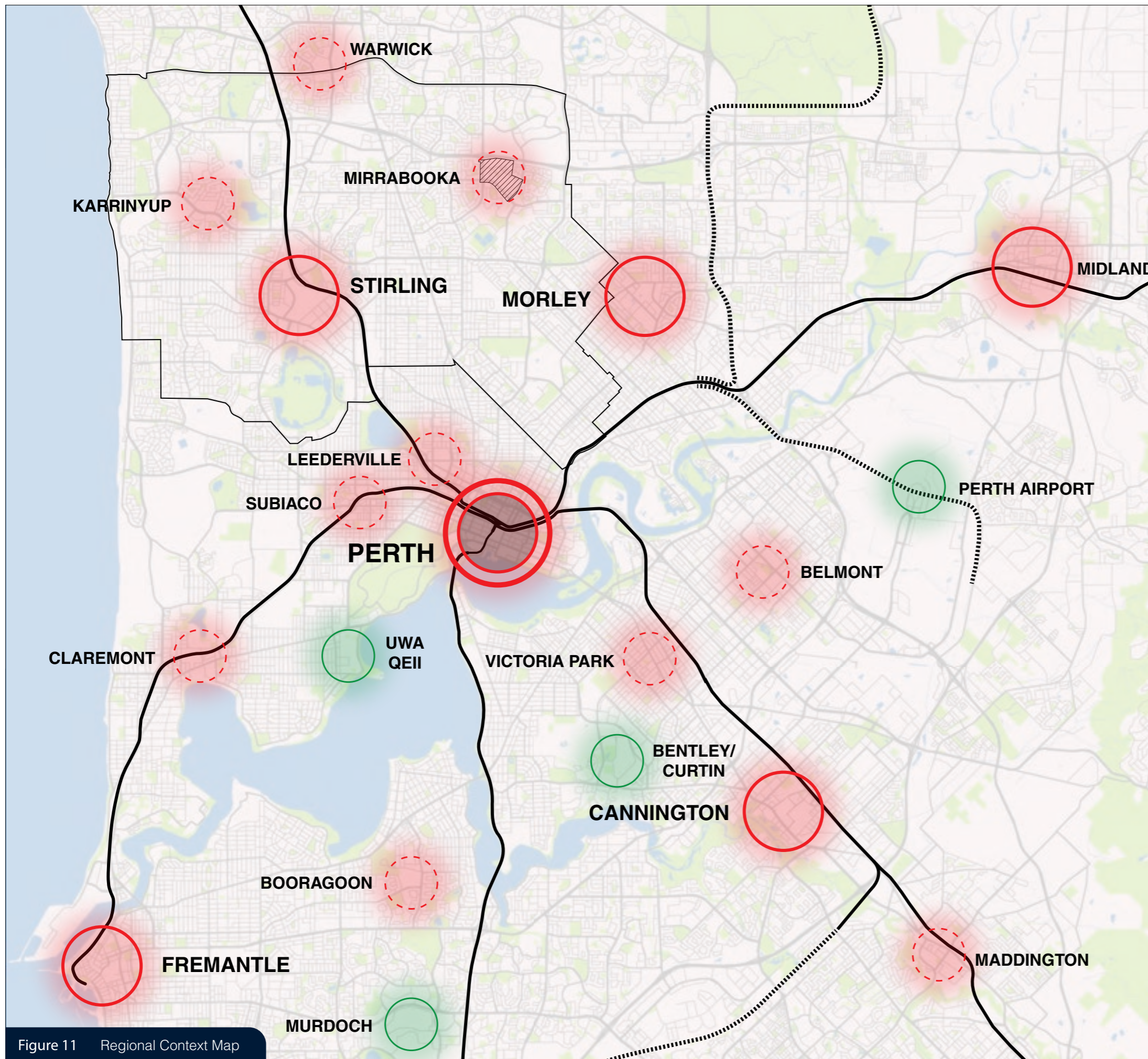
## 2 Regional Context

### 2.1 Activity Centre Location

Mirrabooka Town Activity Centre is designated as a Secondary Centre in the Activity Centre Hierarchy of SPP 4.2 Activity Centres for Perth and Peel (shown in **Figure 11**). It shares this designation with other nearby centres in Karrinyup (also in the City of Stirling), Warwick (City of Joondalup) and Leederville (City of Vincent).

As a Secondary Centre, Mirrabooka serves a smaller catchment and offers more limited functions and services compared to the Strategic Centres of Stirling or Morley.

The Mirrabooka Secondary Centre is well positioned in the Northern Corridor of Perth. Many of the CBD arterial streets are located nearby to the centre. These facilitate the many bus routes that are directed through the centre. Reid Highway also borders the site which gives access to the major transport and freight networks in the city and helps to connect the activity centre to other centres in the metropolitan region via the suburban rail network.



#### LEGEND

- Capital City
- Strategic Metropolitan Centre
- Secondary Centre
- Specialised Centre
- Rail
- Proposed Rail (Metronet)
- City of Stirling Boundary
- Mirrabooka Town Activity Centre

Figure 11 Regional Context Map

### 3 Local Context

#### 3.1 Land Description

The Mirrabooka Town ACP area measures approximately 83.0 hectares. The area is bound by Reid Highway to the north, Mirrabooka Avenue to the west, Yirrigan Drive to the south, and Northwood Drive to the east and is represented in **Figure 12**.

Boundaries for the Mirrabooka Town ACP reflect the major physical and land use characteristics with and surrounding the centre.

The Mirrabooka Town ACP area is located approximately 10km north of the Perth Central Business District and 10km east of the coast.

Polytechnic West Balga, Bush Forever site 385 and John Septimus Roe High School are all located to the north of the centre and Reid Highway

Established residential areas exist to the east, south and west of the centre.

**Figure 13** on page 26 depicts the Mirrabooka Town ACP area relationship with the surrounding local and regional area.



Figure 12 Mirrabooka Town ACP Area



Figure 13 Mirrabooka with Perth CBD in background (2015)

## 4 Community Consultation

Preparation of the Mirrabooka Town ACP has involved a collaborative process with relevant stakeholders from the initial stages, including the City of Stirling, Development WA and the Departments of Planning Lands and Heritage, Transport and Communities.

The following community consultation has occurred to formulate or amend the planning framework with a wide range of stakeholders during the course of the Mirrabooka Town ACP's development.

### 4.1 Visioning Workshop

The Visioning Workshop in July 2013 successfully integrated the comments and feedback from landowners, residents, business owners and key government agencies to establish an overall vision and objectives for the development of the Mirrabooka Town ACP area. The Workshop promoted a shared understanding of the context and 'drivers' for development, the community and stakeholder aspirations/challenges and opportunities for mutual assistance in achieving development outcomes.

The outcomes from the visioning workshop were considered by the project working group and assisted in detailed design.

### 4.2 Amendment 29

Advertised in September 2013 to introduce the Mirrabooka Town Activity Centre Development Zone.

### 4.3 Community Infrastructure Needs Workshop

This workshop in February 2014 was designed to seek feedback on current provision and conceptual placement of future community infrastructure for the Mirrabooka Town ACP area.

Furthermore, it was important to understand the community groups' and organisations' aspirations for Mirrabooka, and how they could assist in the implementation phase of the Activity Centre Plan.

### 4.4 Precinct Design Workshop

The precinct design workshop in March 2014 provided an opportunity to canvass the community on three design options for the Mirrabooka Town Activity Centre and obtain feedback from community stakeholders on their acceptance and/or concerns. The outcomes of this workshop were considered by the project working group and assisted in refining a consolidated design which best represented the views of the community.

### 4.5 Community Leaders' Interviews

The project working group undertook interviews in April 2014 with various community leaders, including:

- WA Police – Sergeant Don Emanuel Smith;
- Ishar Women's Health Centre – Andrea Creado;
- North Metropolitan Migrant Resource Centre – Eric Imani;
- Department of Local Government, Sport and Cultural Industries - Melissa Rudez (Inclusion Officer for Culturally and Linguistically Diverse groups);
- The Smith Family - Linda Parsons; and
- Edmund Rice Centre – Stephen Bowman.

These interviews were designed to gain a greater understanding of the needs and issues of the various cultural and community groups within the centre.

### 4.6 Community Open Day

The preferred land use option was displayed along with relevant detail of public open space, town square and streetscape design at the Community Open Day in May 2014. This provided an opportunity to share with the community more information regarding the Mirrabooka Town ACP in order to receive feedback and comments. The feedback resulted in some changes being made to the plan.

### 4.7 Amendment 63

Advertised in June 2015 to introduce new definitions of public parking and short stay parking and to modify reciprocal access and parking provisions in the Activity Centre.

### 4.8 Amendment 85

Advertised December 2016 to update the planning framework for the Activity Centre in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

### 4.9 Amendment 110

Advertised in January 2019 to introduce a planning control in to Local Planning Scheme No. 3 to limit the ability to vary certain site and development standards in the Activity Centre.

## 5 Demographic Profile

### 5.1 Mirrabooka Local Community

The following section of the document and data in **Table 5** is based on 2011 Census Data.

The Mirrabooka Town Activity Centre is geographically small and has a residential population of approximately 1,900 persons living within the existing 661 dwellings.

Although future users of Mirrabooka Town Activity Centre will extend further afield than the immediate area, community profiles have been obtained for the most likely users of the centre – being those that fall within the 800 metre walkable catchment.

There are a number of conclusions that can be drawn from the 2011 Census data which highlight the importance of serving these communities with suitable amenity and intensity.

#### 5.1.1 Ageing Population

- Large concentrations of elderly residents (80 years and older) in Dianella (7.5%) and Westminster (5.3%), significantly exceeding the metropolitan average of 3.4%.
- High concentrations of people aged 60 and above feature in the suburbs of Westminster (19.9%), Dianella (25.4%) compared to the metropolitan average (17.8%).

#### 5.1.2 Mobility Issues

- On average 9.56% of households in the surrounding suburbs do not own motor vehicles, which is significantly higher than the metropolitan average of 6.2%.

While to some extent this may be by choice, it is likely that for some of the suburbs this correlates with the ageing population or the affordability issues of car ownership.

- Compared to the metropolitan average, the wider Mirrabooka locality already features a strong propensity for public transport as the preferred mode of transport for journeys to work. Public transport currently has an average mode share across the five surrounding suburbs of 8.64% using a combination of bus and train services, compared to 6.4% per cent across the metropolitan area.

- All suburbs have a high level of bus use for journey to work (8.42%) compared to the metropolitan average of 3.6%. Particularly high levels of bus use are evident in Westminster (11.3%) and Nollamara (9.9%).
- This data suggests a higher level of community acceptance to use public transport as a preferred mode choice to work, which may continue to grow as public transport service levels become more competitive to private vehicle travel.

#### 5.1.3 A Transient Community

- Mirrabooka and its surrounding suburbs have a high proportion of rental accommodation. This can be symptomatic of a number of causes, including potential hotspots of housing stress, areas of transient or high student populations, and locations of high amenity (and land use accessibility) where residents are choosing to rent.
- A significantly higher proportion of rental accommodation in Balga (44.5 per cent), Westminster (47.3 per cent), Nollamara (41.2 per cent) and Mirrabooka (34.2 per cent), compared to the metropolitan average of 27.6 per cent, with the exception of Dianella (20.5 per cent).

### 5.2 Mirrabooka Wider Community

As a secondary centre, Mirrabooka Town Activity Centre will draw people from a broader regional catchment.

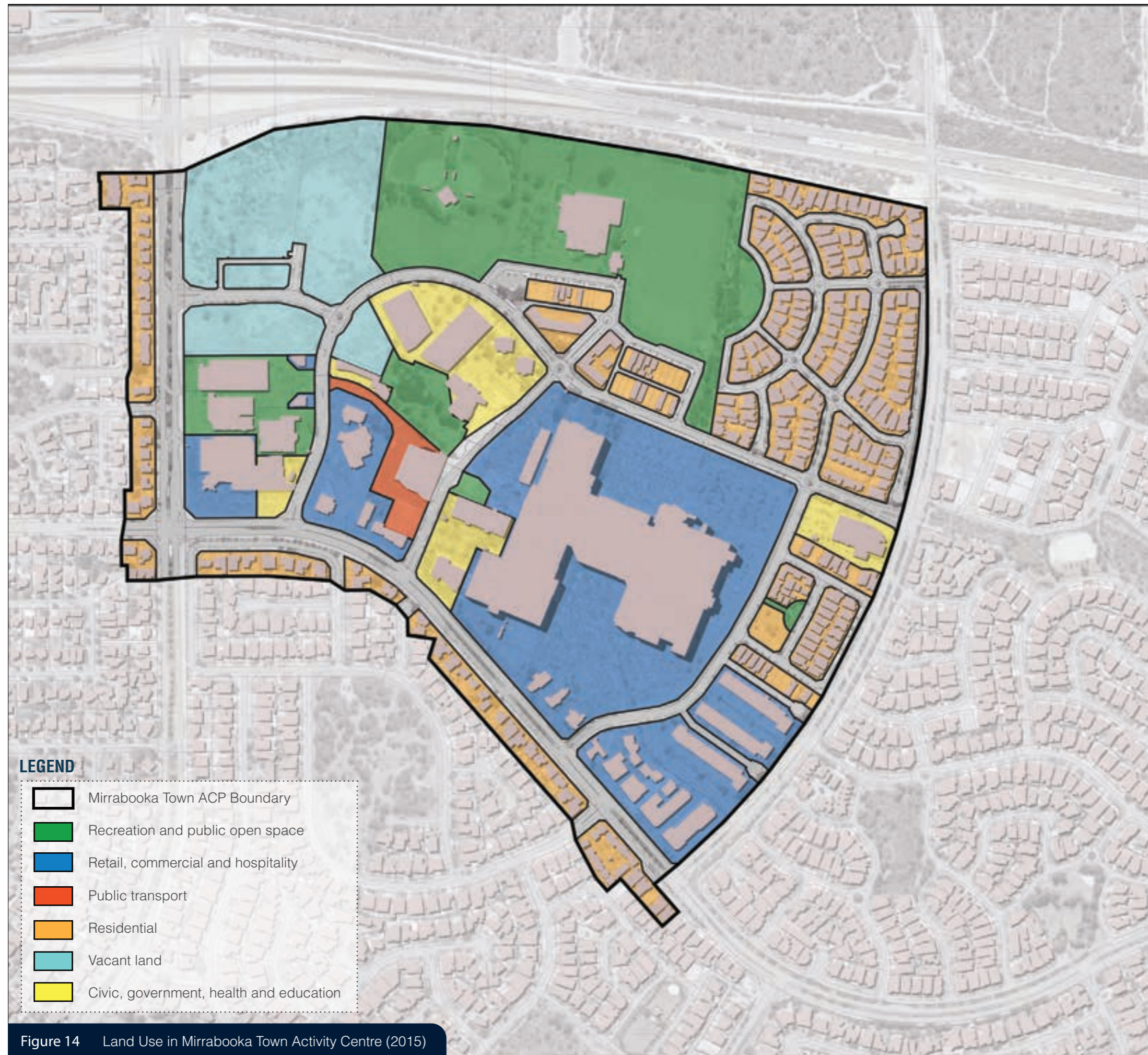
To understand the requirements of the wider catchment, including those most likely to access the centre for retail, recreation and community/health services, or to use the transport interchange, the community profiles of Mirrabooka, Balga, Dianella, Nollamara and Westminster have been considered.

**Table 5** compares 2011 Census suburban profiles of this extended catchment area.



**Table 5** Suburb Profile Comparison (2011)

	Dianella	Nollamara	Balga	Westminster	Mirrabooka	Perth Metro
Population	22,521	9,888	10,701	5,175	7,933	1,728,867
	51.8% females	50.6% females	49.3% females	49.8% females	50.6% females	50.4 females
	48.2% males	49.4% males	50.7% males	50.2% males	49.4% males	49.6 males
Median Age	37	40	32	31	30	36
Ethnicity	56.3%-Australia	48.7% - Australia	49.1% - Australia	48.4% - Australia	43.5% - Australia	59.6% - Australia
(top responses but not limited to)	0.6% - Aboriginal	2.6% - Aboriginal	3.7% - Aboriginal	2.4% - Aboriginal	4.4% - Aboriginal	1.5% - Aboriginal
	4.6% - England	3.9% - England	2.7% - Burma	3.3% - India	8% - Vietnam	11.4% - England
	3.9% - South Africa	3.2% - India	2.6% - Sudan	2.8% - New Zealand	3.6% - Burma	1.7% - South Africa
Employment	59% full time	62.6% full time	58.7% full time	61.45% full time	54% full time	60.2% full time
	26.5% part time	25.2% part time	26.5% part time	24.2% part time	29.6% part time	28.9% part time
	5.7% unemployed	5.7% unemployed	8.5% unemployed	7.7% unemployed	8.3% unemployed	4.8% unemployed
Median individual income (per week)	\$618	\$615	\$490	\$555	\$399	\$669
Home ownership	40.2% fully owned	22.2% fully owned	19.2% fully owned	20% fully owned	22% fully owned	29.3% fully owned
	31.9% mortgaged	30.6% mortgaged	30.4% mortgaged	32.2% mortgaged	42.3% mortgaged	39.8% mortgaged
	24.1% rented	44.4% rented	46.2% rented	43.4% rented	30.3% rented	27.6% rented
Median rent per week	\$300	\$325	\$299	\$300	\$250	\$320



**LEGEND**

- Mirrabooka Town ACP Boundary
- Recreation and public open space
- Retail, commercial and hospitality
- Residential
- Vacant land
- Civic, government, health and education

Figure 14 Land Use in Mirrabooka Town Activity Centre (2015)

## 6 Area and Land Use

### 6.1 Area and Land Use

Land uses within the Mirrabooka Town Activity Centre are illustrated in **Figure 14**. They are represented with existing building footprints as follows:

- Recreation and public open space;
- Retail, commercial and hospitality
- Public transport;
- Residential;
- Vacant land; and
- Civic, government, health and education.

#### 6.1.1 Recreation and Public Open Space

Two major recreation and leisure facilities within the Mirrabooka Town Activity Centre are Herb Graham Recreation Centre and the WA State Softball Headquarters. Existing public open space areas are located between the library, bus station and Mirrabooka Shopping Centre.

The public open space area between the bus station and library is to be removed to allow for the construction of the new 'Main Street' by extending Milldale Way east to Sudbury Road.

#### 6.1.2 Retail, Commercial and Hospitality

Within the Mirrabooka Town Activity Centre there is a relatively diverse mix of land uses surrounding the main Mirrabooka Square Shopping Centre, including a large tavern and medical and professional suites (i.e. physiotherapists, financial services etc.). Each of these businesses are located in a separate building or in smaller tenancies separated from the Shopping Centre with no clear pedestrian connection between them.

#### 6.1.3 Civic, Government, Health and Education

Centrally located Civic and Government land has been sold and is being developed for mixed uses and residential purposes. New health uses have been established on vacant land in the north west of the Activity Centre. The Mirrabooka Community Hub (shown in **Figure 14**) is now accessible from the Milldale Way main street.

#### 6.1.4 Public Transport

Mirrabooka Town Activity Centre and surrounding areas are serviced by the Mirrabooka Bus Station which has 12 stands and is served by 15 bus routes. The bus station underpins the Activity Centre redevelopment, allowing for a high level of connectivity to and from the Activity Centre.

6.1.5 Residential

Low density residential development with an R20 coding is located in the north eastern sector of the study area. R40 – R80 residential development is being implemented adjacent to the Herb Graham Recreational Centre and to the east of the Mirrabooka Shopping Centre. Provision for additional R60 – R80 is been made within the City of Stirling Local Planning Scheme No. 3. (Local Planning Scheme Map No. 7).

Mirrabooka Town Activity Centre is largely characterised by recently constructed unit and townhouse style development, providing affordable housing options and additional community housing options for singles. Residential development in the areas abutting the Mirrabooka Town Activity Centre is mostly single detached dwellings on small to medium sized lots. The average lot size is 600m<sup>2</sup>, though lot sizes of up to 890m<sup>2</sup> can be found. Much of the area has been developed, however there remains a small number of vacant lots in the eastern sector of the suburb. Houses are predominantly brick and tile construction and generally single storey.

6.1.6 Ownership

Landholdings within the Activity Centre are held in both private and government (both State and Local) ownership (Figure 15). However, since the preparation of this document in 2015 the composition of ownership has changed with a reduction in State Government ownership to private ownership.

The Department of Communities remains a major government stakeholder retaining several undeveloped landholdings within the Centre. Other key landowners include the Public Transport Authority (which owns the land occupied by the bus transfer station and associated busway) and the City of Stirling.

There are also significant areas of Crown land within the Activity Centre. These areas are of strategic importance in implementing the Mirrabooka Town ACP.

Additionally, there are a number of private landowners such as the owners of the Mirrabooka Square Shopping Centre, that will have a strategic role in helping to revitalise the Mirrabooka Town Activity Centre.

6.1.7 Vacant Land

Large tracts of vacant land exist in the north western sector of the Activity Centre. In addition to this, many lots throughout the Activity Centre have buildings positioned central to the lot and are surrounded by vacant land or car parks. Overall, the Activity Centre is characterised by low dense and sprawling built form.

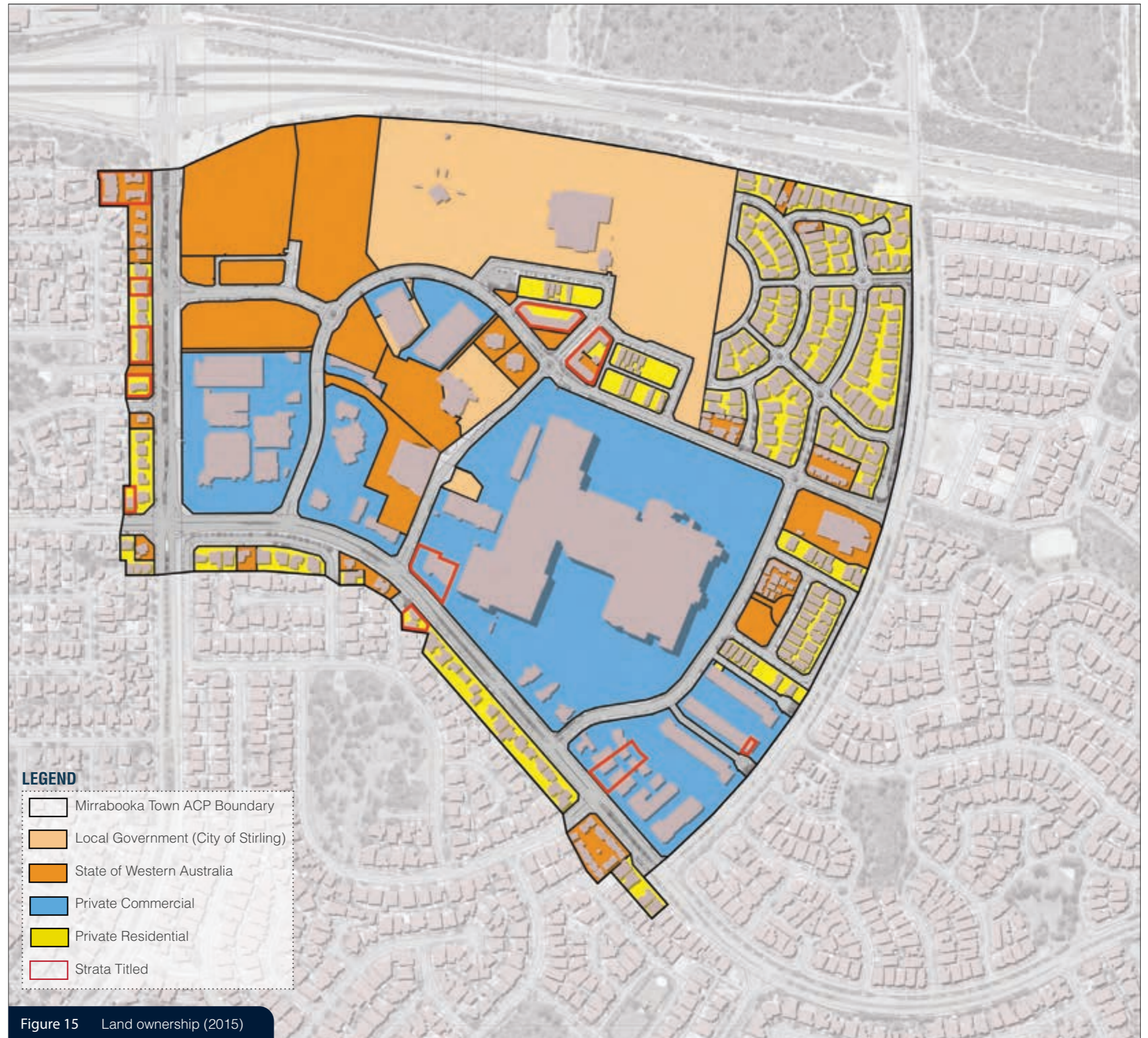


Figure 15 Land ownership (2015)

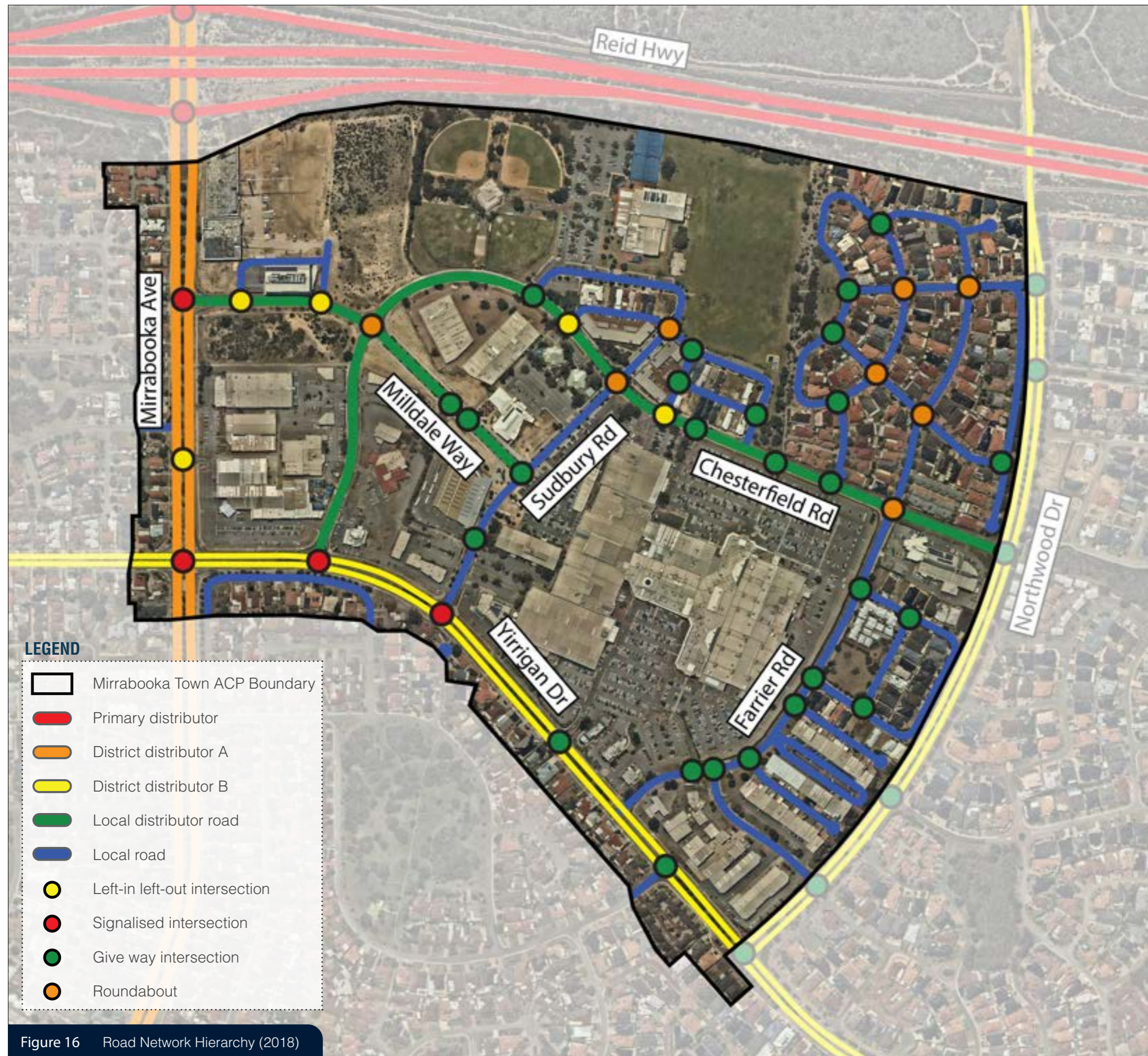


Figure 16 Road Network Hierarchy (2018)

## 7 Transport Network

### 7.1 Road Network Hierarchy

The current network is mostly based on the historical road pattern of the town which relied on Chesterfield Rd as the only local distributor. The Milldale Way and Sudbury rd extensions added a new Local Distributor and local road respectively. Further new roads will be required to service large, irregular lots

#### Reid Highway

- Reserved as Primary Regional Rd under the MRS;
- Primary Distributor and designated freight route;
- Carries approximately 59,800 vehicles per day east of Mirrabooka Ave; and
- Four-lane divided road with controlled access only and no property frontages.

#### Mirrabooka Avenue

- District Distributor A;
- Carries approximately 20,700 vehicles per day north of Yirrigan Dr;
- Four-lane divided road with turning lanes at intersections and a 60 kph speed limit; and
- Has residential frontage access on western kerb, and restricted commercial frontage access on eastern kerb.

#### Yirrigan Drive

- District Distributor B;
- Carries approximately 21,000 vehicles per day east of Mirrabooka Ave;
- Four-lane divided road with turning lanes at main intersections;
- Provides access to the shopping centre, fast food outlets, service station to the north.
- Provides access to some residential properties on the south side of Yirrigan Dr.
- Doesn't provide direct access to the residential area to the south between Mirrabooka Ave and Dianella Dr other than at Coralberry Cres; and
- Traffic signals at Sudbury Rd and Chesterfield Rd and give-way intersections at Farrier Rd and the major southern shopping centre entrance all act as important gateways into the Activity Centre.

#### Northwood Drive

- District Distributor B;
- Carries approximately 13,300 vehicles per day north of Chesterfield Rd;
- Is a two-lane divided road that narrows to a single carriageway over Reid Hwy;
- Has give-way controlled intersections at Yirrigan Dr and Chesterfield Rd; and

- With the exception of commercial development at the intersection of Yirrigan Drive, development turns its back on the road or is separated by a local road that provides access to houses.

Chesterfield Road

- Local Distributor that provides access to the various land uses within the Mirrabooka Town Activity Centre;
- Carries approximately 5,364 vehicles per day north of Yirrigan Dr; and
- Has access to commercial land use parking areas along its entire length.

Farrer Road

- Approximately 10m wide local distributor road;
- Carries approximately 6,000 vehicles per day;
- Services the shopping centre and the commercial area between Farrer Rd and Northwood Dr;
- Has a give-way intersection at Yirrigan Dr and a roundabout at the intersection of Chesterfield Rd; and
- There is a significant level difference between Farrer Rd and the Mirrabooka Shopping Centre land to the west.

Milldale Way

- Two-lane divided local distributor road, with two 5m lanes and a 3m median;
- Carries approximately 11,000 vehicles per day; and
- Connects Mirrabooka Avenue with Sudbury Rd, with the section between Chesterfield Rd and Sudbury Rd as a new 'Main Street' environment.

Sudbury Road

- Two-lane 7m local road;
- Connects Yirrigan Dr to Chesterfield Rd in a slow speed environment;
- Provides access to commercial premises, offices and the Mirrabooka Bus Station; and
- On-street parking accommodated north of the Town Square.

**7.2 Bus**

Mirrabooka Bus Station is located in the Activity Centre and is one of the busiest bus stations in the metropolitan area. It includes 12 stands and as of 2019, accommodates route numbers: 67, 68, 354, 365, 370, 371, 372, 376, 377, 378, 384, 415, 652, 960 and 970 (**Figure 17**).

The majority of the routes operate at a peak hour frequency of 20 minutes or less in the AM and PM peak hours. The weekend frequencies are lower with the majority operating with a 60 minute frequency. The bus facility was upgraded in 2011.



Figure 17 Perth bus network (2019)

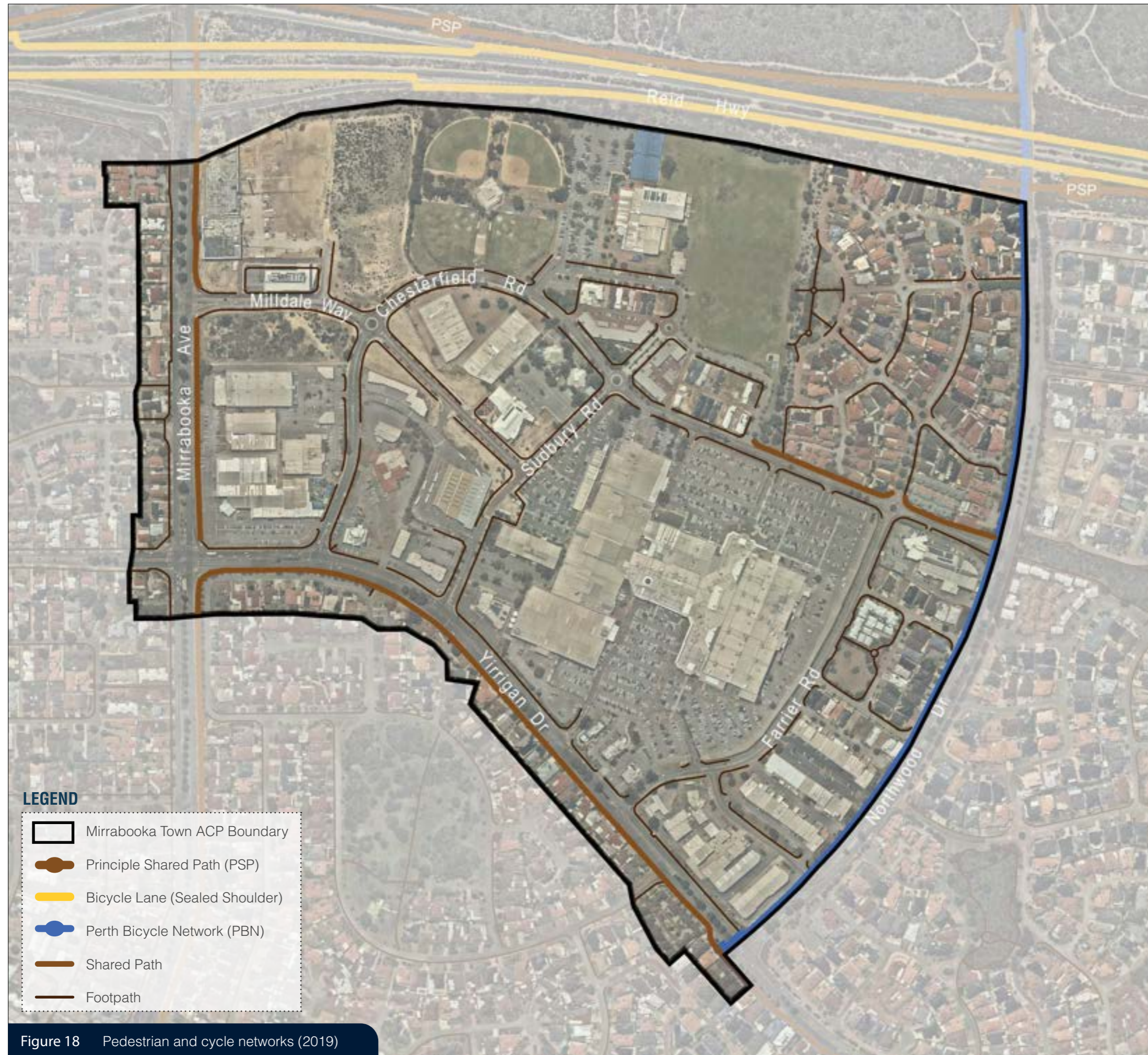


Figure 18 Pedestrian and cycle networks (2019)

## 7 Transport Network

### 7.3 Walking

The path network, is shown in **Figure 18**. The pedestrian environment is hostile on and around Reid Highway, Mirrabooka Avenue and Yirrigan Drive. However, these roads accommodate pedestrian footpaths on both sides. The walking environment within the centre is better. Although, low perceptions of safety, poor levels of activation and low comfort levels are well known issues within the community.

### 7.4 Cycling

Cycle networks are also shown in **Figure 18** and identify the Principle Shared Path (PSP) north of Reid Highway and bicycle lanes on the shoulder of Reid Highway. The Perth Bicycle Network (PBN) runs north/south along the eastern boundary of the Activity Centre along Northwood Drive (refer **Figure 19**), while paths on Mirrabooka Avenue, Yirrigan Drive also exist. There are no formal cycle paths within the Mirrabooka Town Activity Centre.



Figure 19 Northwood Drive PBN Path (2020)

### 7.5 Car Parking

Approximately 4,200 car parking spaces exist in the Activity Centre (not including residential parking), which are presented in **Figure 21**. Of these, almost 50% are contained within the Mirrabooka Square Shopping Centre (**Figure 20**) site which is accessible to the main access roads of the Activity Centre.

All off-street parking is nominally allocated to a particular land use/building, rather than being designated public parking.

Requirements for parking in Mirrabooka Town Activity Centre are currently governed by the City of Stirling Local Planning Policy 5.9 Mirrabooka Town Centre Parking. This policy nominates the required ratio of parking spaces that must be provided for a particular size and type of development. The nominated ratios are generally similar to those adopted by other local governments.



Figure 20 Mirrabooka Square Car Park (2020)

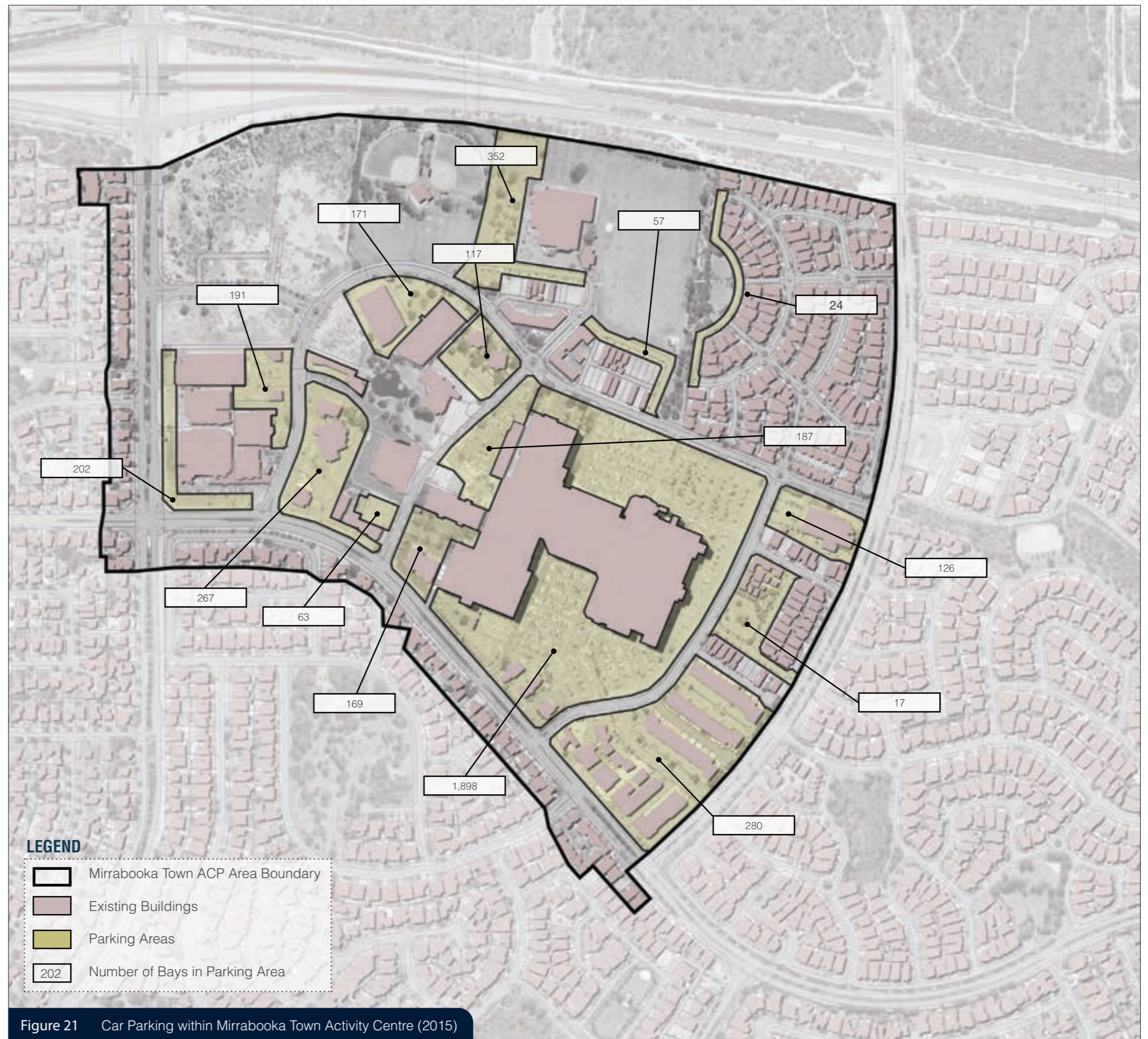


Figure 21 Car Parking within Mirrabooka Town Activity Centre (2015)



Figure 22 Mirrabooka Town Activity Centre (2015)

## 8 Community Infrastructure

### 8.1 Community Infrastructure

Mirrabooka and its surrounding suburbs were historically desirable neighbourhoods for new migrants to settle. In addition, there are many indigenous people who live in the area and have contributed to its growth over time.

There is a number of well-established non-profit organisations and government agencies running support services for these groups from buildings within the Activity Centre. Their activities attract migrant and indigenous people with an interest to connect with others in their community. They also provide much needed services to help people get established into the modern Perth lifestyle.

As with most culturally diverse areas within large cities there are many opportunities and challenges to be explored if Mirrabooka Town is to become a vibrant and healthy centre that reflects its people.

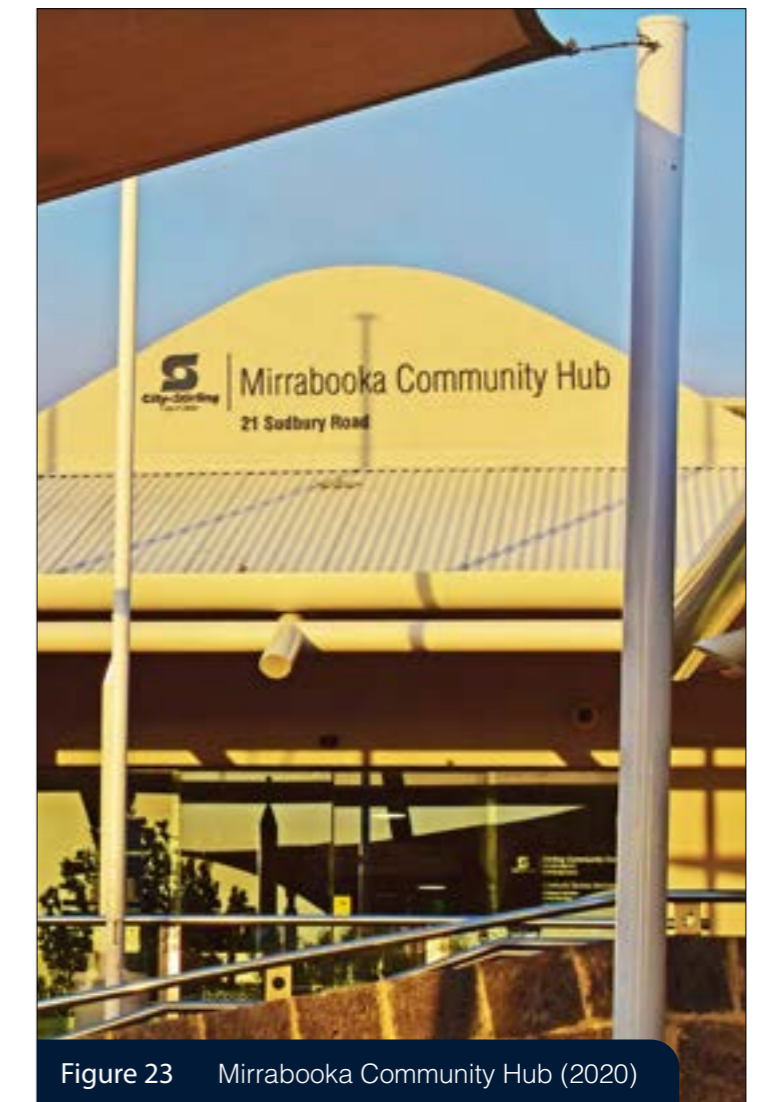


Figure 23 Mirrabooka Community Hub (2020)

A range of public and private community service providers were located within the Mirrabooka Town Activity Centre in 2015, including:

- Mirrabooka Community Hub (**Figure 23**);
- Herb Graham Recreation Complex;
- Childcare facilities;
- Western Australia Softball Centre;
- Ice skating arena;
- Medical consultancies;
- Squash courts;
- Police Station;
- Health club/gymnasium;
- Various job search agencies;
- Christian Church;
- State Government Health, Family and Community Service outlets; and
- Various culturally and linguistically diverse assistance centres such as, but not limited to, Edmund Rice Centre, North Metro Migrant Resource Centre and Ishar Women’s Centre.

Community infrastructure present in Mirrabooka Town Activity Centre in 2015 is depicted in **Figure 24**.

The Mirrabooka Square Shopping Centre is the major retail focus within the centre, with additional large format retail/ commercial and hospitality land uses being concentrated in the south west and south east sectors of the Activity Centre (shown in **Figure 22**). These areas are predominantly accessible by car and gain exposure through strong visibility from Yirrigan Drive and Mirrabooka Avenue.

Other retail/commercial offerings include a large tavern and medical and professional suites (i.e. physiotherapists, and financial services). These businesses are located in separate buildings or in smaller tenancies however, separated from the shopping centre with no clear pedestrian connection between them.

The Mirrabooka Town Activity Centre is also well serviced by road and road-based public transportation infrastructure. The configuration of the Activity Centre and its location in proximity to major highways has resulted in a high dependence on motor vehicles to access uses across the site, further contributing to the lack of integration and connection within the Activity Centre.

The bus transfer station itself is another key piece of community infrastructure, being one of the major bus stations in Perth.

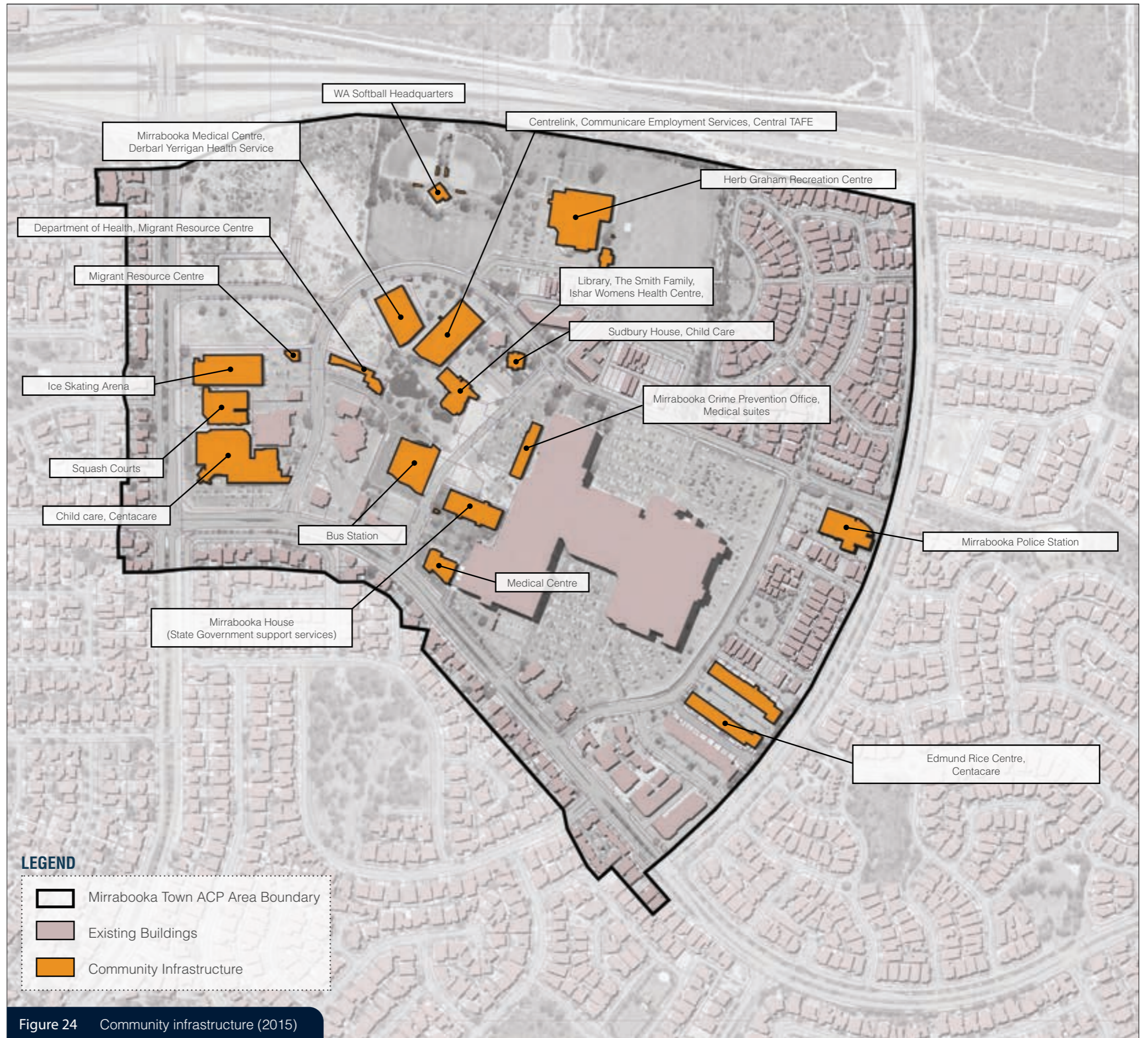


Figure 24 Community infrastructure (2015)

## 9 Opportunities and Constraints

### 9.1 Key Challenges

- Poor connectivity into the centre across major roads and through the centre (**Figure 25**);
- Poor pedestrian and cycle networks (**Figure 26**);
- Significant level differences that prevent street activation (**Figure 27** and **Figure 28**);
- Lack of diverse and accessible public open space (**Figure 29**);
- Underutilised land (**Figure 29** and **Figure 30**);
- Lack of diverse retail, social and commercial offerings;
- Poor image and perceived social problems;
- Poor commercial performance;
- Safety and security concerns by the local community;
- Lack of passive surveillance over the centre;
- Dominated by at grade car parking provision; and
- Existing pedestrian network is of varying quality and fragmented by physical barriers.



Figure 25 Lack of public connectivity



Figure 26 Poor pedestrian environments



Figure 27 Level difference - Mirrabooka Square (2020)



Figure 28 Significant level differences



Figure 29 Under-utilised public open space

## 9.2 Key Aspirations

- To create an activity centre that meets community need, with employment, goods and services accessible to all members of the community;
- To create a wide range of retail and commercial uses that promote a competitive market environment;
- To create a vibrant, well activated 'Main Street' precinct;
- To maximise access to and through the Activity Centre with an emphasis on walkability and integrated public transport by maximising bus station use (**Figure 31**);
- To increase the density and diversity of housing within the Activity Centre to improve land efficiency, and housing variety (**Figure 32** and **Figure 33**);
- To create a fine grained network of high quality public spaces that are safe, well lit and afforded passive surveillance; and
- To reinforce the character and sense of place for Mirrabooka and create a sense of community pride by activating key gateways (**Figure 34**).



Figure 30 Vacant land



Figure 31 Bus station



Figure 32 Vacant land for lease (2020)



Figure 33 Potential development areas



Figure 34 Key gateways

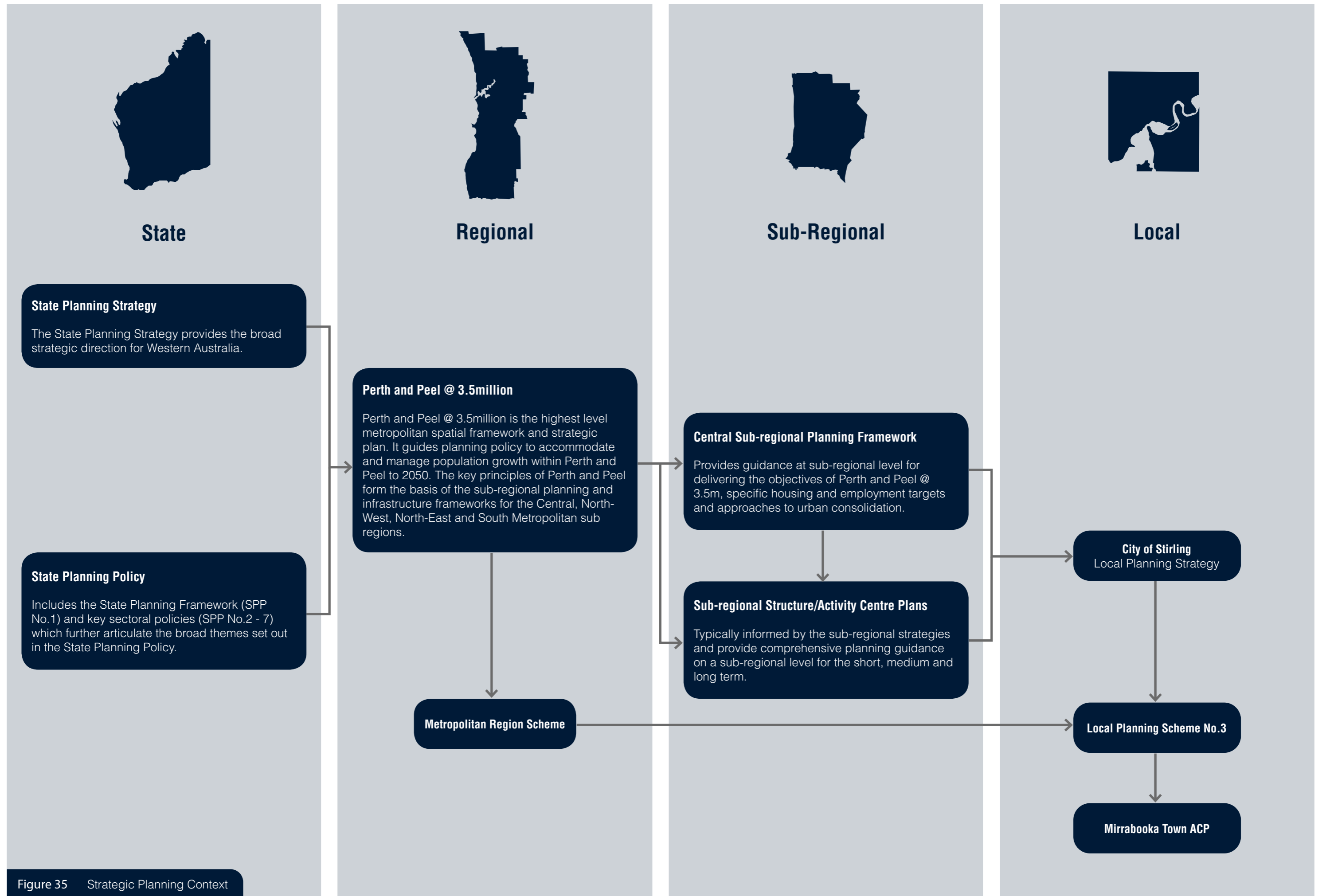


Figure 35 Strategic Planning Context

# 10 Strategic Planning Framework

## 10.1 Perth and Peel@3.5Million

The Western Australian Planning Commission's (the Commission), Perth and Peel@3.5Million provides a blueprint for citywide growth across the metropolitan area's four Sub-regions - North-West, North-East, Central and South Metropolitan Peel.

This plan evolved from a series of strategic plans and processes (outlined in **Figure 35**) that have shaped Perth.

Perth and Peel@3.5Million recognises that as Perth has evolved, the City faces new challenges for population growth, housing diversity and affordability, transport congestion, sustainability and liveability.

In Perth and Peel@3.5Million the preferred growth pattern for Perth is for a connected city that finds the right balance between urban infill and greenfield development. The connected city puts an emphasis on a strong city core and a network of connected activity centres that consist of high levels of amenity, housing choice and lifestyle options.

For more information on the Perth and Peel@3.5Million strategic document, download a copy at [www.dplh.wa.gov.au](http://www.dplh.wa.gov.au)



.....  
 1 Department of Planning, Lands and Heritage (2018), Perth and Peel@3.5Million



# 9 Strategic Planning Framework

## 10.2 Central Sub-regional Planning Framework

The Central Sub-regional Planning Framework is one of four frameworks that carry forward the objectives for land use and infrastructure provision set out in Perth and Peel@3.5 Million.

The Central Sub-region is characterised by the metropolitan area's oldest suburbs and has a high level of amenity due to its proximity to the river, coast and the city. The region is the most populous in both resident and employment numbers and is well serviced by transport infrastructure.

A greater emphasis on urban consolidation will take place in the Central Sub-region due to these factors.

To ensure optimum use of land in the Central Sub-region, growth areas have been nominated based on their proximity to the following precincts:

- Activity Centres
- Urban Corridors
- Station Precincts
- Industrial Centres
- Green Network

Mirrabooka Town Activity Centre falls within the Central Sub-regional Planning Framework and is identified within the plan as a future growth area, given its activity centre status and its role as a major transit interchange.

For more information on the Central Sub-regional Planning Framework document, download a copy at [www.dplh.wa.gov.au](http://www.dplh.wa.gov.au)

.....  
Department of Planning, Lands and Heritage (2018), Central Sub-regional Planning Framework



## 9 Strategic Planning Framework

### 10.3 State Planning Policy 4.2 Activity Centres for Perth and Peel

In 2010, the Western Australian Planning Commission adopted State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2), to guide the future development of activity centres in the metropolitan area.

SPP 4.2 identifies the hierarchy of activity centres. It details their desirable form and function, and requirements for the preparation of activity centre plans. Mirrabooka Town Activity Centre is identified as a secondary centre in the hierarchy.

Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city's economy, and provide essential services for their catchment.

Importantly, SPP 4.2 supports the evolution of centres away from a typical homogeneous retail base, to better serve the needs of existing and future communities through a more diverse mix of commercial, employment and residential activities. The Mirrabooka Town ACP supports the intent and requirements for secondary activity centres under the State Planning Policy.

For more information on SPP 4.2, download a copy at [www.dplh.wa.gov.au](http://www.dplh.wa.gov.au)

.....  
Department of Planning, Lands and Heritage (2010), State Planning Policy 4.2 – Activity Centres for Perth and Peel



## 9 Strategic Planning Framework

### 10.4 Perth and Peel@3.5Million Transport Network

Released in 2018, Perth and Peel@3.5Million Transport Network outlines a vision and program for public transport investment and infrastructure to align with the growth expected as a result of the Perth and Peel@3.5Million initiative.

The fundamental principles of the transport plan are the integration of key activity centres with transport networks and the utilisation of urban transit corridors comprised of higher densities. The METRONET expansion of the city's rail network is an integral aspect of this future transport network. It will enable greater accessibility to metropolitan activity centres from all sub-regions.

Within the Central Sub-region, the future planning framework includes a network of high frequency/ high priority transit routes connecting to activity centres, upgraded station precincts and the CBD. The framework provides the basis for urban intensification projects within the City of Stirling and in particular the Mirrabooka Town Activity Centre.

For more information on the Perth and Peel@3.5Million Transport Network document, download a copy at [www.transport.wa.gov.au](http://www.transport.wa.gov.au)



Department of Transport (2018), Perth and Peel@3.5Million - Transport Network



## 9 Strategic Planning Framework

### 10.5 City of Stirling – Local Planning Strategy

The Local Planning Strategy for the City of Stirling was adopted by Council in September 2018. The strategy sets out the overall vision for the local government area and all key issues and growth patterns to be addressed over time.

Although most aspects of the draft strategy apply to guiding future planning and development of the Mirrabooka Town Activity Centre, there are a few key objectives and issue responses that are considered particularly pertinent, which are outlined in **Table 6**.

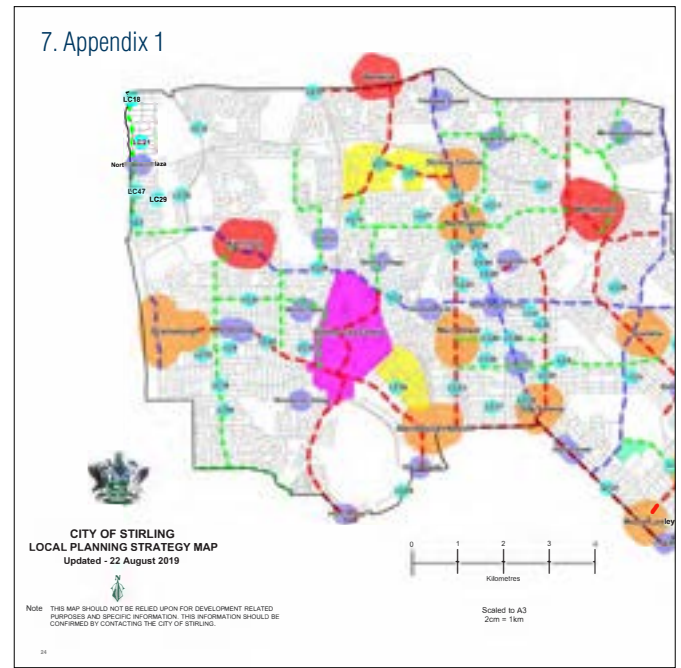
Within the draft strategy, Mirrabooka is identified as a Growth Area, with the potential to yield an additional 1,300 dwellings (assuming 85% take up rate) to meet Perth and Peel@3.5Million local government dwelling targets.

The following key recommendations are made specifically in relation to Mirrabooka Town Activity Centre:

- A shift from a development pattern currently characterised by clusters of similar land use types to a more diverse and intense mix of uses.
- Enabling a significant increase in housing opportunities within the Centre (providing more housing diversity than is currently provided by the predominantly single residential dwelling component).
- Providing appropriate locations for a wider range of businesses.
- Better integration of upgraded bus station with the Centre.
- Effective permeability through the Centre.
- Enabling greater employment within the Centre through an increased range of employment sectors.
- Supporting local and sub-regional economic self-sufficiency.

For more information on the Local Planning Strategy document, download a copy at [www.stirling.wa.gov.au](http://www.stirling.wa.gov.au)

.....  
City of Stirling (2019), Local Planning Strategy



## 9 Strategic Planning Framework

**Table 6** City of Stirling Local Planning Strategy objectives and responses

Strategic Objective	Strategic Response
<p>Living in or visiting our City should be a safe, comfortable and enjoyable experience</p>	<ul style="list-style-type: none"> <li>• Encourage development to adopt a main street style design approach to all scales of activity centres.</li> <li>• Ensure the future vitality of existing centres and provide for diversification of land uses within them.</li> <li>• Identify existing centres and their walkable catchments within the City and allow for the creation and growth of centres in under-represented areas (<b>Figure 36</b>).</li> <li>• Require development within activity centres to promote pedestrian accessibility, and support the need for public transport.</li> <li>• The City should address the needs of community members for high quality community facilities refer <b>Figure 37</b>)</li> </ul>
<p>Our success as a vibrant city will depend on building on our current prosperity</p>	<ul style="list-style-type: none"> <li>• Guide sustainable development to major activity corridors, activity centres and provide for improvements to the neighbourhood and local centres.</li> <li>• Ensure the future viability of centres by supporting a variety of uses within them, and by restricting spot commercial rezoning which does not adjoin identified centres.</li> </ul>
<p>Improve accessibility, ensuring residents can meet their education, employment recreation, service and consumer needs within a reasonable distance from their home</p>	<ul style="list-style-type: none"> <li>• Ensure high density development occurs in close proximity to public transport interchanges (<b>Figure 38</b>).</li> <li>• Reduce dependence on the private motor vehicle by supporting alternate transportation options (<b>Figure 39</b>).</li> <li>• Encourage pedestrian and cycling infrastructure within surrounding centres.</li> </ul>
<p>We should grow within the constraints placed on us by the environment in which we live</p>	<ul style="list-style-type: none"> <li>• Promote development that limits water and energy use.</li> <li>• Investigate and encourage density bonuses to promote higher-density developments that include diverse and affordable housing.</li> <li>• Ensure that public open spaces and recreational facilities are sufficient to and adaptable, in order to meet the various needs of the community.</li> <li>• Ensure strategic transport routes are complemented with appropriate adjacent development.</li> </ul>



Figure 36 Northern view of Mirrabooka Town (2015)



Figure 37 Community Facilities - Mirrabooka Community Hub (2020)



Figure 38 Higher density development in Town Centre (2020)



Figure 39 Alternative Transport Options - Mirrabooka Bus Station (2020)

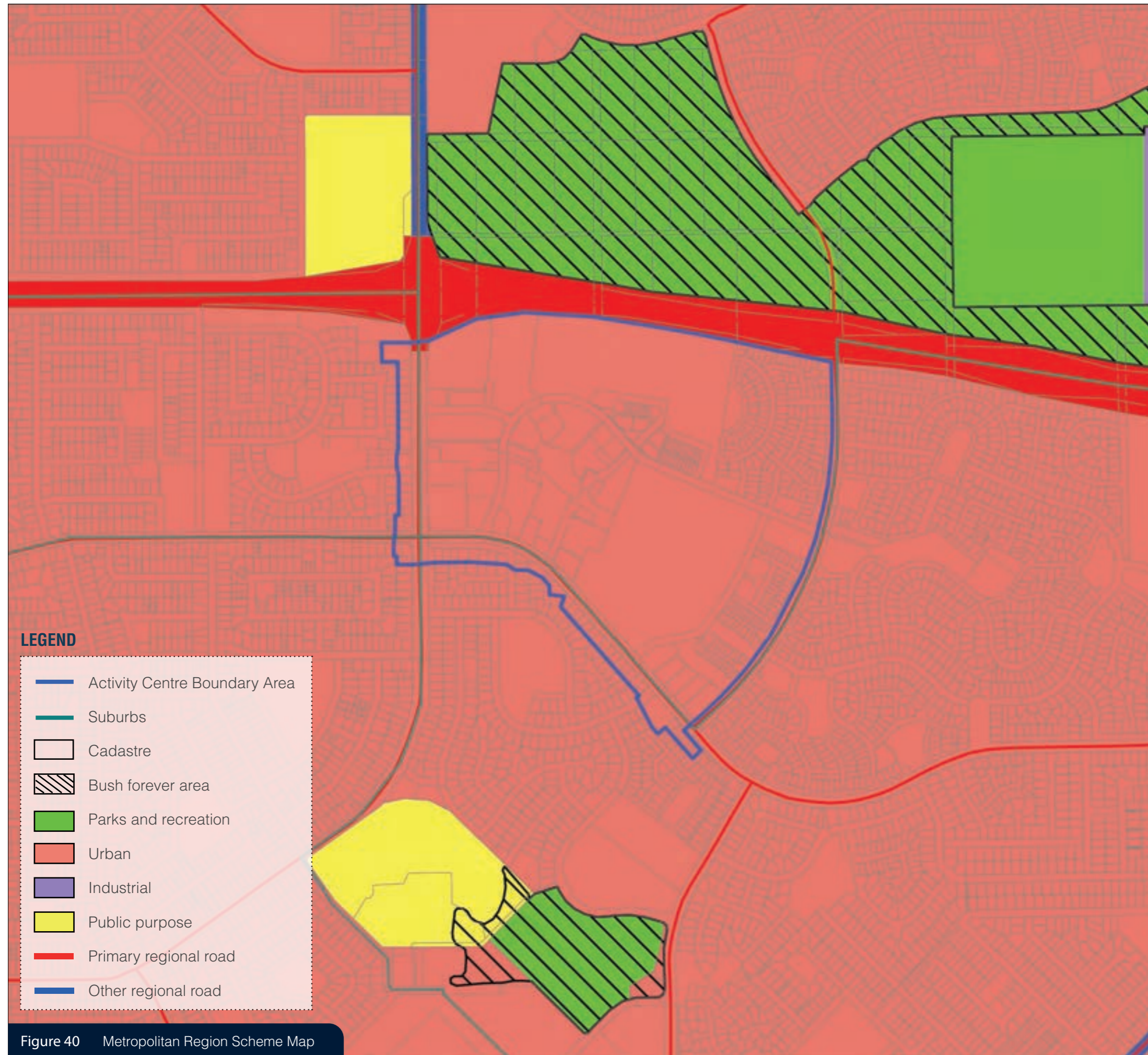


Figure 40 Metropolitan Region Scheme Map

## 11 Statutory Planning Framework

### 11.1 Metropolitan Region Scheme

The Mirrabooka Town Activity Centre is zoned 'Urban' under the Metropolitan Region Scheme (refer **Figure 40**), allowing for a range of residential, commercial, office and service industry based uses and local open space.

The northern boundary of the Activity Centre is bordered by the Reid Highway Primary Regional Roads reserve and is closely located to significant Parks and Recreation zones to the north.

### 11.2 City of Stirling Local Planning Scheme No. 3

In 2015 the area for the Mirrabooka Town Activity Centre was zoned 'Development' under Local Planning Scheme No. 3 (the Scheme) and sat within a Special Control Area.

In 2014, Amendment No. 29 was gazetted which had the effect of rezoning the Mirrabooka Town Activity Centre area to 'Development' zone.

A key Scheme objective for the Development Zone is to promote coordinated development through the application of a comprehensive Activity Plan or Structure Plan. Amendment No. 29 gave the statutory basis for the adoption of a structure plan/activity centre plan to guide development and subdivision within the Activity Centre. This process is outlined in **Figure 42** on page 50.

The 'Mirrabooka Town Centre Special Control Area' sits as an overlay above the underlying 'Development' zoning. The provisions for the Mirrabooka Town Centre Special Control Area are located in Part 6 of the Scheme and include objectives and planning requirements specific to the development of the Mirrabooka Town Activity Centre.

In 2016 Amendment No. 63 was gazetted to modify reciprocal access and parking provisions in the Scheme and to include new definition of public parking and short stay parking.

In 2018 Amendment No. 85 was gazetted to bring the Scheme provisions for Mirrabooka Town Activity Centre into conformity with the *Planning and Development (Local Planning Schemes) Regulations 2015*. A notable effect of the new Regulations was to change the status of Structure Plan or Activity Centre Plan provisions from having the force and effect of a local planning scheme to being instruments to which decision makers are to have 'due regard'.

The land within the Mirrabooka Town Activity Centre was also amended in the Scheme to be zoned and reserved to reflect that depicted in the then draft Mirrabooka Town ACP (Shown in **Figure 41**).

Several provisions from Part 1 of the Mirrabooka Town ACP are, therefore, also now contained in the Scheme.

These additional provisions are included under Part 6 (clause 6.8) of the Scheme and address matters relating to subdivision and development of land, various land use controls, car parking standards, urban design standards, public open space and public road requirements.

In January 2020 Amendment No.110 was gazetted which introduced a planning control into the Scheme to limit the ability to vary certain site and development standards in the Activity Centre and to change the permissibility of the Nursing Home use in the Mixed Use zone to discretionary.

### 11.3 Mirrabooka Town Activity Centre Local Development Plan

In December 2015, the City of Stirling adopted a Local Development Plan for the Mirrabooka Town Activity Centre in accordance with clause 6A.16 of the Scheme and the Deemed Provisions of the *Planning and Development (Local Planning Scheme) Regulations 2015*. The Local Development Plan provides the built form controls for the Activity Centre and is to be applied in conjunction with the provisions of the Mirrabooka Town ACP and the City of Stirling Local Planning Scheme.

The Local Development Plan includes a series of built form controls to support the objective of delivering a more compact, urban environment. This includes provisions to generate the following outcomes:

- A greater mix, integration and intensity of land uses;
- Activated and vibrant streets;
- Improved centre legibility and connectivity;
- Diversified housing options; and
- Attractive streetscapes that make great environments for walking.

The Local Development Plan applies a form-based code approach to the built form that focuses on the interface between the private buildings and the public realm. This approach recognises the significant role that building frontages perform in defining and engaging with the public realm to create vibrant streets and civic spaces within urban centres.

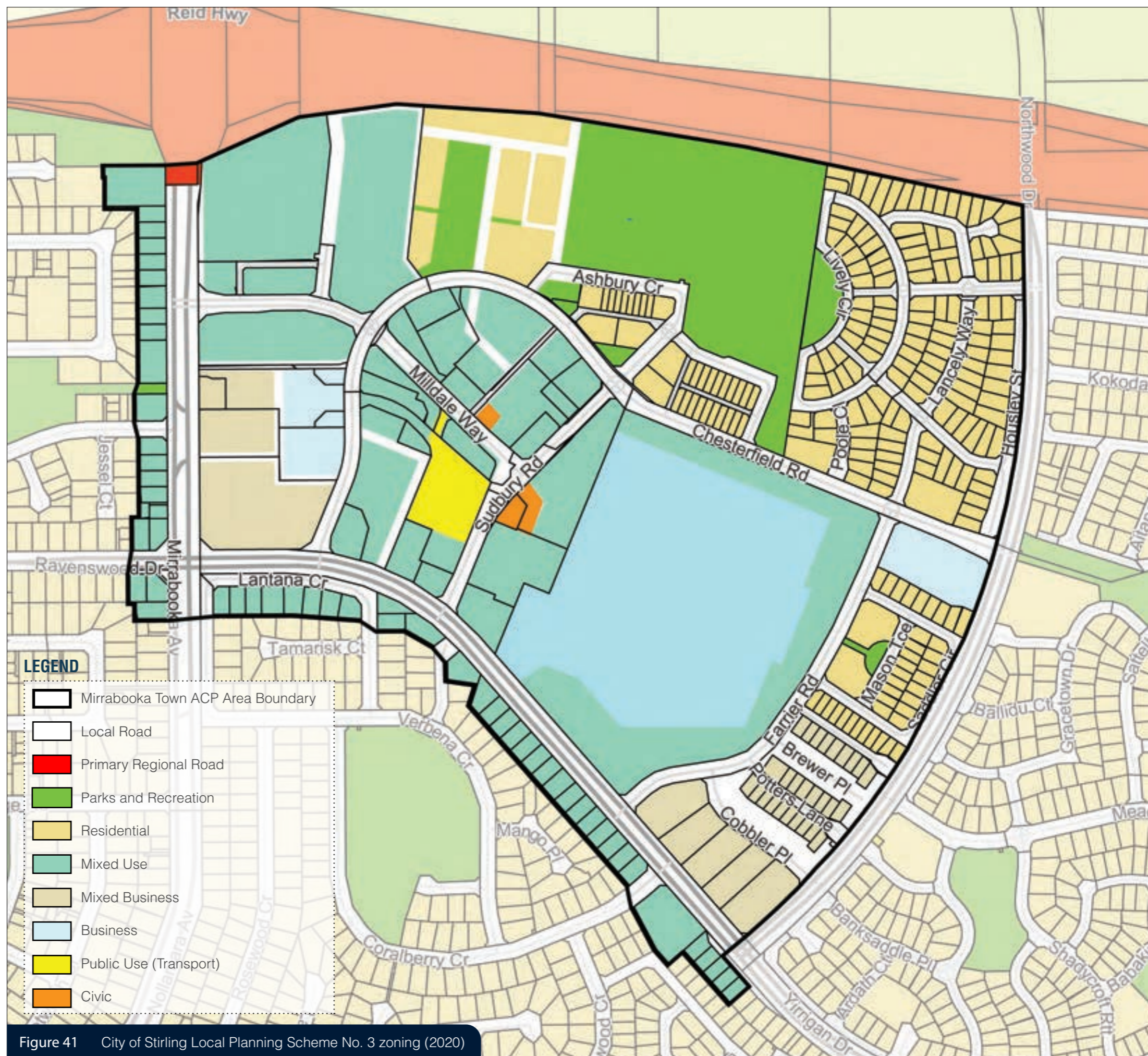


Figure 41 City of Stirling Local Planning Scheme No. 3 zoning (2020)

## 12 Planning Process

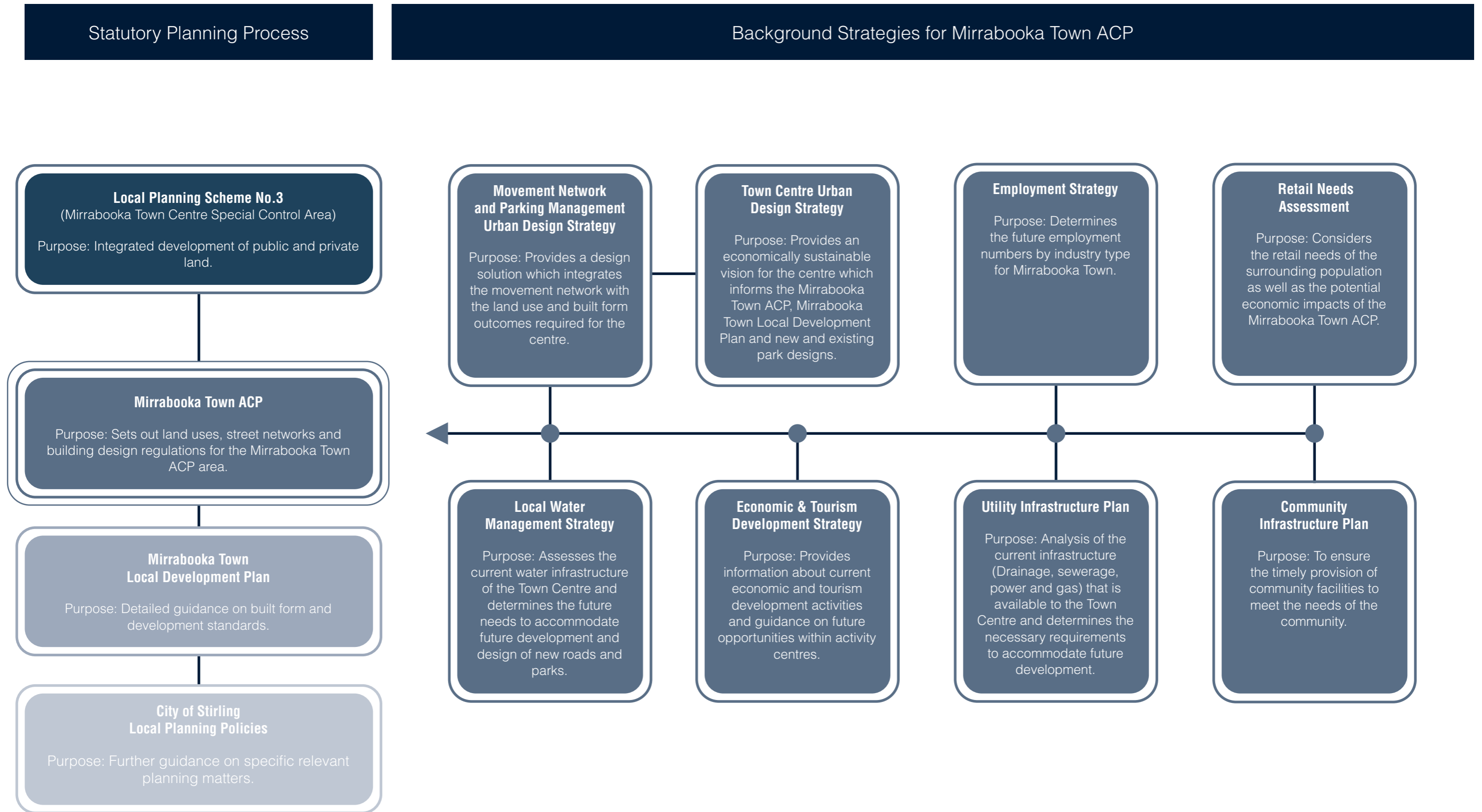


Figure 42 Statutory Planning Process and Background Strategies

## 13 Existing Site Conditions

### 13.1 Natural Environment

#### 13.1.1 Landform and Soils

As the Activity Centre is already well developed, the natural landform has been significantly modified. There are two man-made lakes located within the existing pedestrian access way slightly west of the core of the Activity Centre. The north-west portion of the Activity Centre area has been cleared of vegetation and contains a small amount of regrowth. The area is predominantly underlain by pale and olive sands of the Tamala Limestone Formation.

The Mirrabooka Town Activity Centre contains two topographic features of note, being an incline on the eastern portion of the area and a depression leading down to the lake. The incline begins at Yirrigan Drive and continues to Chesterfield Road where the land declines to approximately the same level as the remainder of the Activity Centre. Although not natural, the second topographic feature is the water body adjacent to the bus station. The land was previously excavated to create a steep slope down to this feature. Other than these two features the Activity Centre is mostly flat.

#### 13.1.2 Groundwater and Surface Water

A review of the existing site characteristics and possible development impacts has confirmed that the centre is not heavily constrained from a water perspective. The key existing groundwater and surface water characteristics are:

- There are no Water Corporation main drains in the Activity Centre area;
- It is estimated that there would be an increase in runoff of approximately 15% within the Activity Centre area due to a proportionate increase in impervious area.
- The Perth groundwater level within the Activity Centre area ranges between 23 and 24.5 AHD, or approximately 40 metres below ground level.
- The Activity Centre area is characterised by moderate to high soil permeability with limited groundwater influence, providing lots the opportunity to use soakwells with limited need for direct connection to the drainage system.
- There are currently four existing licences to extract groundwater at nine different draw points in the Activity Centre area.
- Groundwater salinity in the Activity Centre area is typically in the range of 0 to 500mg/L and is considered to be sufficiently good quality for irrigation of public and private open space without treatment.

#### 13.1.3 Environmental Constraints and Site Contamination

There is an existing fuel service station located on the corner of Farrier Road and Yirrigan Drive. This site will need to be remediated in accordance with Department of Environment Regulation requirements if future redevelopment was to occur.

## 13 Existing Site Conditions

### 13.2 Heritage

#### 13.2.1 Indigenous Heritage

A search of the Department of Aboriginal Affairs Aboriginal Heritage Sites Register showed that sites of significance exist within a short distance of the Activity Centre but no sites had been entered relating to the Activity Centre itself.

To the best of the City's knowledge, the revitalisation of the Mirrabooka Town Activity Centre does not involve any heritage implications.

#### 13.2.2 European Heritage

A search of the Heritage Council of Western Australia's database yielded no places of heritage significance.

The City of Stirling has identified three Heritage Protection Areas within its local government area being the Inglewood, Mount Lawley and Menora Heritage Protection Areas, none of which apply to the Mirrabooka Town Activity Centre.

In addition, the City of Stirling maintains a Municipal Inventory. There are no places of significance within the Mirrabooka Town Activity Centre that appear on that register.



Figure 43 Street Art in Mirrabooka - Yirrigan Drive (2020)

## 13.3 Services

### 13.3.1 Communications

Existing Telstra telecommunications services are available within the vicinity of the site in the following locations:

- Along the northern side of Chesterfield Road;
- To every lot in the residential area between Livery Circle and Northwood Drive, and Northwood Drive and Farmer Road;
- Along the northern side of Yirrigan Drive; and
- Along the western side of Mirrabooka Avenue.

Amcom telecommunications have optic fibre serving the shopping centre and other businesses with a requirement for a high speed broadband connection.

### 13.3.2 Electrical Power

Western Power is the service authority responsible for providing electricity within the Activity Centre area. Electrical power services are currently available as follows:

- Existing 132KV high voltage overhead transmission lines run along the northern boundary of the area along Reid Highway; and
- Existing high voltage single phase and 3 phase high voltage distribution lines lie within the study area.

There are currently Western Power substations located at Arkana and Malaga, approximately 1.4km west and 2.9km north east respectively from the Activity Centre area.

### 13.3.3 Gas

ATCO gas is the service authority for gas within the Activity Centre area. Existing gas infrastructure is available within the area and services every proposed block, except for those along Milldale Way and the proposed extension through to Sudbury Rd.

### 13.3.4 Water

The Activity Centre area is well serviced by water mains. The major trunk line is a 225mm diameter pipe, however it should be noted that some of the water reticulation pipes in the area are asbestos cement and are fragile and should not be exposed unnecessarily.

### 13.3.5 Sewage

Water Corporation is responsible for all sewer reticulation in Western Australia. The sewer main servicing the area is a D225 main running west to a pumping station approximately 200 metres west of Mirrabooka Avenue. This pumping station lifts the waste to a low gradient D300 main that continues west through the back of adjacent residential lots.

### 13.3.6 Drainage

Currently, each property is responsible for its own stormwater drainage, and this is primarily by soakwells.

A large drain carries all the stormwater collected in the Activity Centre area under Reid Highway and into a basin in the open space reserve to the north. Another smaller basin is located south of the area on the corner of Yirrigan Drive and Dianella Drive.

## 14 Mirrabooka Town ACP

### 14.1 Mirrabooka Town ACP

With development of the Mirrabooka Town Activity Centre, there will be improved opportunities for the Centre's local and regional catchment populations. The Centre will embrace its secondary centre classification by:

- Introducing new public transport and road connections;
- Modernising the zoning on vacant and underutilised land;
- Introducing high quality public open space areas that fit the diverse urban setting;
- Implementing quality built form guidelines to complement zoning in the study area; and
- Working with the City of Stirling Economic Development team to facilitate high quality building, public space and place making opportunities.

Improving Mirrabooka Town Activity Centre will take time and effort. The following principles should be supported by landowners, and the State and Local government in order to reach this vision:

- The current and proposed public transport infrastructure should support new development on vacant and underutilised land. It must operate seamlessly with the land use intentions of the centre.
- High quality urban buildings and public spaces must meet the current and future needs in Mirrabooka, and reflect the diverse community that visits the place everyday.
- Local businesses and non-profit organisations should be supported as the place transitions, by providing new opportunities to operate in the centre.
- The physical relationship between the Mirrabooka Square Shopping Centre and the emerging 'Main Street' and transit interchange to the west is to be enhanced.
- More people are to be encouraged to live in Mirrabooka Town Activity Centre through better housing options for locals and a stronger sense of community within the centre.



Figure 44 Aged Care Facility - Corner Milldale Way and Mirrabooka Avenue (2020)

The key elements of the Mirrabooka Town ACP are shown in **Figure 45** and listed below in detail:

- Consolidation of lots into larger sites that have the potential to be developed according to an overall vision while creating a fine grain urban fabric from within.
- Additional road corridors to allow greater pedestrian and vehicular permeability through the site.
- Introduction of areas of Mixed Use and Mixed Business zoning to encourage higher density living in the Activity Centre to activate business areas outside of work hours.
- Restructuring of public open space to create parks and civic space with defined functions and purpose within the Activity Centre.
- Retention of existing established residential areas to the north east of the Mirrabooka Town ACP area.
- Retention of the Herb Graham facility and associated district park.
- Wrapping of Mirrabooka Square Shopping Centre with Mixed Use development to activate edges of mall and surrounding streets.
- Aged care facility in the north west corner of the Mirrabooka Town ACP area (**Figure 44**).
- The long term development of the existing WA Softball Centre site with high quality, medium to high density residential development.



Figure 45 Mirrabooka Town ACP with indicative building footprints shown

## 14 Mirrabooka Town ACP

### 14.2 Land Use

A key component of the Mirrabooka Town ACP involves modernising the zoning that currently apply to this area. The Mirrabooka Town ACP proposes:

- Mixed Use zones that allow for greater flexibility in building uses, with supporting design guidance achieved through the Local Development Plan. The Mixed Use land use sectors are focussed primarily around existing urban streets and in proximity to public transport infrastructure.
- Opportunities for Residential uses in all land use sectors (other than Civic) to facilitate population growth in the Activity Centre whilst providing opportunities to maintain Mixed Business uses (albeit in a form that is more sympathetic to a secondary centre environment).
- Residential zoning and Public Open Space over the WA State Softball Centre to encourage its long term redevelopment for housing that will complement the existing bus interchange. Any change to current softball operation would require continued discussions with Softball WA and the Department of Local Government, Sport and Cultural Industries.
- Mixed Use zoning around the Mirrabooka Square Shopping Centre to encourage an improved interface with surrounding public streets and the Mirrabooka Town Square.

Figure 46 shows the allocation of land use sectors across the Mirrabooka Town ACP area.

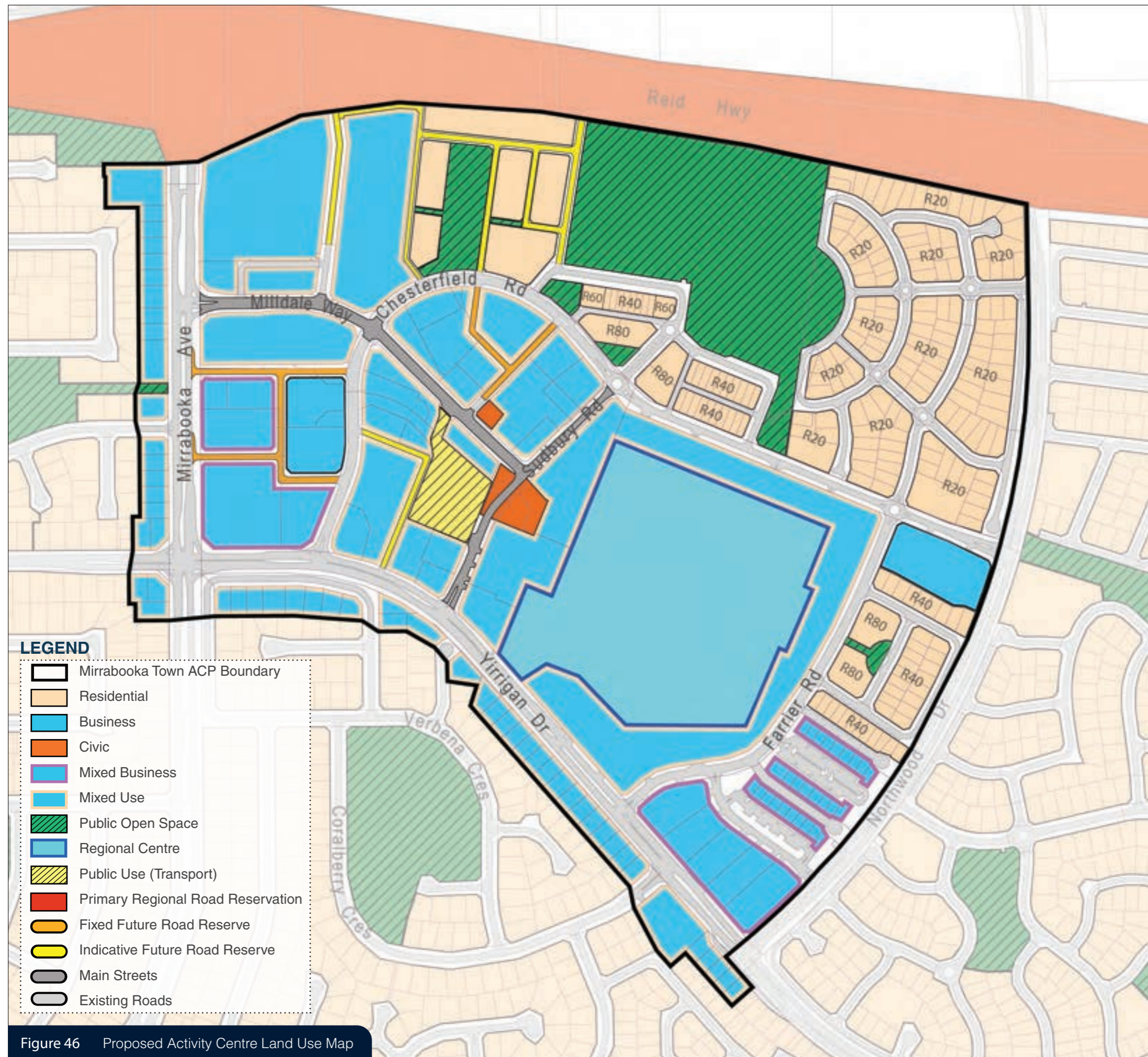


Figure 46 Proposed Activity Centre Land Use Map

14.2.1 Points of Activity

The area between the Mirrabooka Bus Station and Mirrabooka Town Square is expected to be the main activity node within the Activity Centre. This space will be the most popular arrival point for visitors and offer a generous civic area for community activities. The Milldale Way 'main street' typology (shown in **Figure 47**) offers a secondary node, where street-level retail will provide activation that will add to its vibrancy.

14.2.2 Potential Redevelopment Yields

A detailed analysis has been undertaken by MacroPlan Dimasi in 2014 to establish the residential population and level of retail, commercial and 'other' floorspace that can potentially be accommodated within the Activity Centre. The findings from this analysis are provided in **Table 7**.

Table 7 Floorspace and population forecasts to 2031		2011	2021	2031
<b>Floor space</b>				
Retail		51,320m <sup>2</sup>	58,010m <sup>2</sup>	74,549m <sup>2</sup>
Commercial		14,600m <sup>2</sup>	16,400m <sup>2</sup>	33,280m <sup>2</sup>
Other		32,120m <sup>2</sup>	36,920m <sup>2</sup>	74,560m <sup>2</sup>
Total		98,040m <sup>2</sup>	111,330m <sup>2</sup>	196,220m <sup>2</sup>
<b>Dwellings</b>				
		661	1,010	2,101
<b>Population</b>				
		1,942	2,416	4,750
<b>Jobs</b>				
		2,197	3,282	5,743



Figure 47 Milldale Way 'Main Street' (2020)

## 14 Mirrabooka Town ACP

### 14.2.3 Mandatory Residential

**Figure 48** identifies land within the Mirrabooka Town Activity Centre that will require a mandatory component of residential development as part of any new building development on that land.

The intention of these requirements is to ensure that a residential population is accommodated in proximity to the transport services and other infrastructure and facilities available within the Activity Centre. An activity centre resident population will benefit from the local conveniences and contribute to the Activity Centre's vibrancy and prosperity, including adding to the level of activity outside normal business hours.

For the unhatched areas in **Figure 48** that are identified as 'Mandatory Residential for New Development' a minimum 50% of the gross floor area of the development will be required to be allocated for residential use.

For the hatched areas that are identified as 'Mandatory Residential for New Development Above Three Storeys', a minimum 20% of the gross floor area of the development will be required to be allocated for residential use.

These minimum standards are incorporated into the Scheme and are reflected in the Local Development Plan standards. The Local Development Plan will address potential amenity issues associated with mixed-use development including management of potential noise and odour impacts.

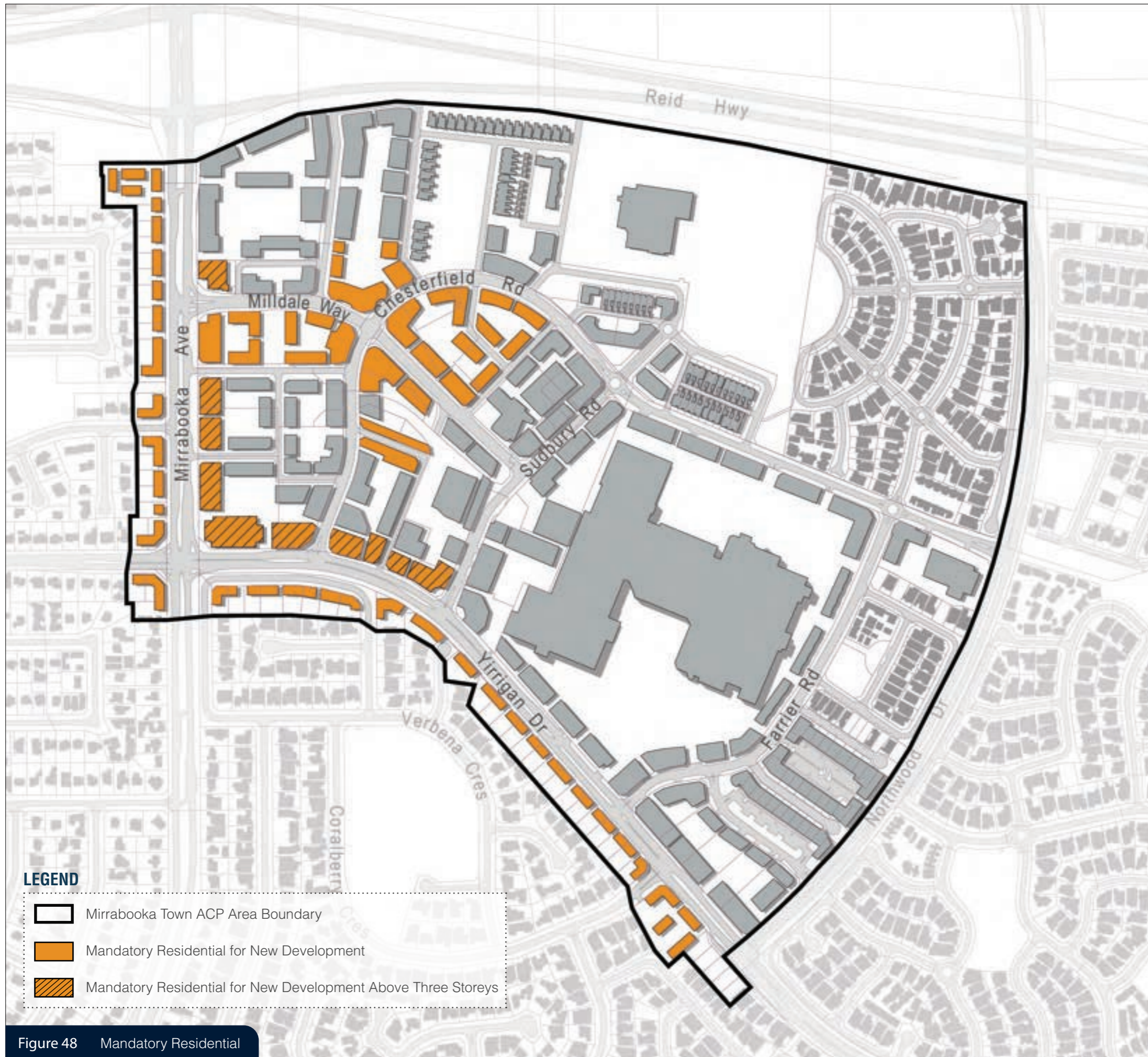


Figure 48 Mandatory Residential

14.2.4 Expansion of Existing Shopping Centre

State Planning Policy 4.2 - Activity Centres for Perth and Peel requires land use targets to be achieved in Activity Centres. The objective is to create mixed use centres from the internalised mall with retail-only uses (typified in **Figure 49**), to that which includes retail, commercial, entertainment, civic and residential uses. The policy also encourages retail and other active uses on the ground level where street activation is desirable.

To promote a mix of retail and non-retail uses within the Activity Centre that contributes to the activation of key streets, new development associated with the expansion of the Mirrabooka Square shopping centre on Lot 507 and Lot 500 will require new development to address the streetscape along the lot boundary at a nil setback in accordance with clause 6.8.10 of the Scheme. **Figure 50** shows the location of additional floorspace.



Figure 49 Mirrabooka Square major tenants (2020)



Figure 50 Street Framing Development

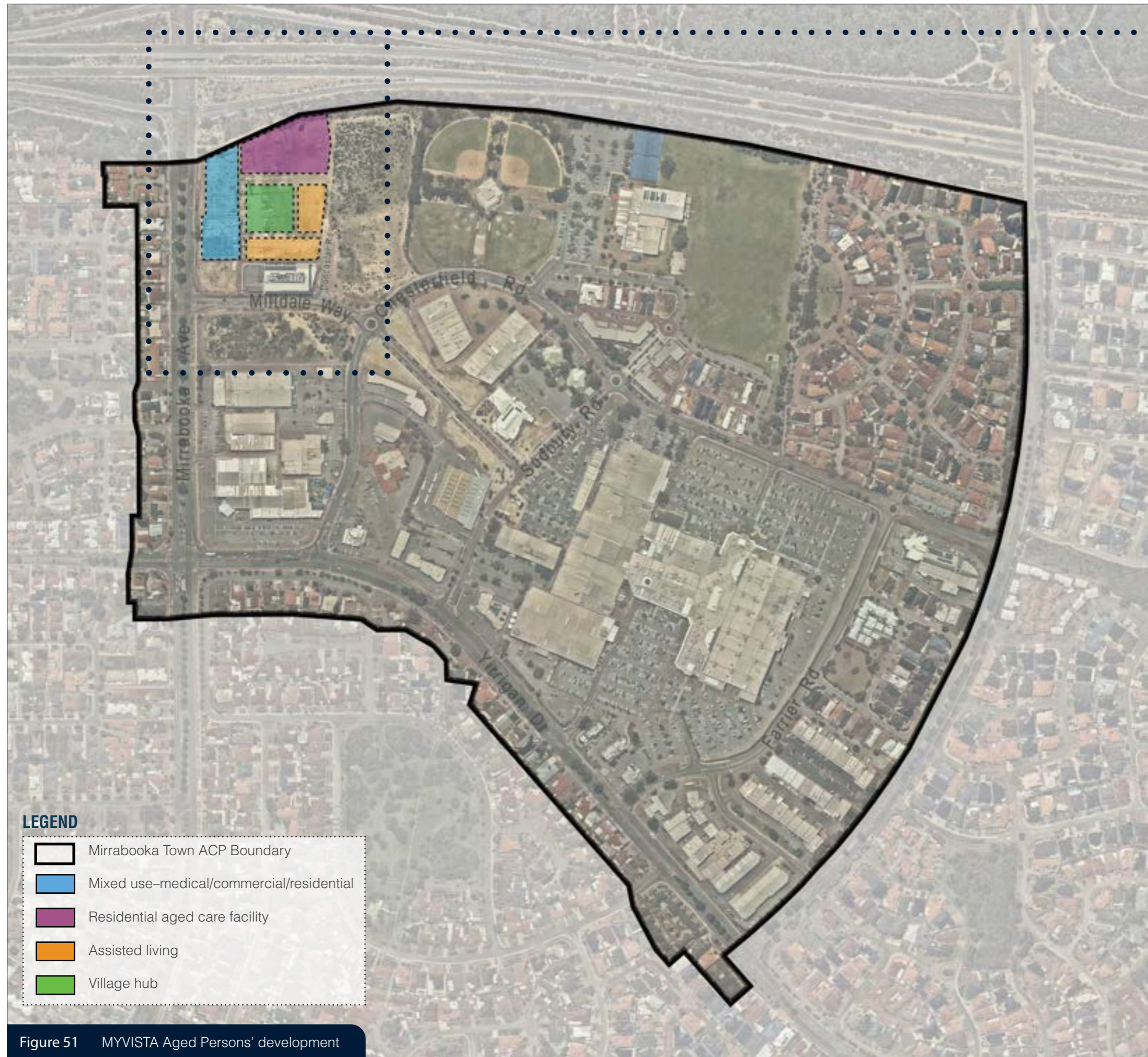


Figure 51 MYVISTA Aged Persons' development

## 14 Mirrabooka Town ACP

### 14.2.5 WA Department of Health Land

MYVISTA acquired Lot 601 (No. 54) Mirrabooka Avenue (refer **Figure 51**) from the WA Department of Health in 2015 to provide aged persons accommodation and residential aged care for the wider Stirling Community. The development which is already underway (**Figure 52** and **Figure 53**), is being constructed in stages and incorporates a mix of residential apartments and care facilities, associated amenities, ancillary uses, administration offices, and health support facilities.

Upon completion the development is envisaged to comprise four major components:

- Mixed use building incorporating residential, retail and medical including primary and allied health care available for MYVISTA residents as well as the general public (currently underway - DA17/1016);
- Residential aged care facility incorporating high care and dementia care services;
- Assisted Living retirement village incorporating aged care and ageing in place home care services; and
- Village hub comprising a central open space area, incorporating high quality landscaping for passive recreational, BBQ areas, and community events.

It is envisaged the height of development will generally be consistent with the Mirrabooka Town ACP (2-5 storeys), with the potential to incorporate higher 'tower' elements of up to 8 storeys on podiums within the mixed use portion.



Figure 52 Aged care facility (2020)

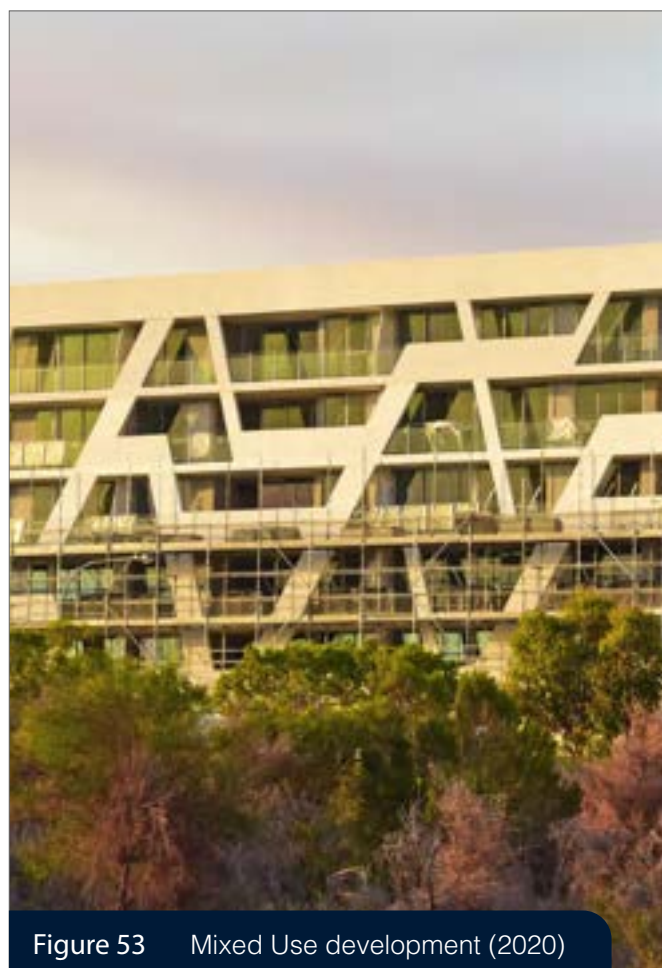


Figure 53 Mixed Use development (2020)

## 14 Mirrabooka Town ACP

### 14.2.6 WA Softball Centre Redevelopment

The Mirrabooka Town ACP proposes the redevelopment of the WA Softball Centre. This area is currently fully fenced and not accessible to the general public. Given the specific use of the site, the area is only activated at certain times.

The land presents a potential residential redevelopment site (shown indicatively in **Figure 54**), that would provide increased housing supply, housing diversity, population and additional public open space to the Mirrabooka Town Activity Centre.

The Mirrabooka Town ACP proposes to permit residential uses on approximately 75 percent of the site with approximately 25 percent being set aside for public open space. The intention is to relocate the WA Softball Centre to an alternative location in the long term.

As a function of the Mirrabooka Town Activity Centre Working Group, Development WA was requested to consider a potential relocation strategy for the WA Softball Centre.

Development WA analysis produced the following considerations:

- The current Softball WA site provides the opportunity to develop a large infill medium density development site within the Mirrabooka Town Activity Centre.
- Development of this site will provide greater density and critical mass of population to assist in activating Mirrabooka Town Activity Centre.
- Development would also stimulate economic drivers within the broader Mirrabooka catchment through the resulting development outcomes.
- Preliminary estimates for both a new facility and redevelopment of the existing site will need to be undertaken.
- The current Softball WA site is owned freehold by the City of Stirling, and in 2015 was zoned 'Development' under the Local Planning Scheme and 'Urban' under the Metropolitan Region Scheme which reduces zoning and tenure risk.
- There is a lease until 2021 on the site with an option for a further extension of 10 years. No redevelopment of the site is anticipated before this date.

Any change to current Softball operation will require the City of Stirling to engage with key stakeholders such as Softball WA, Department of Local Government, Sport and Cultural Industries and the Western Australian Planning Commission. The redevelopment of the WA Softball Centre will only proceed if a suitable alternative location is found and deemed appropriate for Softball WA.



Figure 54 Indicative residential development on the existing WA Softball Centre

## 14 Mirrabooka Town ACP

### 14.3 Built Form

Built form within the Mirrabooka Town Activity Centre is controlled in part by the R-Codes and the Mirrabooka Town Activity Centre Local Development Plan. They set building heights, setbacks, ground floor design elements, car parking location, and suggests preferred land uses at various building levels.

These standards control the built interface between the private and public realms, ensuring an appropriate urban design outcome while allowing considerable flexibility to cater to a range of uses and development configurations within each site.

The general approach is to allow taller buildings along larger streets to match the scale, and also in certain locations of prominence. Smaller buildings are recommended along more intimate community oriented streets.

**Figures 55 - 57** are conceptual from 2015, and are included to illustrate the relative height/scale, massing and spatial arrangement of the built form within the Activity Centre.

In general, the development controls of the Local Development Plan are underpinned by the following design principles:

- Building height should be proportionate to the width of the adjacent street to ensure appropriate scale and spatial enclosure (facade types control minimum/maximum heights for each site).
- Taller buildings are allowed on larger parcels that can accommodate sufficient parking to support more intensive development.
- An appropriate ground floor interface is critical to ensure activation along retail streets and sufficient privacy protection in residential areas.
- Buildings can be taller near public open space as this provides amenity and 'breathing space'.
- Development control should be as flexible as possible – while still achieving crucial interfaces to allow the Activity Centre to grow organically over time.
- Upper levels of buildings should be well-articulated with generous fenestration to ensure the development of an attractive Activity Centre.



Figure 55 Indicative built form - Sudbury Rd



Figure 56 Indicative built form - Milldale Way



Figure 57 Indicative built form of Mirrabooka Town

## 14 Mirrabooka Town ACP

### 14.3.1 Street Activation

The treatments applied to building interfaces will vary across Mirrabooka Town Activity Centre depending on the character intended for the particular street. On the identified main streets and the connection to the potential future train station, a high level of activation and interaction at ground level is appropriate. The development standards in these areas require a high level of glazing, frequent entries, weather cover for pedestrians and on-street parking nearby. Likely land uses for these locations include retail, dining, commercial and entertainment.

In other areas, a lower level of street activation is envisaged. In these areas, requirements for glazing, entries, weather cover and on-street parking are reduced accordingly to fit with the intended ground floor uses. Land uses would tend to be commercial, showroom and office.

In areas where residential is envisioned as the primary use, street activation is not the target. In these cases, the standards are focused on preserving privacy and promoting passive surveillance.

**Figure 58** illustrates the intended activation levels for Mirrabooka Town Activity Centre.

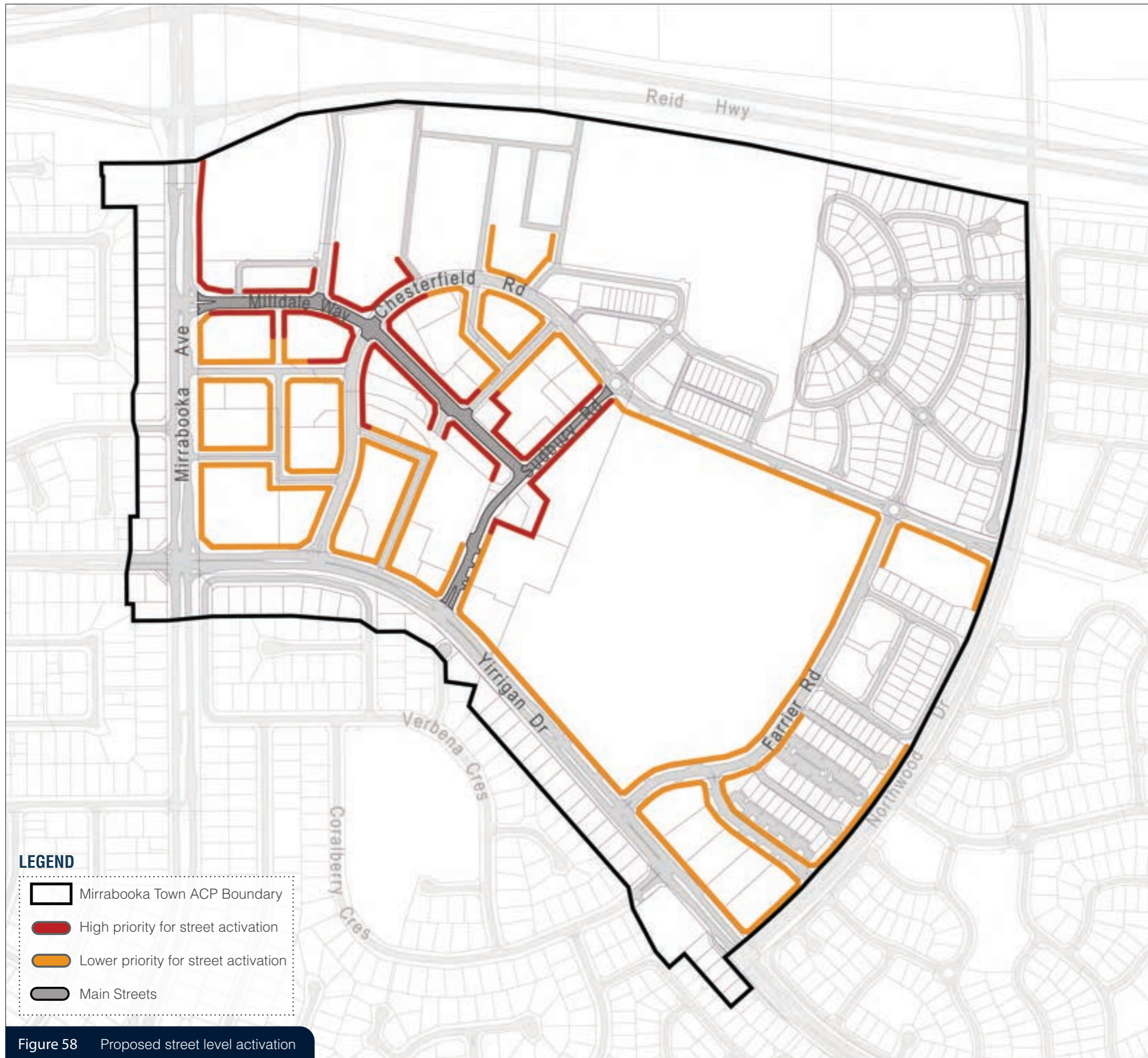


Figure 58 Proposed street level activation

14.3.2 Indicative Building Heights

Building heights have been considered across the Mirrabooka Town ACP area, with the maximum permissible building heights outlined in detail on **Figure 59**. The realisation of these maximum building heights requires compliance with the Local Development Plan.

Eight storey development is proposed in strategic locations to provide flexibility for, and to facilitate the achievement of residential and employment targets for the Activity Centre. These areas are typically abutting major roads such as Mirrabooka Avenue and Yirrigan Drive.

In conjunction with the mandatory residential requirements of the Mirrabooka Town ACP, some areas will require a mandatory residential component for developments over 3 storeys (see **Part 1 - 8.2 b**).

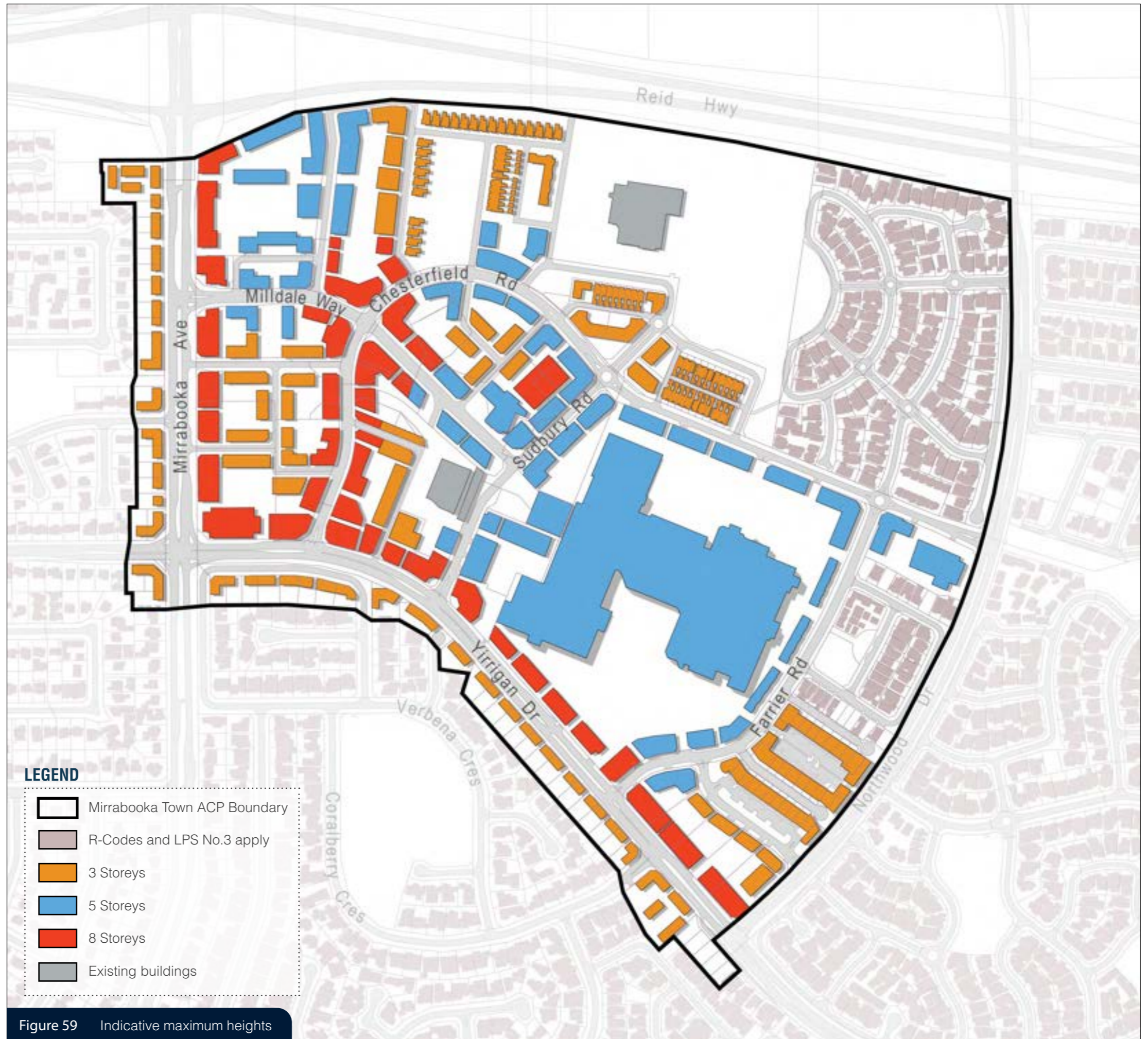


Figure 59 Indicative maximum heights

## 14 Mirrabooka Town ACP

### 14.4 Public Realm and Open Space

Quality public realm and open space will feature strongly in the renewal of the Mirrabooka Town Activity Centre, complementing the increased densities expected.

The total area covered by the Mirrabooka Town ACP is 83ha and a total of 8.9ha of public open space is proposed comprised of 8ha of existing and 0.9ha of planned open spaces. The resulting provision of public open space is 10.72% of the Mirrabooka Town ACP area which is greater than the 10% required as part of Liveable Neighbourhoods. In addition, there is 0.3ha of civic space in the form of a Town Square and Library Square.

There are a number of existing established spaces: some well-appointed with the ability to serve future populations; others in need of enhancement or redevelopment.

Public open spaces perform different roles in meeting the needs of communities. They can be places to:

- Meet others;
- Hold public or semi-public events;
- Recreate casually (i.e. walking a pet, playing informal games);
- Recreate formally (i.e. organised sports);
- Socialise, dine and relax;
- Provide important habitat for local plant and animal species, and connect habitat with existing bushland areas (like the Mirrabooka Bushland, Cottonwood Reserve and Yokine Reservoir); and
- Help regulate the temperature of built up areas - known as the 'heat island effect'.

These spaces take many different physical forms, including specifically designated areas, and passive 'in-between' spaces along streetscapes, or swales, detention basins and rain gardens. Public realm and open spaces are zoned into the following categories as shown on the plan:

- Civic Space (district urban spaces);
- Public Open Space (district, village, local, neighbourhood spaces); and
- Indicative Future Pedestrian Laneways (not counted in POS area calculation).

**Figure 60** illustrates the proposed open space network for the Mirrabooka Town Activity Centre.

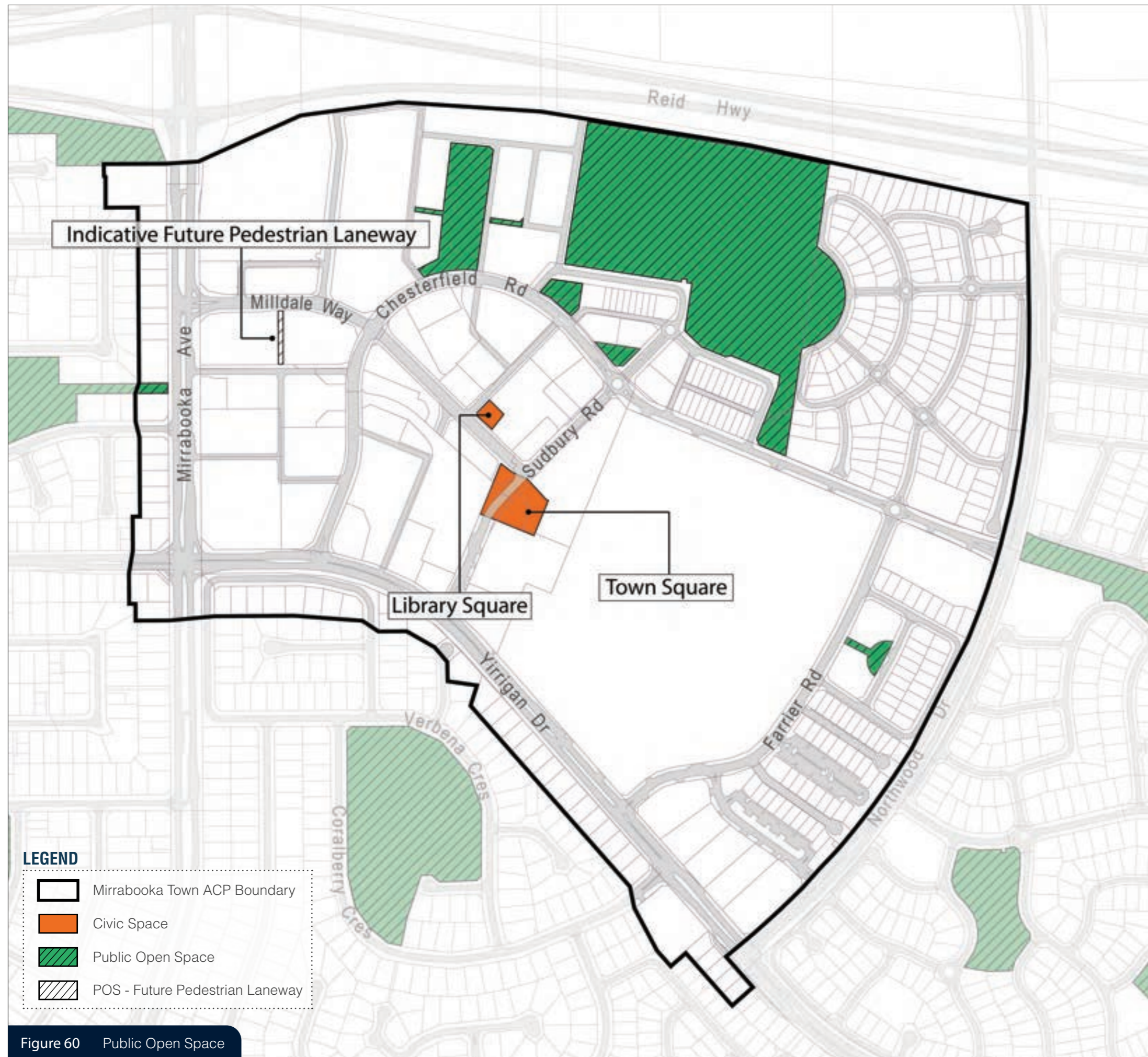


Figure 60 Public Open Space

14.4.1 Placemaking and Management

The landscape experience in Mirrabooka, however well designed, must consider placemaking as a central focus to encourage community pride and engagement, in order to make the centre more vibrant, safe and sustainable. Without appropriate placemaking and management the vision and initiatives set up for Mirrabooka Town Activity Centre would not be able to be implemented effectively.

A place management strategy will need to be developed as part of the implementation strategy for the Mirrabooka Town Activity Centre. This will entail identification of programmable places within the Activity Centre to attract and facilitate events that draw visitors and provide stimulus for local businesses similar to the Mirrabooka Community Markets event shown in **Figure 61**.



Figure 61 Mirrabooka Square activation (2020)

14.4.2 Recreational Spaces

Herb Graham Recreation Centre (and adjacent playing fields) and the WA Softball Centre provide regional active recreation opportunities within Mirrabooka Town Activity Centre. The WA Softball Centre is accessible to members of the State association and visitors to sporting events, so the relationship it has with the surrounding community is not as strong as the Herb Graham Recreation Centre (shown in **Figure 62**).

The Mirrabooka Town ACP proposes the enhancement of Herb Graham Recreation Centre to reflect the needs of the growing community. Future options for the Softball WA Centre include a rationalisation of public open space on the site and the site's redevelopment for residential use subject to a strategy for the longer term relocation of softball facilities.



Figure 62 Herb Graham Recreation Centre (2020)

14.4.3 Urban/Civic Space (Town Square)

A traditional town square is usually located at the convergence of commerce and transport facilities. It is a place where business can occur, and community ideas can be shared. The role of the town square is now less commercial than it was, but these places still play a very important role in connecting the community — defining the 'heart' of the place.

The future Mirrabooka Town Activity Centre will provide more opportunities for people to live and work in the area, so the town square must provide places for people to meet, relax, play and trade. The proposed expanded Town Square (indicative concept in **Figure 63**) has dimensions appropriate for markets and events, which is crucial to provide activity.

It is recommended that the existing office building to the south of the civic square be re-developed to front the street and the square, providing out of hours activation and opportunities for diversifying its function.



Figure 63 Indicative concept - Civic Town Square

14.4.4 Local Spaces

Local parks within the Mirrabooka Town Activity Centre may include the following elements:

- Small children's playground;
- Seating and park furniture;
- Community spaces (communal gardens); and
- BBQ/picnic nodes.

An example of some amenities listed above is shown in **Figure 64**.

These areas will provide for predominantly passive, with some informal active recreation. BBQ nodes will be provided to encourage community interaction.

These public open spaces not only form a recreational function, but also provide permeability through the site by allowing links between built up areas. They also provide spaces and amenity for the benefit of surrounding high density development.



Figure 64 Robinson Reserve Tuart Hill (2020)

## 14 Mirrabooka Town ACP



Figure 65 Library Square - Wandjoo Garden and Public Art

### 14.4.5 Privately Owned Publicly Accessible Space

The provision of privately owned, publicly accessible open space areas is encouraged to be provided as part of the Centre redevelopment.

The opportunity to create such spaces will be made available to development sites that are partially or wholly zoned 'Mixed Use' or 'Mixed Business', provided that the proposed space meets all of the following criteria:

- The privately owned, publicly accessible space is both highly visible and directly accessible from an adjacent local road reserve;
- The privately owned, publicly accessible open space has an effective total area of not less than 400m<sup>2</sup>;
- The privately owned, publicly accessible open space area is to be drained, developed and landscaped to a high quality to the satisfaction of the City of Stirling, and maintained to this standard at the cost of the relevant landowner for the life of the related development.

### 14.4.6 Neighbourhood Park

The neighbourhood park is to replace the function of the existing central lake public open spaces (replaced by the Milldale Way road extension).

It will provide a recreational space for surrounding residents and the broader community alike. It is proposed to have a mix of informal active areas, passive recreation/picnic nodes, a large playspace and a central water feature retaining existing stormwater on site.

The space is surrounded by roads to ensure good surveillance and frontage of attached residential properties

The neighbourhood park has strong connections to the Activity Centre and to the district open space. An indicative concept is shown in **Figure 66**.



Figure 66 Indicative Concept - Neighbourhood Park

14.4.7 Swales, Detention Basins and Rain Gardens.

Water Sensitive Urban Design principles can be integrated into the future Mirrabooka Town Activity Centre in a number of ways:

- The widespread use of local native species with lower water requirements.
- Soil amendments will be incorporated at planting to help plants use available water most efficiently.
- Stormwater is treated onsite through swales and detention basins. Minor grading and earth shaping will concentrate stormwater into landscaped areas (shown in **Figure 67**).
- Landscaped areas will be mulched to help manage soil temperature and moisture levels.
- Hydro zoning of planted areas.
- Utilisation of new public open space with integrated water sensitive urban design areas for neighbourhood catchment treatment.



Figure 67 Streetscape Swale - Milldale Way (2020)

14.4.8 Streetscapes

Quality streetscapes are integral to the public realm (**Figure 68**). They provide unity and connection within the urban fabric. The street verge provides pedestrian space and in some circumstances provides alfresco areas, seating opportunities, bus stops and public art. High quality streetscapes are equally important as public open space within a development because they provide amenity value, recreational value, linkages, and sanctuary. The way that built form relates to these streets is critical.

Guidelines for the design of quality streetscapes need to consider:

- Road reserve width;
- Street and verge planting;
- Setbacks and corner requirements;
- Parking within the street and lot boundaries;
- Vehicular access and crossovers;
- Window articulation and fenestration;
- Signage and lighting;
- Awnings and canopies;
- Landscape design within the front setback;
- Integration of WSUD principles; and
- Integration of public art into the street.



Figure 68 Streetscape - Ashbury Crescent (2020)

14.4.9 Connection to Mirrabooka Bushland

Approximately 45ha of high quality bushland is located to the north of the Mirrabooka Town ACP area. This area, known as Mirrabooka Bushland, is a complex native bushland area, home to a number of local flora and fauna populations (**Figure 69**).

Given its size and health there is conservation and recreation interest in the site. While access to the site is impeded by Reid Highway, current and future residents of the Mirrabooka Town ACP area can access the site from Northwood Drive or Mirrabooka Avenue. In time it would be beneficial to have park entry points from these roads to provide clear information on access and appropriate use of the bushland environment.



Figure 69 Mirrabooka Bushland (2020)

14.4.10 Public Art and Possible Themes

The incorporation of public art within public spaces and streetscapes plays an important role in reflecting the diverse community that Mirrabooka Town serves. Public art can add colour and vibrancy to urban areas, tell individual and collective stories of the place and its people, and offer a function that the community can use on a daily basis. An example of Public Art can be seen in the background of the Library Square in **Figure 65** and in **Figure 70**.

The Mirrabooka area is full of incredible stories of the diverse community that live in and around it. While it's not the role of an Activity Centre Plan to resolve a public art scheme for the Mirrabooka Town Activity Centre, some themes that should be explored in detail include:

- The Indigenous history of the land and the first people who have lived on it - Their stories and connection to the place.
- The development of Perth and the Housing Commission's expansion of the central northern corridor to the Mirrabooka 'satellite city'.
- The indigenous flora and fauna of the area, and neighbouring Mirrabooka Bushland.
- The role of migrants moving to Mirrabooka area and its surrounds - Their cultures and stories.



Figure 70 Library Square Public Art (2020)

## 14 Mirrabooka Town ACP

### 14.5 Movement Network

A movement network and parking management urban design strategy was developed by GHD (refer to Appendix 1). The street network strategy has been influenced by the following key principles and objectives with regard to improving the movement network within Mirrabooka Town Activity Centre:

- Support the short and long term optimisation of public transport use, by maximising the use and accessibility of the Mirrabooka Bus Station;
- Improve the connectivity of vehicle, pedestrian and cycle movement through the Activity Centre;
- Provide a pedestrian network that is safe, enjoyable and linked to key destinations;
- Provide a cycle network that adopts world best standard;
- Ensure the key distributor roads combine traffic functionality with high attractiveness for pedestrian and cyclists; and
- Ensure traffic movement is distributed rather than concentrated; slow-speed and legible.

#### 14.5.1 Proposed Road Network

Improving vehicle, pedestrian and cycle movement is a key objective of the Mirrabooka Town ACP. Various road connections have been proposed through the existing large street block creating a more efficient transport distribution network whilst providing the potential for more efficient development parcels.

Generally, all proposed road connections have been strategically located to improve connectivity through Mirrabooka Town Activity Centre.

One major new road connection within the Mirrabooka Town ACP is the extension of Milldale Way, to create the 'main street'. Now complete, it includes on street parking and planted areas under trees, a central planted median and generous footpaths to allow retail and food outlets to spill out onto the street. The road is flush with the pavement level to allow ease of movement for pedestrians.

**Figure 71** shows the existing and proposed new road reserves within the Activity Centre. The 'Fixed Future Road Reserves' in **Figure 71** are fixed, as these particular linkages (i.e. extension of Milldale Way) are critical to the overall improvement of the movement system within the Mirrabooka Town ACP area.

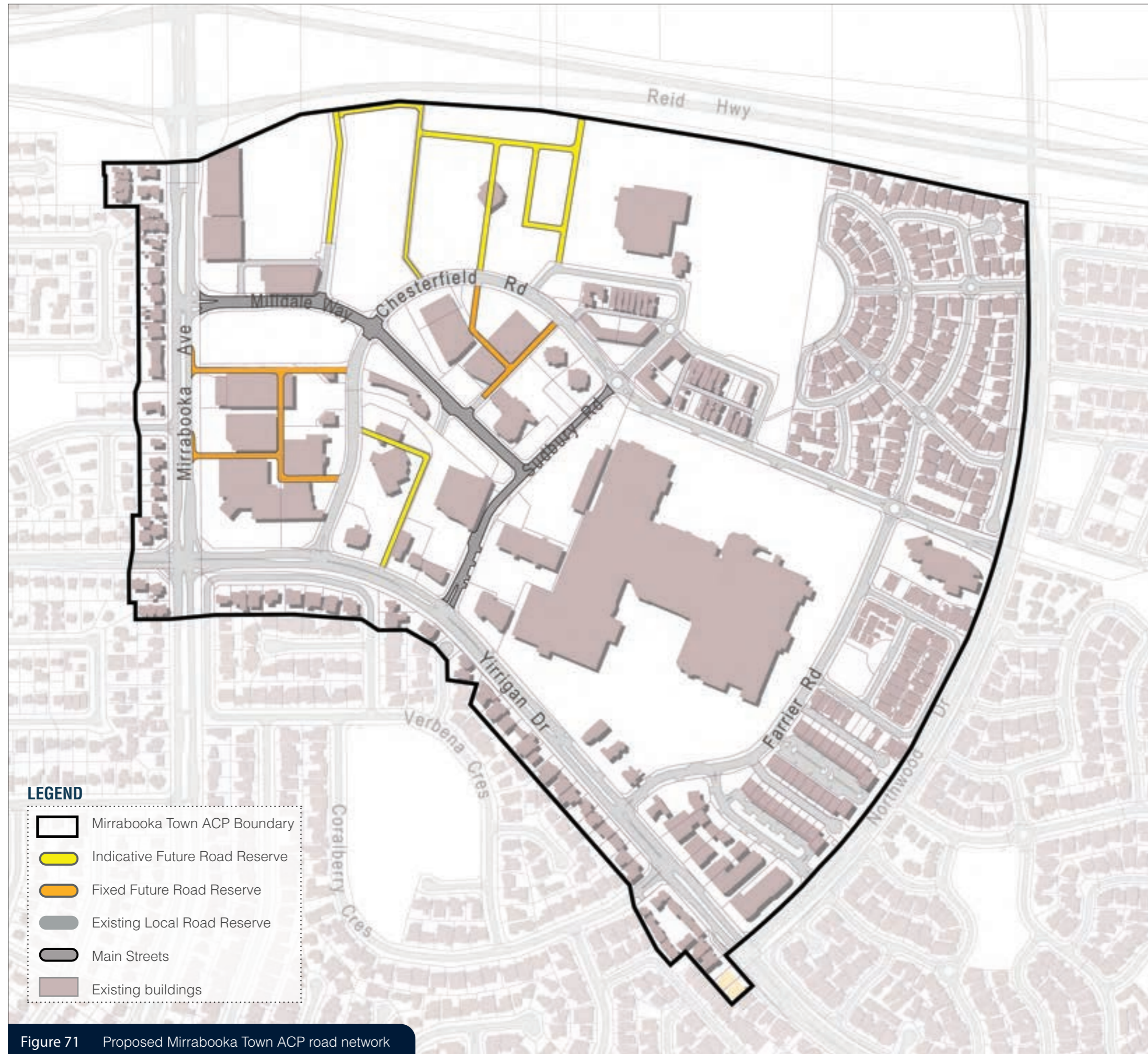


Figure 71 Proposed Mirrabooka Town ACP road network

The 'Indicative Future Road Reserves' in **Figure 71** are road connections that shall be provided to improve network connectivity, however the exact locations, alignments and width are subject to confirmation and agreement at the subdivision and detailed design stage. The specifics of these roads may alter, however a link must be implemented. These roads are typically located on land which has a single landowner and therefore allows flexibility at the point of development.

While the Mirrabooka Town ACP proposes the creation of these new roads, there is a number of existing roads which are considered to be paramount to the success of the Activity Centre's movement network. These roads are classified as 'Existing Local Road Reserves' in **Figure 71**. Existing roads such as Chesterfield Road, Farrier Road and Sudbury Road all play an important function as the primary distributor roads within the Activity Centre.

14.5.2 Strategic Road Hierarchy and Indicative Cross Sections

Mirrabooka Town Activity Centre is comprised of 7 different street character types that form the Activity Centre's new street hierarchy and are depicted in **Figure 72**:

- Neighbourhood Connectors provide for movement in and out of the Activity Centre while connecting to the main streets and other local streets and laneways;
- Main Streets provide for a higher numbers of pedestrian movement and activation that is required for a vibrant Activity centre;
- Residential Streets provide for local traffic movements and access to properties;
- POS Residential Streets provide for local traffic movements and access to property and Public Open Spaces;
- Community Streets provide for an intimate residential streetscape and access to property;
- Pedestrian Laneways provide for connections between streets for pedestrians and cyclists at key locations; and
- Access Laneways provide for secondary and service access to property and to reduce the number of crossovers on other streets.

A breakdown of the street character types showing indicative cross-sections, annotated overviews and artist impressions of each street type are shown in **Figures 73-78**.

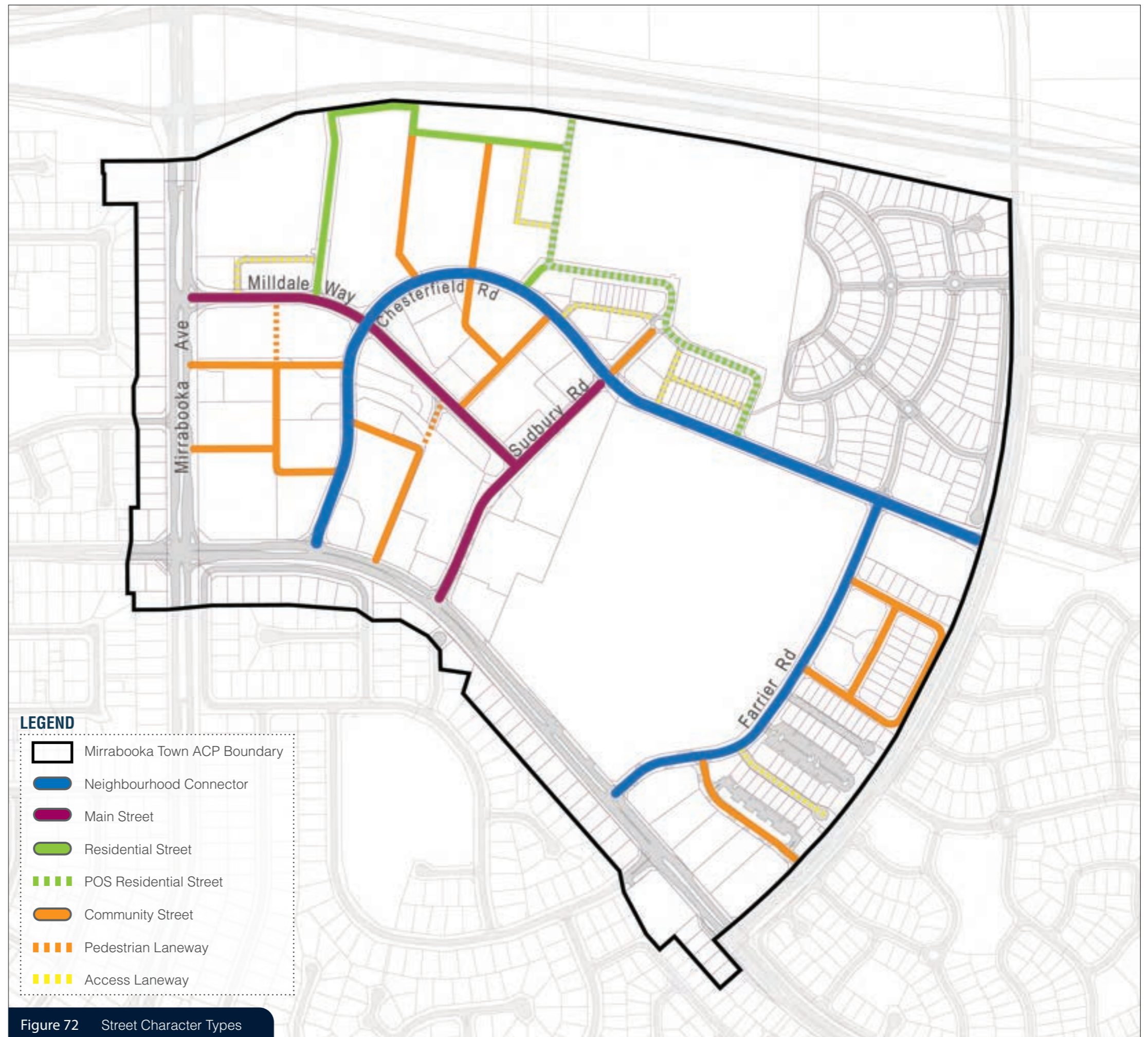


Figure 72 Street Character Types

### Neighbourhood Connector/Main Street

Provides for a vibrant 20m wide street with a 7m wide two-lane carriageway, 2.5m wide on-street parking on the carriageway edge and two 4m wide footpaths level to the street edge. Wide footpaths and on-street parking are afforded shade from large trees. Activation potential and landscaping add to the vibrancy and amenity of the street. These streets allow for connections to the movement network and activation/vibrancy.

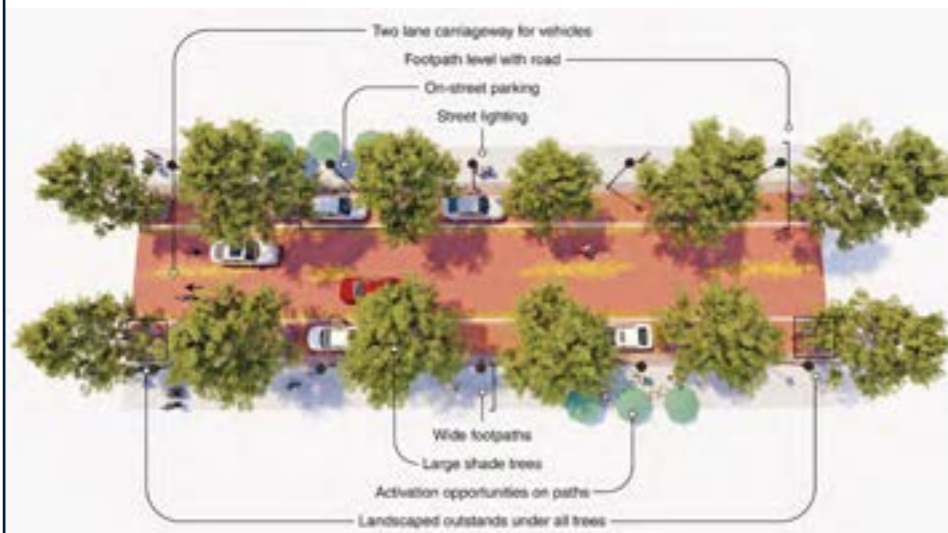


Figure 73 Neighbourhood Connector/Main Street composition

### Residential Street

Provides for an appealing 15m wide street with a 5.5m wide two-lane carriageway, 2.25m wide on-street parking on the carriageway edges and two 2.5m wide footpaths on the street edges. Footpaths and on-street parking are afforded shade from large trees. Landscaped areas under trees add to the visual amenity and appeal of the street. This street allows for high amenity access to the greater movement network.

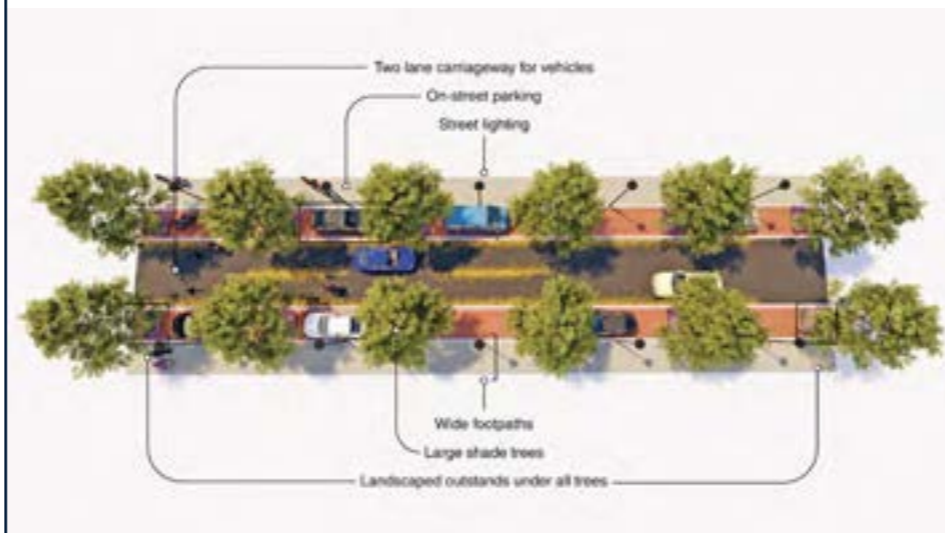
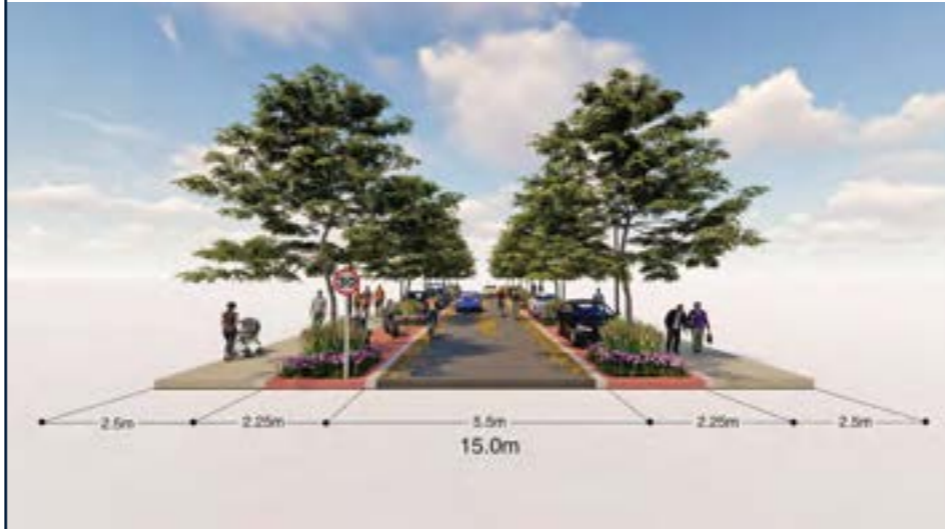


Figure 74 Residential Street composition

### POS Residential Street

Provides for an appealing 13m wide street with a 5.5m wide two-lane carriageway, 2.5m wide on-street parking on the carriageway edge and two 2.5m wide footpaths on the street edges. Footpath and on-street parking are afforded shade from large trees. Landscaped areas under trees add to the visual amenity and appeal of the street. This street allows for high amenity access to public open space and to the greater movement network.

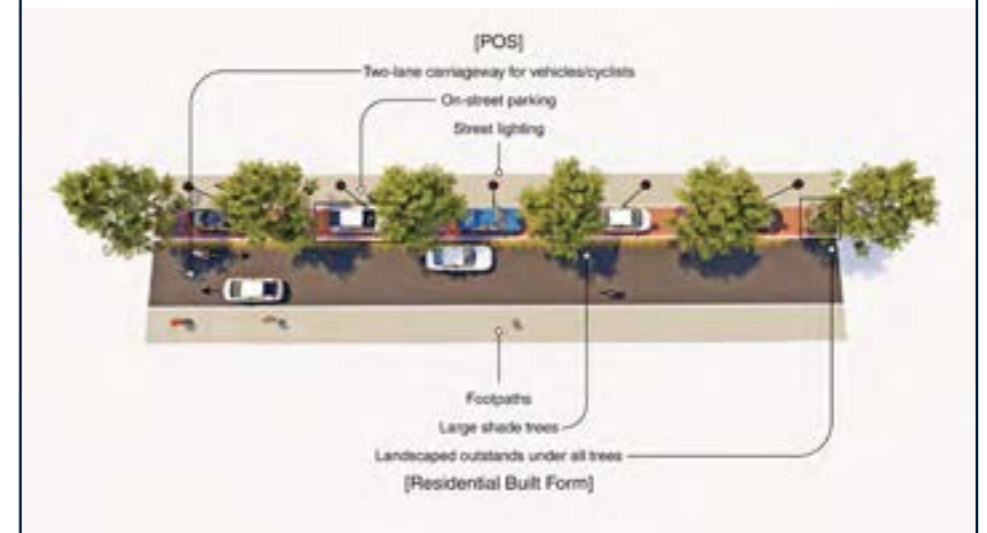
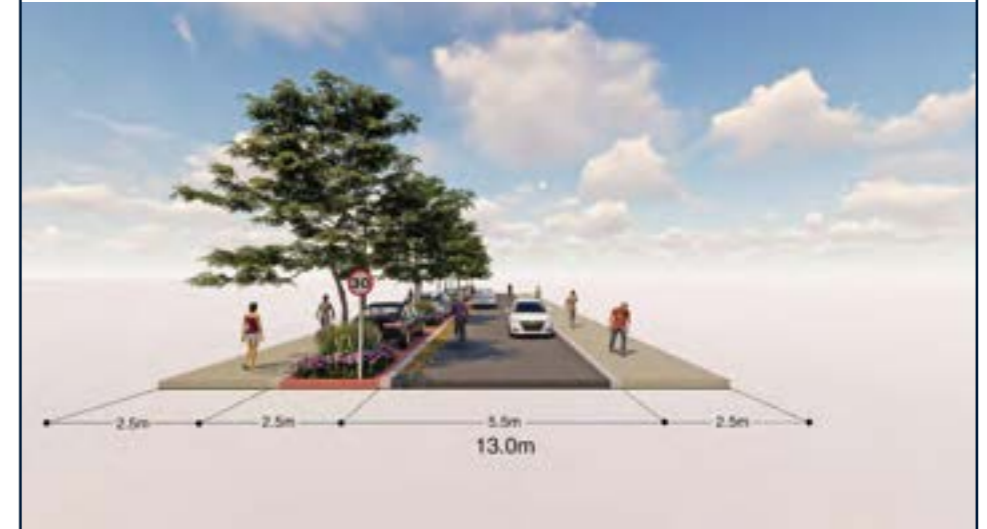


Figure 75 POS Residential Street composition

### Community Street

Provides for an appealing 12m wide street with a 5.5m wide two-lane carriageway, 2.5m wide on-street parking on the carriageway edge and two 2m wide footpaths on the street edge. Footpaths and on-street parking are afforded shade from large trees. Landscaped areas add to the visual amenity and appeal of the street. This street allows for local access to properties and to the greater movement network.

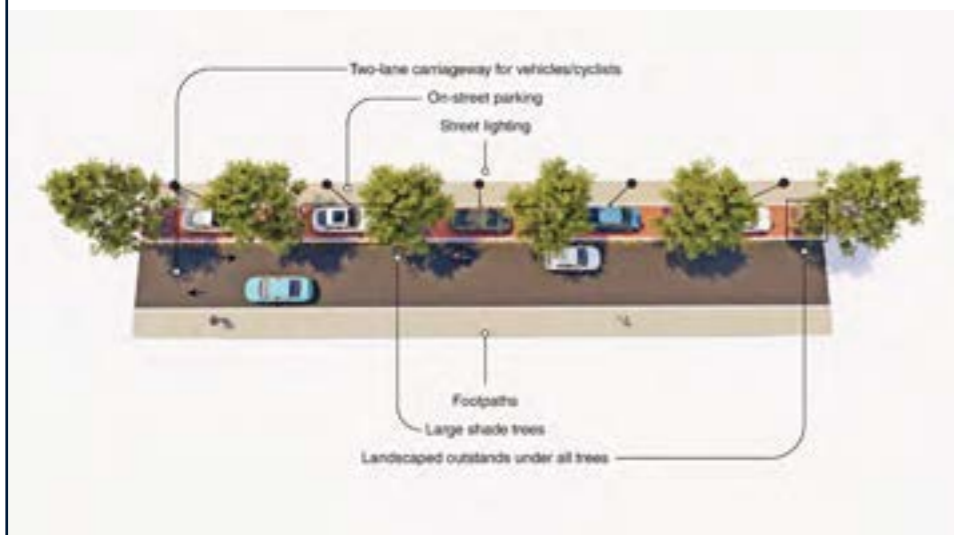
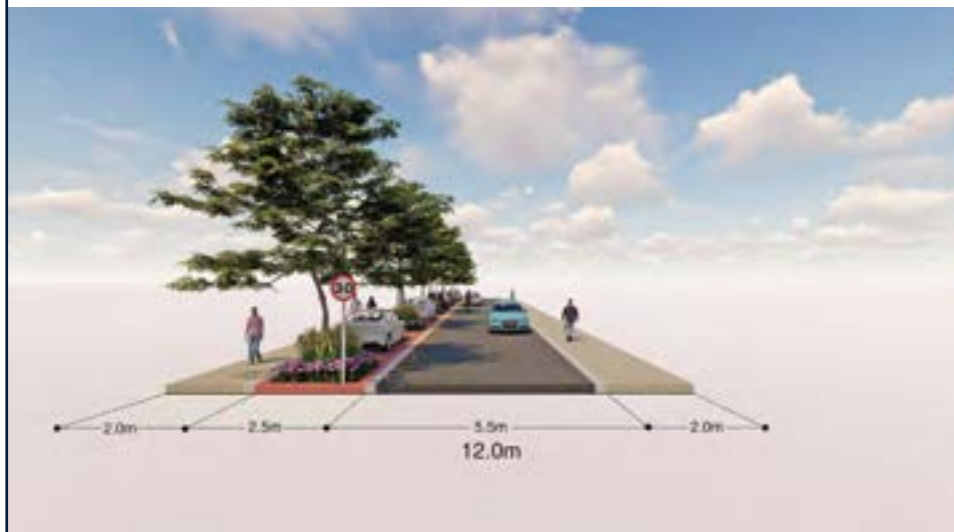


Figure 76 Community Street composition

### Pedestrian Laneway

Provides for an intimate 6m wide lane with a 3m wide pedestrian/cyclist carriageway and 1.5m wide activation/landscape on the lane edge. Pedestrians and cyclists are afforded shade from large trees. Activation strips allow for shopfronts, alfresco and passive surveillance. Landscape strips add visual amenity and intimacy to the lane. Street art/sculptures add to sense of place. This laneway establishes permeability between streets.

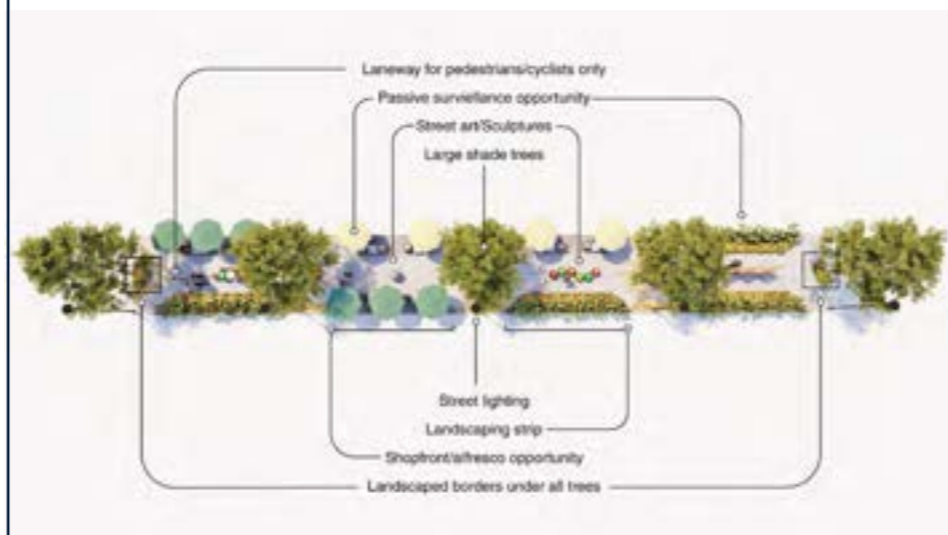
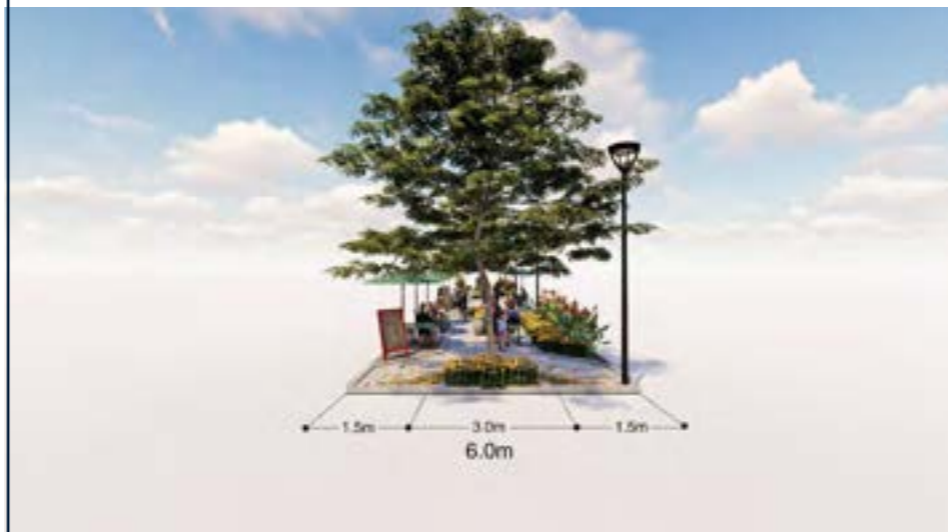


Figure 77 Pedestrian Laneway composition

### Access Laneway

Provides for a functional 6m wide lane with a 5m wide two-lane carriageway and a 1m wide access path on the lane edge. Vehicles are provided access to the rear of properties to reduce the amenity impact of crossovers, carpools and bin collection on other streets. Access path for placement and movement of bins. Passive surveillance is required from adjacent properties that address the lane to create a safe access laneway.

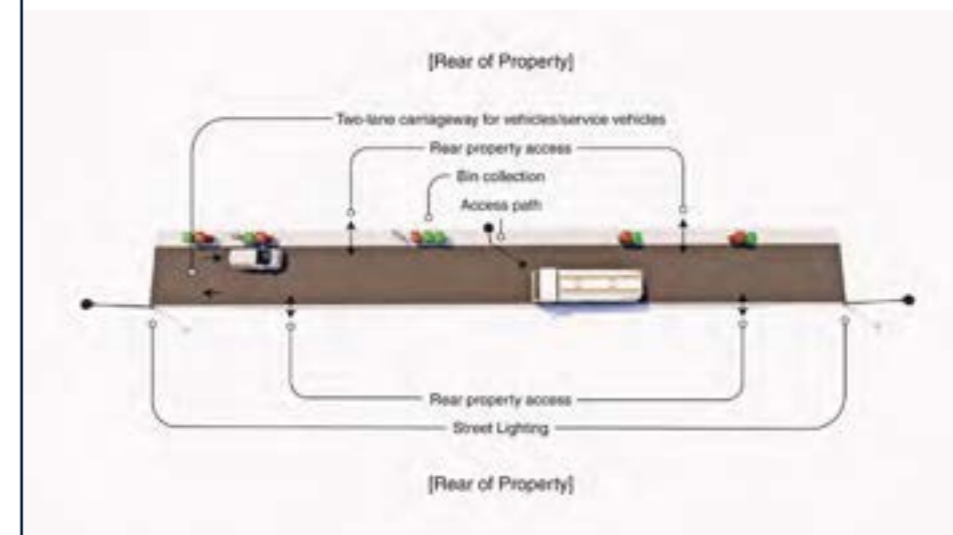
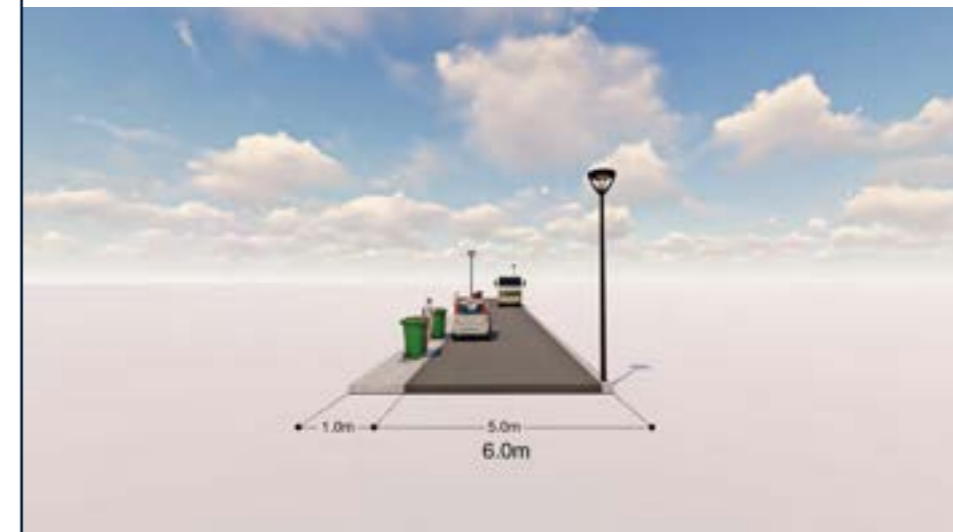


Figure 78 Access Laneway composition

## 14 Mirrabooka Town ACP

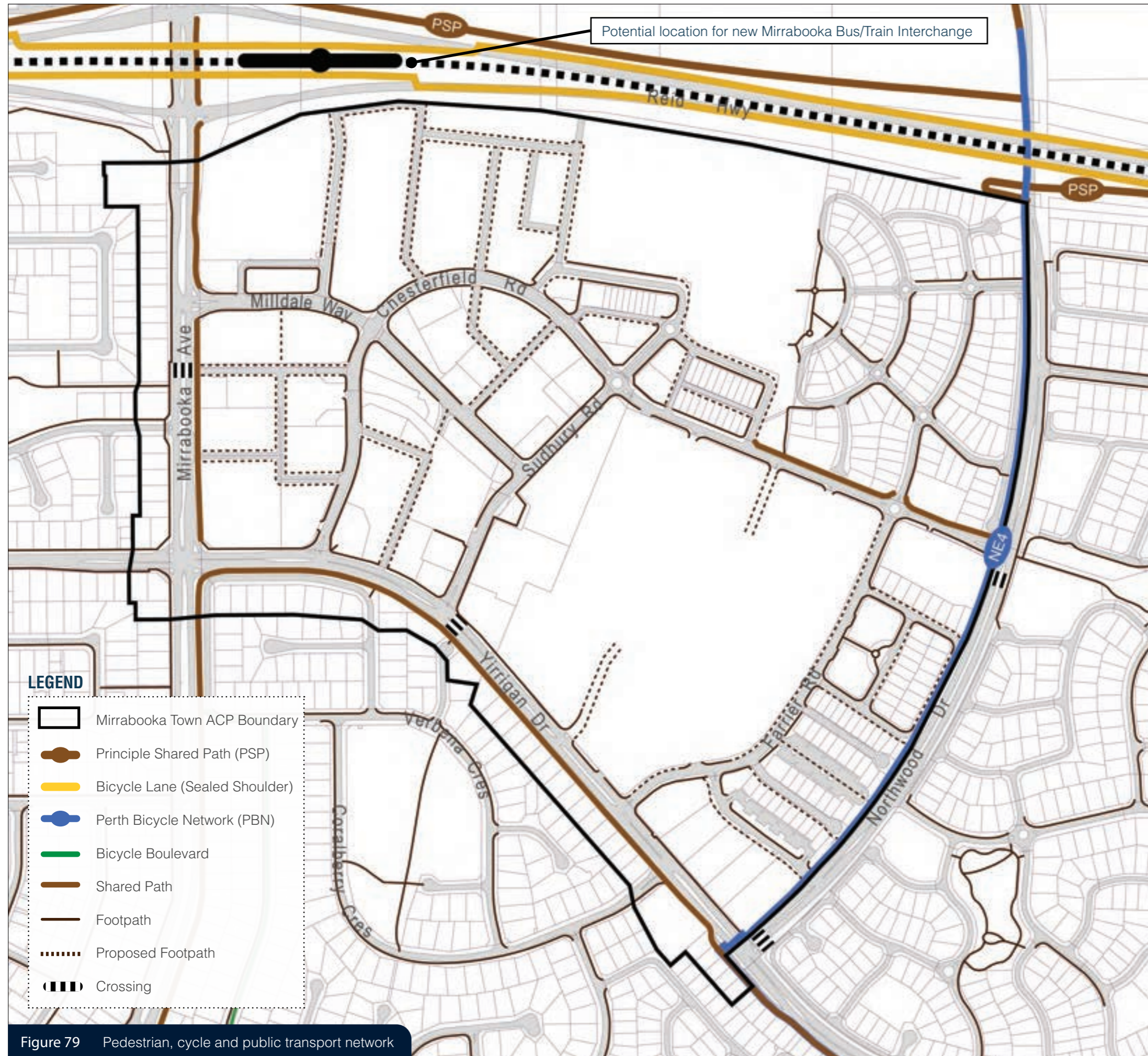


Figure 79 Pedestrian, cycle and public transport network

### 14.5.3 Cycling and Pedestrian Network

The streets within the Mirrabooka Town Activity Centre are proposed to be slow speed and high amenity to encourage walking and cycling. They will connect to the broader network of designated paths outside the Activity Centre to ensure a high level of pedestrian and cycling connectivity. **Figure 79** shows existing and proposed new networks.

Currently, a Principal Shared Path and Sealed Shoulders for cycling are located along Reid Highway. The existing Perth Bicycle Network route on Northwood Drive will be retained, including Shared Paths along Mirrabooka Avenue and Yirriqan Drive.

Crossing infrastructure will be installed at strategic locations to the east, south and west to enable permeability between existing urban areas.

A future train station may enable a new northern pedestrian focussed entry to the Activity Centre.

It is proposed that all of the main streets within the Mirrabooka Town Activity Centre will have footpaths on both sides.

### 14.5.4 Public Transport

A potential future East-West rail link is envisioned along the Reid Highway corridor in Perth and Peel@3.5M The Transport Network.

Further to this, the City's Local Planning Strategy anticipates the need for heavy rail along Reid Highway connecting the Joondalup Line to the Midland/Airport/ Ellenbrook lines.

The Local Planning Strategy proposes that 4 new bus/ train interchanges be constructed with one at Mirrabooka Avenue and Reid Highway.

The construction of a Mirrabooka station would allow bus routes along Mirrabooka Avenue to directly connect to the train station and improve local and regional connectivity.

### 14.5.5 Parking Strategy and Management

The supply and availability of car parking within the Mirrabooka Town Activity Centre has implications for land use, development yields, business viability and local travel behaviours. The Movement Network and Parking Management Urban Design Strategy and associated provisions therefore need to achieve a balance that supports business viability and Activity Centre accessibility, as well as Transit Oriented Development outcomes.

The car parking requirements for Mirrabooka Town Activity Centre are provided in the Scheme and Local Planning Policy 5.9 - Mirrabooka Town Centre Parking (LPP 5.9) and have regard to the objectives of State Planning Policy 4.2 - Activity Centres for Perth and Peel. The Mirrabooka Town Activity Centre Local Development Plan also addresses car parking from a design perspective, with the focus on ensuring car parking is integrated into developments so as not to detract from adjacent streetscapes, as depicted in **Figure 80**.

The parking standards in the Scheme distinguish between non-residential and residential development and were developed having regard to the findings from car parking surveys that were conducted within the Activity Centre.

For non-residential development, maximum parking ratios apply to ensure that parking is maintained at a level commensurate with demand and without compromising the accessibility of the Activity Centre for walking, cycling and public transit. Notably the parking standards do not distinguish between land uses. This is to provide maximum flexibility for uses to change and intensify over time without the impost of additional parking requirements.

Under the Scheme the parking requirements for multiple dwelling development allocated an R-AC0 coding varies depending on dwelling size (ranging from 0.75 bays/1 bedroom dwelling to 1.25 bays/dwelling larger than 110m<sup>2</sup>). Parking for residential development coded between R20 and R160 is to satisfy the requirements of the Residential Design Codes.

It is envisaged that over time car parking ratios for the Mirrabooka Town Activity Centre will be reduced due to the proximity of public transport and the ability to share publicly accessible car parking between uses.



**Figure 80** Car parking at Mirrabooka Square Shopping Centre (2020)

## 14 Mirrabooka Town ACP

### 14.6 Employment and Retail Needs

An employment strategy (refer to Appendix 2) and a retail needs assessment (refer to Appendix 3) were developed for the Mirrabooka Town Activity Centre by MacroPlan Dimasi in 2014. The purpose of these studies is to provide guidance regarding the extent of retail floor space that may be accommodated within the Mirrabooka Town ACP area as redevelopment occurs. This demand has been determined with due regard to the potential and long term viability of competing activity centres both within the City of Stirling and surrounding local government areas.

#### 14.6.1 Retail Needs Assessment















The defined trade area for the Mirrabooka Town Activity Centre extends approximately 5-6 kilometres around the centre in each direction other than west, as depicted in **Figure 81**. The extent of the trade area is limited primarily by alternative competitive centres in the broader region, including Kingsway City and Warwick Grove to the north-west; Galleria Secondary Centre to the south-east and Karrinyup and Stirling centres to the west and south-west. The main trade area is a combination of the primary and secondary sectors.

The current Mirrabooka Town Activity Centre trade area population is estimated at 165,400 residents including over 62,500 in the primary sector. Population growth within the trade area has been strong between census years 2006 and 2011, averaging 2.2% per annum. The region is fairly established in nature, with future population growth to occur primarily through infill development.

In summary, the Retail Needs Assessment explored and established that:

- The main trade area population is expected to grow at around 1% annually to 2031, to reach some 196,700 residents.
- The total available retail expenditure within the main trade area is forecast to grow from the current levels of \$2.16 billion to a projected total of \$4.42 billion in 2031, reflecting 4.3% growth rate.
- Mirrabooka Town Activity Centre study trade area requires a total retail floorspace provision in excess of 240,000m<sup>2</sup>, in order to meet the current generated demand. The floorspace demand by the study area population is expected to grow, to 277,000m<sup>2</sup> by 2021 and 324,000m<sup>2</sup> by 2031.
- There is an estimated under supply of retail floorspace within the Mirrabooka Town Activity Centre in the order of 39,000m<sup>2</sup>. If no addition is made to the retail floorspace in the future, the estimated under supply is expected to increase rapidly to reach in excess of 70,000m<sup>2</sup> by 2021 and around 120,000m<sup>2</sup> by 2031.
- At present, the Mirrabooka Town Activity Centre, in totality, is estimated to contain around 47,200m<sup>2</sup> of retail floorspace, representing around 77% of the estimated supportable level of retail floorspace at the secondary activity centre level. There is significant scope for additional retail facilities to be added to the Mirrabooka Town Activity Centre, as envisaged by the Mirrabooka Town ACP. As a consequence, the Mirrabooka Town Activity Centre can reasonably be extended without impacting on the surrounding network of activity centres.

**LEGEND**

-  Capital City
-  Strategic Centre
-  Secondary Centre
-  District Centre
-  Myer
-  David Jones
-  Big W
-  Target
-  Kmart
-  Woolworths
-  Coles
-  Super IGA/ IGA
-  Other Supermarkets
-  Potential Supermarkets

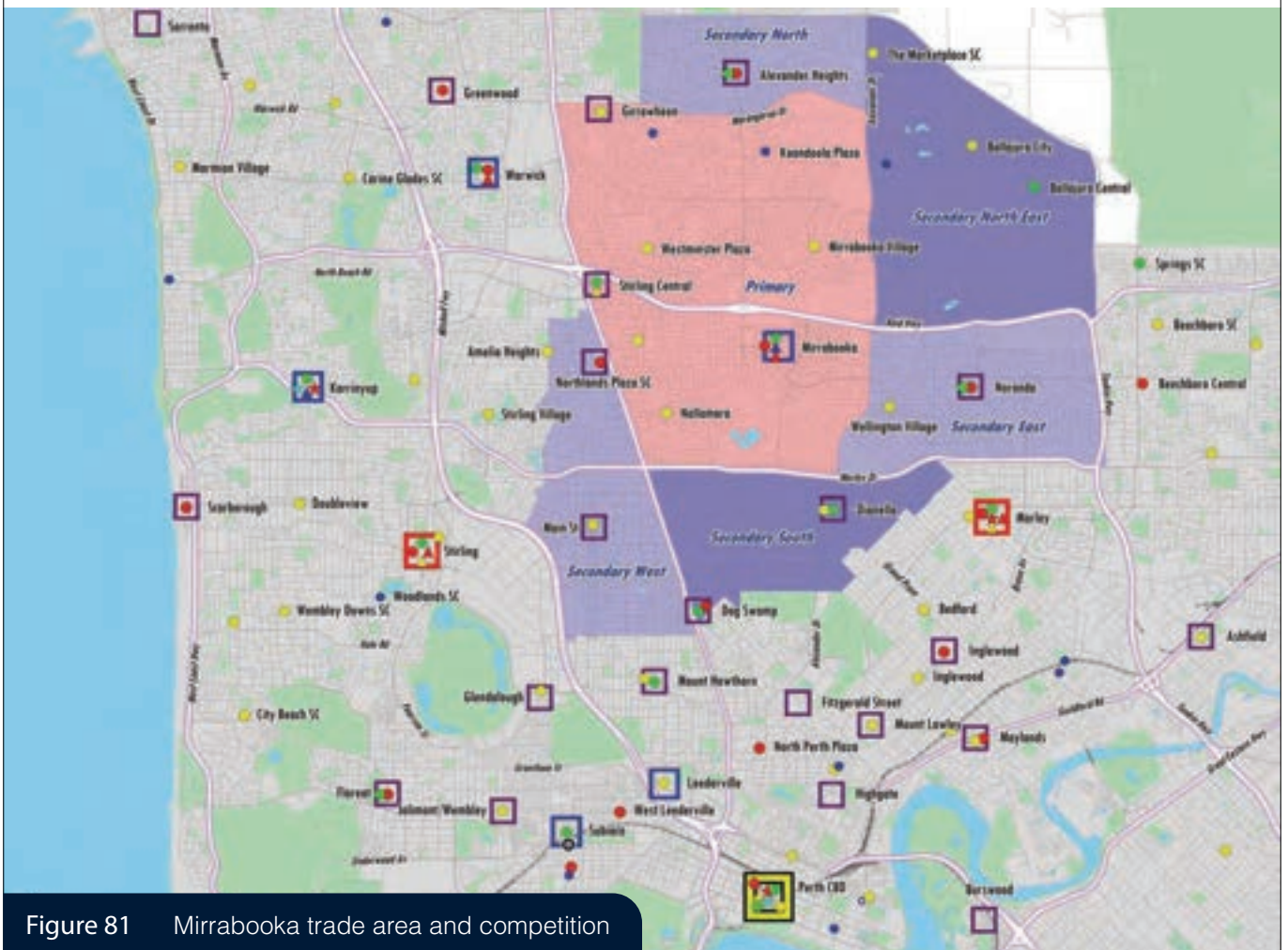


Figure 81 Mirrabooka trade area and competition

# 14 Mirrabooka Town ACP

## 14.6.2 Employment Strategy

Mirrabooka Town Activity Centre’s main role as a Secondary Centre, is to provide essential services to its catchment and provide local employment opportunities.

Future employment outcomes in Mirrabooka will be shaped by a combination of:

- Structural economic factors creating changes in the nature of employment within and between different industry sectors;
- Cyclical changes in the economy; and
- Locational factors as influenced by the planning framework as well as public and private investment.

Employment redistribution changes become more likely when accompanied by significant public investment in infrastructure and the public realm.

**Table 8** illustrates the projected employment by industry sector. This assumes strong investment in public transport infrastructure such as the east-west link on Reid Highway and a new Mirrabooka Train Station to encourage growth in the Activity Centre and subsequent additional private and public investment in the area.

Additional employment is expected to be generated from the following two factors:

- The additional employment land developed in the area including the potential for additional office space given the Activity Centre would become more accessible; and
- The additional dwelling development and associated increased population would demand more consumer and retail services.

**Table 9** indicates specific strategies targeted at the Mirrabooka Town Activity Centre in order of the priority given in the City’s 2013-2023 Economic and Tourism Development Strategy (refer to Appendix 5). The employment impact of each of those strategies is identified to provide an indication of their contribution to generating additional employment in Mirrabooka.

Employment type	2011	2021	2031
Agriculture	0	0	0
Mining	0	0	0
Manufacturing	10	12	14
Utilities	3	4	5
Construction	37	44	182
Retail	1,091	1,543	2,914
Wholesale	44	46	51
Transport and storage	13	21	43
Communication	38	64	141
Finance, insurance, property and business services	164	283	640
Public admin and defence	143	281	602
Education	67	94	135
Health	24	76	108
Other community services	301	500	656
Entertainment, recreation and personal services	151	177	251
<b>Total</b>	<b>2,086</b>	<b>3,145</b>	<b>5,743</b>

Table 9 Mirrabooka strategies for economic and tourism development			
Priority	Theme	Description	Employment outcome
High	Retail	Retail product revitalisation and expansion	Significant
Medium	Community aesthetics	Community safety and crime reduction	Minimal
Low	Retail	Fresh food and retail street-side markets ( <b>Figure 82</b> )	Significant
Low	Residential	Affordable apartment-style accommodation development	Minimal
Low	Residential	Contemporary age and retirement village development	None
Low	Residential	Student accommodation development	Some



Figure 82 Informal retail - Mirrabooka Square Markets (2020)

## 14 Mirrabooka Town ACP

### 14.7 Water Management

A Local Water Management Strategy (refer to Appendix 6) has been prepared by Jacobs SKM to provide guidance to achieve sustainable management of all aspects of the water cycle of the Mirrabooka Town Activity Centre area. The Local Water Management Strategy undertakes this by considering integrated water cycle management and providing design and management objectives on water conservation, water quality and water quantity.

The Local Water Management Strategy proposes that the redevelopment of the area will achieve the following objectives:

- Improve water quality within the stormwater system, especially the water being discharged north of Reid Highway;
- Maintaining peak stormwater flows to their current level;
- Optimise water use efficiencies for commercial, domestic and irrigation; and
- Achieve water sensitive landscapes (both public and private) which incorporates water quality management appropriate for the Western Australian climate.

These objectives are to be achieved through the implementation of the following strategies and design criteria for stormwater and groundwater management, water resource and landscaping.

#### 14.7.1 Local Stormwater and Groundwater Management

The following actions are proposed to achieve improvements in the water quality of the stormwater system while maintaining the flood protection and conveyance capacity of the drainage system:

- Make use of stormwater management systems within the area to achieve improved water quality and peak attenuation;
- Where practical create vegetated buffer zones/ verges and implement water sensitive urban design principles to help prevent herbicides, fertilizers and grass clippings entering the stormwater system;
- Identify low traffic areas including pathways and medians in parking areas and incorporate permeable pavements where practicable, to reduce runoff (**Figure 83**);
- Ensure developers, builders and landscapers are implementing best management practices to control erosion and sedimentation, preventing unnecessary sediments from entering into the stormwater system; and
- Maintain street sweeping programs and develop a monitoring plan to assess the efficiency of current schedules and future procedures to reduce sediments being washed into the drainage system.



Figure 83 Soft landscaping to assist in water runoff - Milldale Way (2020)

### 14.7.2 Design Criteria

Any development within the Mirrabooka Town Activity Centre area should aim to meet the following specified design criteria using appropriate best management practices:

- The post-development Average Recurrence Interval peak flow shall be equal to or less than pre-development flows at the discharge points of all plan and/or development areas;
- All flows from constructed impervious surfaces are to receive treatment prior to infiltration or discharge;
- Streets and public open spaces should be designed to cater for the surface overflow for more severe storm events;
- Habitable floors should be at least 300mm above the 100 year average recurrence interval flood or storage level at any level;
- Water quality treatment systems and stormwater management facilities should be designed in accordance with the Stormwater Management Manual for Western Australia (Department of Water, 2004-2007) and Australian Runoff Quality: A guide to water sensitive urban design (Engineers Australia, 2005); and
- Maintain regular cleaning of gullies and stormwater pollutant traps to prevent pollution from being conveyed by the drainage system.

### 14.7.3 Water Use

Future housing within the Activity Centre will most likely be in the form of multi-residential developments, inherently reducing per capita water demands. Following the hierarchy of reduce, reuse, recycle: design guidelines for developments should be developed to maximise efficiency, recommending efficient fittings and appliances. Groundwater systems should be studied in more detail with plans prepared to maximise the efficiency by using smart irrigation systems.

### 14.7.4 Landscaping

Reducing water use in landscaping should be given a priority. Water sensitive design also provides the opportunity to improve water quality treatment measures as part of landscaping. Accordingly, designs should make use of water wise, local, native plants in all landscaped areas. Making use of enhanced tree pits in the (re)design hard stand areas, will reduce water demand, improve water quality and achieve a reduction in peak flows.



## 14 Mirrabooka Town ACP

### 14.8 Infrastructure Coordination

Jacobs SKM has undertaken a comprehensive assessment of the existing servicing infrastructure within the Mirrabooka Town Activity Centre area and outlined a Utility Infrastructure Plan (refer to Appendix 6) for the provision of future services to support redevelopment, with the key items summarised below.

#### 14.8.1 Water Supply

The proposed development is well serviced by water mains. Water demands were calculated using the forecast population figures to 2031 and are presented in **Table 10**. The daily demand at 2031 is estimated at 550kl/day.

Given this, it is expected that the projected demand will allow the Water Corporation to cater for the growth in Mirrabooka.

#### 14.8.2 Drainage

Each property will continue to be responsible for its own stormwater drainage, which is primarily achieved by soak wells.

A large drain carries all the stormwater collected in the study area under Reid Highway and into a basin in the open space reserve to the north of the Reid Highway reserve. Another smaller basin is located south of the site on the corner of Yirrigan Drive and Dianella Drive.

Changes to catchment dynamics have identified a likely 12% increase in stormwater flow by 2031. This relatively small increase may, with further detailed assessment, be manageable with minor engineering intervention only.

#### 14.8.3 Sewer

There are no plans to upgrade or change the sewer main servicing the Mirrabooka Town ACP area at the pumping station located west of Mirrabooka Avenue.

The daily wastewater flow is estimated to be 1,060KL/day in 2031, making the peak daily flow 12.26 L/second. This projected demand will allow the Water Corporation to cater for the growth in Mirrabooka.

#### 14.8.4 Power Supply

Western Power indicates there is insufficient supply for the expected growth of the Mirrabooka Town ACP area and the immediate surrounding area. Works to upgrade the electricity infrastructure in the area are currently not part of the Western Power's works program. **Figure 84** shows aging infrastructure that impacts on the amenity of the Activity Centre.

An extra transformer is likely to be required to supply additional power. However, the location of high voltage overhead lines in close proximity to the area potentially makes this possible for a lower cost than would otherwise be expected.

#### 14.8.5 Telecommunications

Fibre-optic telecommunications infrastructure in the area is limited to a connection to the Mirrabooka Square Shopping Centre. This existing fibre network could be extended to feed other critical facilities in the area.

Given the change in the communications landscape driven by the roll out of the National Broadband Network, communications infrastructure is likely to be upgraded regardless of growth, effectively catering for any new demand.

#### 14.8.6 Gas Supply

Gas is considered a non-essential service. ATCO Gas usually keeps up with areas being developed within the Perth metropolitan area, including centres marked for redevelopment. The redevelopment area appears to be well reticulated with gas services. ATCO Gas will manage future demand

Table 10 Projected water demand by land use and year

Land Use \ Year	Land Use						Total
	Single Residential	Multi Residential	Retail	Commercial	Other	Hospital	
2011							
Population	620	0	1,359	369	723	N/A	3071
Water demand (KL/yr)	65,720	0	19,716	7,138	13,985	15,257	121,816
Water demand (KL/day)	180	0	54	20	38	42	334
2021							
Population	620	580	1,647	466	995	N/A	4,308
Water demand (KL/yr)	65,720	40,577	23,894	9,014	19,247	15,257	173,708
Water demand (KL/day)	180	111	65	25	53	42	476
2031							
Population	620	2,779	2,991	745	1,805	N/A	9,041
Water demand (KL/yr)	65,720	194,419	43,392	16,365	34,915	15,257	370,067
Water demand (KL/day)	94	279	62	23	50	42	550

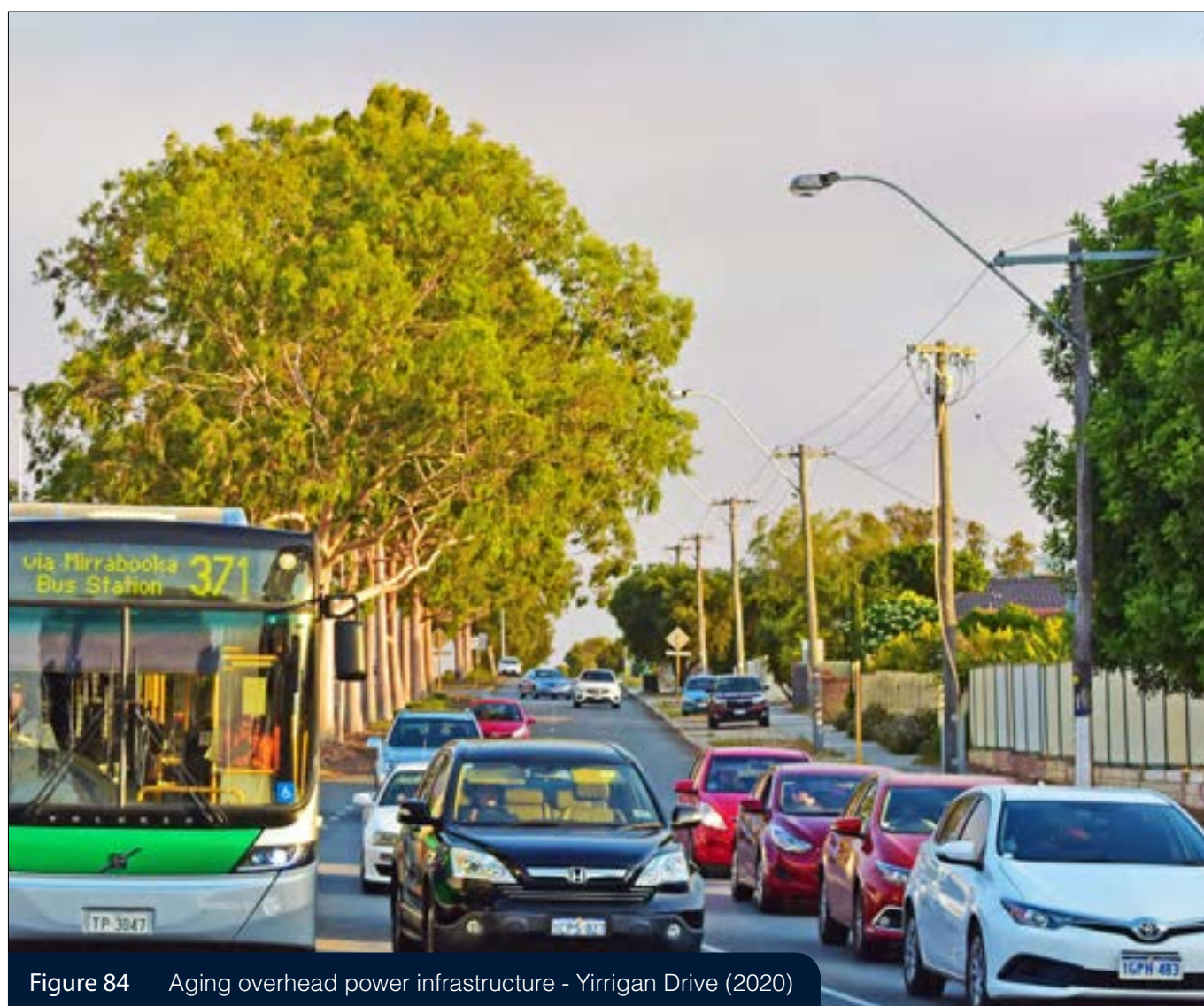


Figure 84 Aging overhead power infrastructure - Yirrigan Drive (2020)

## 14 Mirrabooka Town ACP

### 14.9 Community Infrastructure

A Community Infrastructure Plan (refer to Appendix 7) was prepared by Bodhi Alliance in 2014 to assess existing and future community infrastructure requirements within the locality as redevelopment of the Mirrabooka Town ACP area proceeds.

The need to plan residential developments and urban centres in a way that supports socially sustainable communities is fundamentally important. The provision of community infrastructure is essential for the health and well-being of communities, and plays an important role in building social capital and developing both the capacities and resilience of people.

Community infrastructure is generally provided under a hierarchy of provision with different scales of facilities servicing varying sized catchments. The understanding of locally relevant community infrastructure hierarchy, and inter-related standards of provision per head of population is important to the development of the Mirrabooka Community Infrastructure Plan.

Local Government Guidelines have been prepared to supplement the State Planning Policy 3.6 — Development Contribution for Infrastructure and provide practical guidance for applying development contributions for community infrastructure. Under this hierarchy:

- District facilities are generally regarded as those provided for the whole Local Government Area.
- Sub district facilities relate to those which cater for a suburb or number of suburbs.
- Neighbourhood facilities are generally those that are within walking distance of a household.

The assessment considered the impact of development within the Mirrabooka Town ACP area on community facility requirements, with consideration to external demand. The extent to which external demand contributes to community infrastructure requirements needed to be identified to enable the fair apportionment of costs.

Given increasing community demands for facilities, in combination with the increasing demands on land uses within urban areas, the pressure is for Local Government to achieve better economies of scale.

To ensure the creation of vibrant community spaces as hubs of social interaction, the development of multi-purpose community facilities is important for the future delivery of infrastructure. On this basis, it is considered necessary that key infrastructure included within the City's Community Infrastructure Plan has a multi-purpose focus with specific-purpose facilities only provided where there is strong justification.

Community feedback and the infrastructure needs audit has identified that the Mirrabooka Town Activity Centre is currently well serviced by the existing community infrastructure and by the many government and non government service providers located in the centre, as illustrated in **Table 11**. The audit of infrastructure provision would suggest that there is capacity to meet the needs of the growing community.

The Mirrabooka Town ACP proposes the removal of two key elements of community infrastructure; the State softball facility and the pond and parkland adjacent to the busport and library. The removal of the park and pond enables the extension of Milldale Way with improved access to the bus station.

The relocation of the WA Softball Centre is identified as a longer term option to allow a change in land use to high density residential that optimises the opportunity of the site's proximity to the Activity Centre and transit hub.

There needs to be local meeting places, market spaces, improved landscapes, improved amenity and a compensation for the removal of open space. In response, the Mirrabooka Town ACP provides for four additional parks and the enlargement of the existing town square. These spaces are shown in Section 13.4.

Table 11 Community infrastructure provisions as per State Planning Policy 3.6

Facility Type	Level	Ratio (hectare per persons)	Existing	Additional Required
Sporting fields	General	1.7–2.0:1,000	Yes	No
Aquatic Centre	District	1:120,000	Yes	No
District Playing fields/ sports reserves (4–6 ovals)	District	1:15,000	Yes	No
Active Public Open Space/Ovals	Local	1:3,500	Yes	No
Sports changerooms	Local	1:5,000	Yes	No
Public toilets	Local	1 per local centre/park	Yes	No
District indoor recreation centre	District	1:30,000 – 60,000	Yes	No
Golf course	District	1:30,000	Yes	No
Wheeled sports facilities	Sub District	1:8,500	Yes	No
Tennis courts	Local	1:1,000	Yes	No
Netball courts	Local	1:1,000	Yes	No
Basketball courts	Local	1:1,000	Yes	No
Soccer field	Local	1:1,000	Yes	No
Cricket wicket	Local	1:3,000	Yes	No
District community centre	District	1:20,000	Yes	No
Local community centre	Local/Sub District	1:10,000 – 15,000	Yes	No
Library	District/Sub District	1:15,000 – 20,000	Yes	No
Youth centre	Local/Sub District	1:10,000 – 15,000	Yes	No
Seniors centre	Local/Sub District	1:10,000 – 15,000	Yes	No
Childcare centre	Local	1:4,000	Yes	No
After school care	Local/ Sub District	1:6,000	Yes	No
Community health clinic	Local/ Sub District	1:10,000 – 12,000	Yes	No

## 15 Implementation

### 15.1 Market Acceptability

In 2013, the Department of Communities undertook a commercial feasibility analysis of a hypothetical four storey mixed-use development with basement parking at Lot 502 Sudbury Place in the Mirrabooka Town Activity Centre.

The concept was not commercially viable as the projected revenue was less than the estimated cost of construction. In the current market, it is unlikely that developments incorporating underground or undercroft parking, in excess of three storeys will be profitable.

The planning controls incorporated into the Mirrabooka Town ACP and the Mirrabooka Town Local Development Plan must not preclude the ability to provide at grade car parking, mandate minimum building heights in excess of three storeys or include any other provisions that inadvertently discourage redevelopment within the centre.

It is possible that in future years property values may appreciate further. Continuing advances in building construction technologies – such as modular designs and pre-fabricated materials – will reduce the cost of constructing multi-storey developments in Perth.

Rising land values and decreased construction costs may in future enable higher density developments in suburban activity centres to become commercially viable in the Perth and Peel Region, including the Mirrabooka Town Activity Centre. As such, periodic reviews and updates to the statutory planning framework may be appropriate.

Aside from such formal reviews, the City will continue to be in regular discussion with development proponents exploring investment opportunities in the Mirrabooka Town Activity Centre.

A recent feasibility analysis undertaken by a proponent suggests higher density residential development up to nine stories in height may already have become commercially viable. Issues relating to the high cost of basement or undercroft car parking remain a concern.

The feasibility assessment suggests the Perth market may be reaching a point where some residential apartments can be sold without provision of a car parking bay. Provision of reduced parking ratios will help to reduce development costs and this in turn will be reflected in a lower sales price, assisting the objective of provision of low cost and diverse housing.

### 15.2 Action Plan

Given the fragmented nature of land ownership within the Mirrabooka Town ACP, it is difficult to spatially and temporally define how the redevelopment of the Mirrabooka Town ACP area will proceed.

The Mirrabooka Town ACP and Mirrabooka Town Local Development Plan establish a land use and built form control framework.

It will be the prerogative of each individual land owner as to whether they opt to redevelop their land to capitalise on the benefits provided to them as part of the planning framework.

If public and private landowners do choose to redevelop, the timing of when they do so will be at their discretion

# References

# References

#	Title	Source (if applicable)	Page
Table 1	Summary of Mirrabooka Town ACP		4
Table 2	Land Use Permissibility Table		10-11
Table 3	Parking for Non-Residential Development		19
Table 4	Multiple dwelling car parking ratios for areas coded R-ACO		19
Table 5	Suburb Profile Comparison (2011)	Census 2011	29
Table 6	City of Stirling Local Planning Strategy objectives and responses	CoS Local Planning Strategy	46
Table 7	Floorspace and population forecasts to 2031	MacroPlan Dimasi 2014	61
Table 8	Mirrabooka employment projections - Scenario with Public Transport Investment	MacroPlan Dimasi 2014	80
Table 9	Mirrabooka Strategies for economic and tourism development	MacroPlan Dimasi, City of Stirling draft Economic & Tourism Development Strategy	81
Table 10	Projected water demand by land use and year	Jacobs SKM 2014	85
Table 11	Community infrastructure provisions as per SPP 3.6	Bodhi Alliance 2014	87
Figure 1	Mirrabooka Town ACP Boundary		7
Figure 2	Mirrabooka Town ACP		8
Figure 3	Mandatory Residential Areas		13
Figure 4	Expansion of Mirrabooka Shopping Centre		14
Figure 5	Shop Use Limitations		15
Figure 6	Road Network		16
Figure 7	Public Open Space		17
Figure 8	Core Car Parking Area		18
Figure 9	Lots subject to existing Reciprocal Access and Parking Agreement		18
Figure 10	Mirrabooka Town ACP Timeline		23
Figure 11	Regional Context Map		24
Figure 12	Mirrabooka Town ACP Area		25
Figure 13	Mirrabooka Town with Perth CBD in background (2015)	DPLH	26
Figure 14	Land Use in Mirrabooka Town Activity Centre (2015)		30
Figure 15	Land ownership (2015)		31
Figure 16	Road Network Hierarchy (2019)		32
Figure 17	Perth bus network (2019)		33
Figure 18	Pedestrian and cycle networks (2019)		34
Figure 19	Northwood Drive PBN Path (2020)		34
Figure 20	Mirrabooka Square Car Park (2020)		35
Figure 21	Car Parking within Mirrabooka Town (2015)		35
Figure 22	Mirrabooka Town (2015)		36
Figure 23	Mirrabooka Community Hub (2020)		37
Figure 24	Community Infrastructure (2015)		37
Figure 25	Lack of public connectivity		38
Figure 26	Poor pedestrian environments	DPLH	38
Figure 27	Level difference - Mirrabooka Square (2020)		38
Figure 28	Significant level differences		38
Figure 29	Under-utilised public open space		38
Figure 30	Vacant land		39
Figure 31	Bus station		39
Figure 32	Vacant land for lease (2020)		39
Figure 33	Potential development areas		39
Figure 34	Key gateways		39
Figure 35	Strategic Planning Context		40

# References

#	Title	Source (if applicable)	Page
Figure 36	Northern view of Mirrabooka Town (2015)		47
Figure 37	Community Facilities - Mirrabooka Community Hub (2020)		47
Figure 38	Higher density development in Town Centre (2020)		47
Figure 39	Alternative Transport Options - Mirrabooka Bus Station (2020)		47
Figure 40	Metropolitan Region Scheme Map		48
Figure 41	City of Stirling Local Planning Scheme No. 3 zoning map (2015)		49
Figure 42	Statutory Planning Process and Background Strategies		50
Figure 43	Street Art in Mirrabooka - Yirrigan Drive (2020)		51
Figure 44	Aged Care Facility - Corner Milldale Way and Mirrabooka Avenue (2020)		51
Figure 45	Mirrabooka Town ACP with indicative building footprints shown		51
Figure 46	Proposed Activity Centre Land Use Map		51
Figure 47	Milldale Way 'Main Street' (2020)		52
Figure 48	Mandatory Residential		53
Figure 49	Mirrabooka Square major tenants (2020)		54
Figure 50	Street Framing Development		54
Figure 51	MYVISTA Aged persons' development		56
Figure 52	Aged care facility (2020)		58
Figure 53	Mixed Use development (2020)		59
Figure 54	Indicative residential development on the existing WA Softball Centre		60
Figure 55	Indicative built form - Sudbury Rd		61
Figure 56	Indicative built form - Milldale Way		62
Figure 57	Indicative built form of Mirrabooka Town		63
Figure 58	Proposed street level activation		63
Figure 59	Indicative maximum heights		64
Figure 60	Public Open Space		65
Figure 61	Mirrabooka Square activation (2020)		65
Figure 62	Herb Graham Recreation Centre (2020)		67
Figure 63	Indicative concept - Civic Town Square		68
Figure 64	Robinson Reserve Tuart Hill (2020)		68
Figure 65	Library Square - Wandjoo Garden and Public Art		69
Figure 66	Indicative concept - Neighbourhood Park		66
Figure 67	Streetscape Swale - Milldale Way (2020)		71
Figure 68	Streetscape - Ashbury Crescent (2020)		71
Figure 69	Mirrabooka Bushland (2020)		72
Figure 70	Library Square Public Art (2020)		73
Figure 71	Proposed Mirrabooka Town ACP road network		73
Figure 72	Street Character Types		73
Figure 73	Neighbourhood Connector/Main Street composition		74
Figure 74	Residential Street composition		74
Figure 75	POS Residential Street composition		74
Figure 76	Community Street composition		75
Figure 77	Pedestrian Laneway composition		75
Figure 78	Access Laneway composition		75
Figure 79	Pedestrian, cycle and public transport network		76
Figure 80	Car parking at Mirrabooka Square Shopping Centre (2020)		77
Figure 81	Mirrabooka trade area and competition		79
Figure 82	Informal retail - Mirrabooka Square Markets (2020)		81
Figure 83	Soft landscaping to assist in water runoff - Milldale Way (2020)		82-83
Figure 84	Aging overhead power infrastructure - Yirrigan Drive (2020)		85



Mirabooka Community Hub  
21 Sullbury Road

# Appendices

# Appendix 1

## Movement Network and Parking Management Urban Design Strategy



## Appendix 2

### Employment Strategy

# Mirrabooka Town Centre: Employment Strategy

Prepared for City of Stirling

June 2014



# Appendix 3

Retail Needs Assessment

## Mirrabooka Activity Centre, Perth

Retail Needs Assessment

June 2014



## Appendix 4

### Local Water Management Strategy

#### Mirrabooka Structure Plan

CITY OF STIRLING

#### Local Water Management Strategy

WV04879W0002 | 4

PGN27446

22 April 2015



**JACOBS**

# Appendix 5

## Economic & Tourism Development Strategy 2013-2023



# Economic & Tourism Development Strategy 2013-2023

# Appendix 6

## Utility Infrastructure Plan

### Mirrabooka Structure Plan

CITY OF STIRLING

Utility Infrastructure Plan

WV04879W0001 | 1

PGN27446

24 June 2014



**JACOBS** SKM

## Appendix 7

### Community Infrastructure Plan

# Mirrabooka Community Infrastructure Plan



Prepared for the  
**City of Stirling**  
June 2014



OKA BUS STATION



Administration Centre 25 Cedric Street Stirling WA 6021

Telephone (08) 9205 8555 | Enquiries [www.stirling.wa.gov.au/enquiries](http://www.stirling.wa.gov.au/enquiries) | Web [www.stirling.wa.gov.au](http://www.stirling.wa.gov.au)

This information is available in alternative formats on request. Please contact the Customer Contact Centre on (08) 9205 8555