



Better Suburbs Strategy 2020



Adopted by Council -11 August 2020

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EXECUTIVE SUMMARY



1.0 INTRODUCTION

The Better Suburbs project area includes the suburbs of Balga, Dianella (north of Morley Drive), Nollamara, Mirrabooka, Westminster and parts of Balcatta, Tuart Hill and Yokine, which is an area of over 2,000 hectares. The project area can be logically broken down into four Strategy Areas with distinctive characteristics and stakeholder views, which have shaped the vision, built form and public realm responses relevant to each Strategy Area.

The purpose of the Strategy is to provide guidance for the preparation of the comprehensive land use and transport planning framework for the Better Suburbs project area, which will include:

- Local Planning Scheme Amendment/s
- Preparation of Local Development Plans (LDP)
- Future zoning under the City's Local Planning Scheme No. 4 (LPS 4)

The Strategy outlines the measures required to integrate land use and transport planning. It identifies the necessary upgrades of infrastructure to support growth in the area, including public transport and community infrastructure.

There has been significant community and stakeholder engagement into the formation of the Strategy including City of Stirling staff, Elected Members, State Government representatives, local residents, community group representatives, industry professionals, landowners and local business people.



2.0 WHY DO WE NEED A STRATEGY?

The City has identified significant problems in the low to medium scale residential development of the project area which has become a major incentive for the preparation of the Better Suburbs Strategy.

The City has also identified the need for the project to accommodate a significant proportion of the City's urban infill target under the State Government's Perth and Peel @ 3.5 Million land use planning and infrastructure framework. The framework sets an infill housing target of 60,330 additional dwellings by 2050 for the City of Stirling accommodated in strategic locations such as centre precincts and corridors. This additional population and the accompanying trips generated cannot be accommodated without a significant shift to public transport.

Perth and Peel @ 3.5 Million supports the transitioning of key urban corridors to high frequency public transport corridors that cater for the increase in trips generated by the additional population. In response to this, the project aims to:

- Focus investment, jobs and housing growth on corridors and in centres
- Maintain suburban residential areas of the City for family and larger households
- Increase tree canopy coverage
- Improve the overall liveability of the City
- Protect and enhance the City's natural environment.

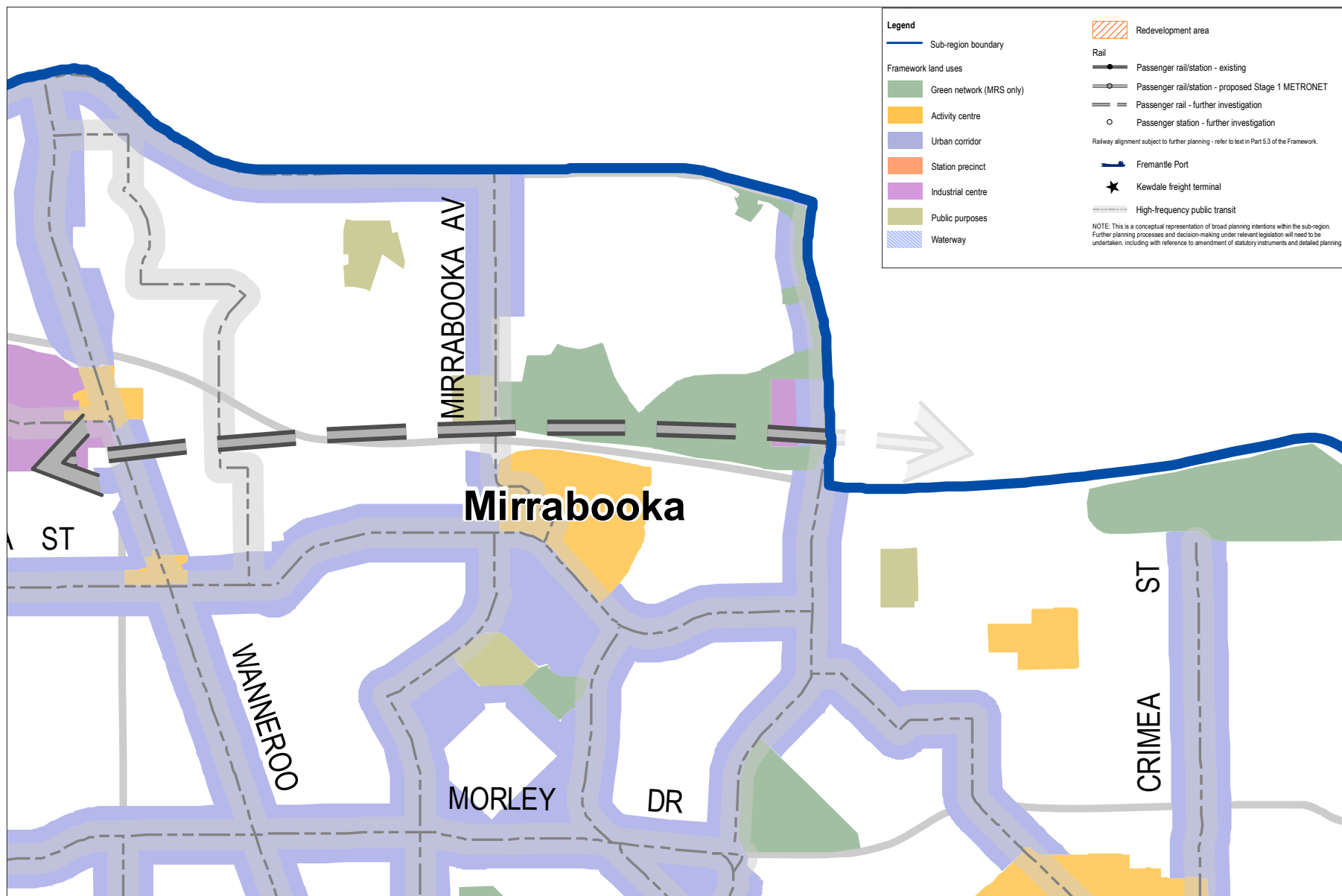


Figure 1 - Central Sub-regional Planning Framework (extract)

3.0 PURPOSE OF THE STRATEGY

The Strategy addresses the challenges and opportunities facing the City of Stirling in balancing potential for a diverse range of housing types and non-residential uses, encouraging greater use of public transportation, promoting increased densities around centres and corridors and improving the quality of the environment and community facilities. The Strategy will aim to establish requirements for better outcomes ahead of redevelopment and to support community needs.

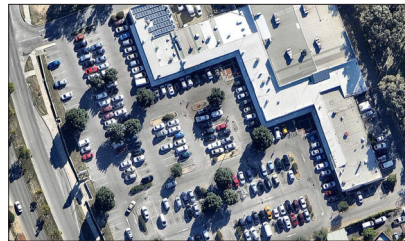
Poor streetscape character



Lack of public transport



Dominance of car parking



Increase in heat island effect



Poor diversity/amenity in centres Lack of employment opportunities



Poor access to community facilities



Loss of tree canopy



4.0 ENGAGEMENT OUTCOMES

Community feedback has played a significant role in shaping the strategic direction of the project, as summarised in the below figure. The community has focussed on opportunities for improved planning and built form outcomes in the context of My Home, My Street and My Neighbourhood. These themes have been a constant underlying focus for developing the Strategy and underpin the principles, planning framework elements and future actions.

MY HOME	We heard:	Strategy response:
	Support for a diversity of housing options, with particular support for large family homes	Opportunities for mixed use development and shop-top housing within centres and corridors
	Support for setting land aside for trees (appropriate species to be selected)	Low density, family homes to be located within 'the suburbs'
MY STREET	Support for an increase in heights of buildings (with smaller building footprints) in order to retain existing trees)	Retention of existing mature trees within the private realm
	We heard:	Strategy response:
	Support for streets to prioritise people (people friendly streets) and facilitate activity	'Big streets' to be more people-friendly and local streets to be focused on people rather than vehicles.
MY NEIGH-BOURHOOD	Support for green streets linking parks and centres with 50% to 100% shade cover dependent on street hierarchy	Provide for a range of street typologies including provision for pedestrians, cyclists and public transport
	Support for light rail/bus infrastructure and transit boulevards in areas supported by street trees and improvements to footpaths	Consider how the built form interfaces with streets
	We heard:	Strategy response:
	Support for family homes close to parks and schools in existing low density areas	Centres and corridors to be the focus for intensity of development including increased residential density and building
	Support for higher density development and an increase in building heights (up to 12 storeys) along major corridors &	Centres and corridors to be the nodes of activity where facilities and the public realm are enhanced
	Support for community facilities to be located within parks and next to shops and businesses	

Figure 2 - Engagement Outcomes

5.0 STRUCTURE OF THIS STRATEGY

The Strategy has been arranged in the following five main parts:

Executive Summary

Part 1 – Introduction

This part provides:

- Project background
- The vision, objectives, guiding principles and guiding strategies to deliver the desired outcomes across the Better Suburbs project area
- A summary of the engagement process and outcomes
- A summary of the framework for implementation.

Part 2 – Overall Strategic Framework Elements

This part provides:

- The principles and strategies relevant to the four framework elements of centre precincts, streets, homes and community applicable across the Better Suburbs project area.

Part 3 – Strategy Areas

This part provides:

- Specific strategies and actions for particular centre precincts, streets, homes and community (parks and facilities) specific to each strategy area (where applicable).

Part 4 - Implementation

This part provides:

- Key actions and planning instruments to achieve the principles and recommendations of the framework for the project as a whole and any specific centre precincts and streets

Part 5 - Appendices

A number of appendices accompany this Strategy including a Transport Strategy, Community Infrastructure Plan, street cross-sections and design concepts.

6.0 OVERALL STRATEGY

6.1 Vision Statement

The Better Suburbs area will have a strong sense of place where development intensity is located along urban corridors and around centres to encourage revitalisation and investment in community facilities and services; where suburban neighbourhoods provide a choice of homes accessed by shady, pedestrian friendly streets and green links, with safe access to parks, schools and local employment.

Ref: derived from concluding statements of Better Suburbs Vision and Design Workshops: May 2017.



Figure 3 - Fieldgate Square Artist Impression

6.2 Guiding Principles

The vision and approach to the project is led by a set of guiding principles. Establishing clear guiding principles that have the engagement outcomes and four framework elements as an underlying focus will ensure that the aims and purpose of the project are achieved.



Figure 4 - Guiding Principles

6.3 Overall Strategic Framework Elements

The guiding principles deal with four framework elements (described below) that shape the Better Suburbs project: centres, streets, homes and community (facilities and parks). Each element has a suite of principles, strategies and actions.

Centres



The Strategy identifies key locations for the creation of mixed-use centres, intensification of land uses and wider housing choice. These nodes provide deliberate opportunities to create a sense of place and identity for the suburbs surrounding the nodes.

Streets



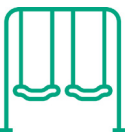
A key component of the Better Suburbs project has been to rethink and reconfigure the street as a place for people. The design of streets should promote non-car dependent lifestyles, hand the street back to the pedestrian and integrate the public realm with the road reserves and street. Streets have been identified under two main classifications, being activity corridors and other key streets.

Homes



The need to accommodate growth yet retain the luxuries of the traditional suburban lot and suburban environment is a key focus of the Strategy. The form of development in low to medium density areas, coupled with intensified development in appropriate locations such as activity centres and activity corridors, will make development more sustainable.

Community



As the Better Suburbs project area faces increasing pressure on its urban form, it is important to ensure the quality of the environment is improved through increased access to community facilities and parks



Figure 5 - Nollamara Shopping Centre Artist Impression

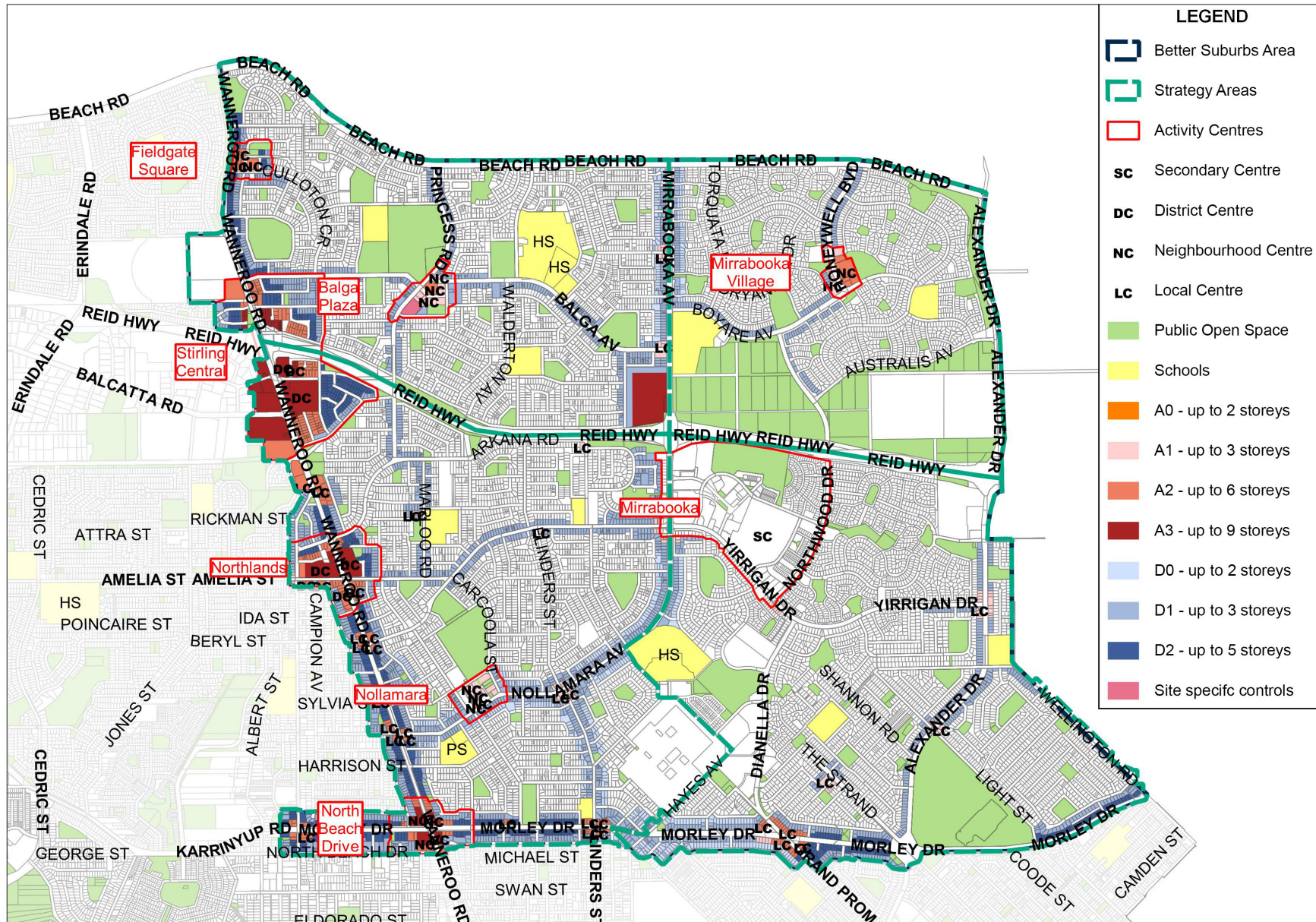


Figure 6 - Better Suburbs Strategy Map

6.4 Integrated Land use and Transport Network

To cater for the future population growth and the accompanying growth in trips an integrated transport network is essential.

With the anticipated growth in trips it is not possible to accommodate these trips as car driver trips to the same level as occurs today. A significant shift in modes is required to increase walking, cycling and public transport trips. It will also be required to reduce car trips over a period of 35 years.

The existing road network is already built to its ultimate capacity and has no ability to grow to keep pace with the population growth. Public Transport is key to deliver an alternative transport system. A typical lane of traffic can move 1000 people per day and a light rail lane can move up to 30,000 people per day in the same land area.

A Four Tier Public Transport System is essential to move people around the City. This can be implemented in the Better Suburbs area in a staged manner by 2050 (Tiers 1-3 shown in Figure 6A).

Tier 1

- Heavy rail along Reid Highway – Target implementation 2050.

Tier 2

Light Rail.

- Wanneroo Road – Target implementation 2035
- Morley Drive – Target implementation 2045
- Staged implementation of priority bus lanes in the short to medium term.

Tier 3

Bus Priority along:

- Mirrabooka Avenue/Nollamara Avenue/Flinders Street – Target implementation 2025
- Alexander Drive - Target implementation 2035
- Wanneroo Road north of Reid Highway – Target implementation 2035.

Tier 4

Various feeder services to compliment the network where needed.

- This tiered system will future proof the capacity of public transport in the area well beyond 2050.

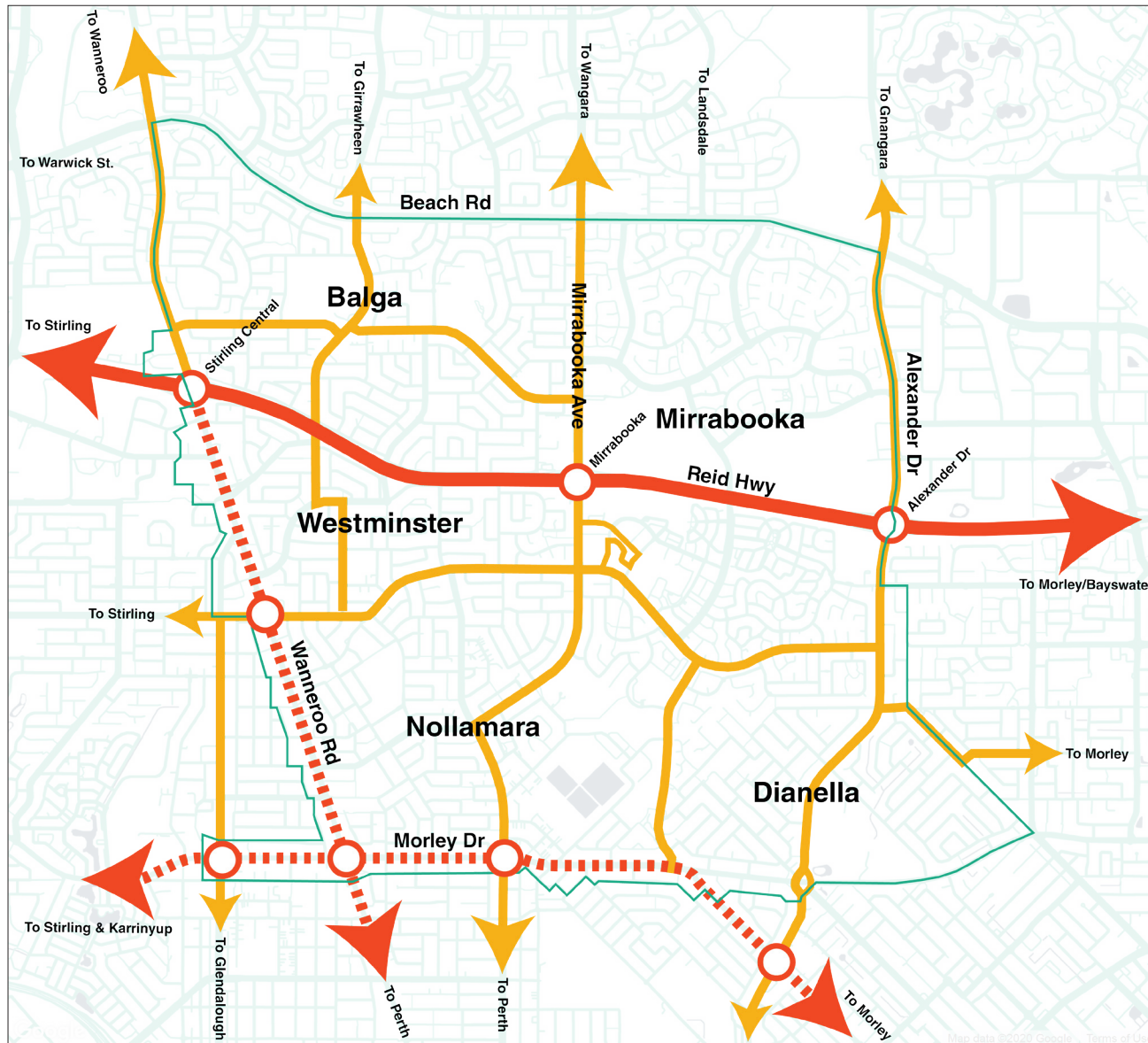


Figure 6A - Three Tier Public Transport System

7.0 STRATEGY AREA 1 – BALGA

7.1 Future Character Statement

Centre Precincts



Development within centres will promote the creation of mixed land use hubs introducing activity, community benefits, lifestyle choices and diverse living opportunities.



Homes



New residential development within Balga will be aimed at achieving tree retention and meeting the demands for alternative housing forms.



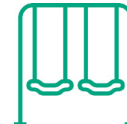
Streets



The future design of the streets should aim to prioritise the pedestrian experience, enhance the street's function, improve the suburban character and increase tree canopy.



Community



The public realm will be enhanced through upgrades to verge landscaping and increased tree canopy coverage along specific routes to improve the pedestrian experience and the recreational pursuits and enhance the local biodiversity in Balga.



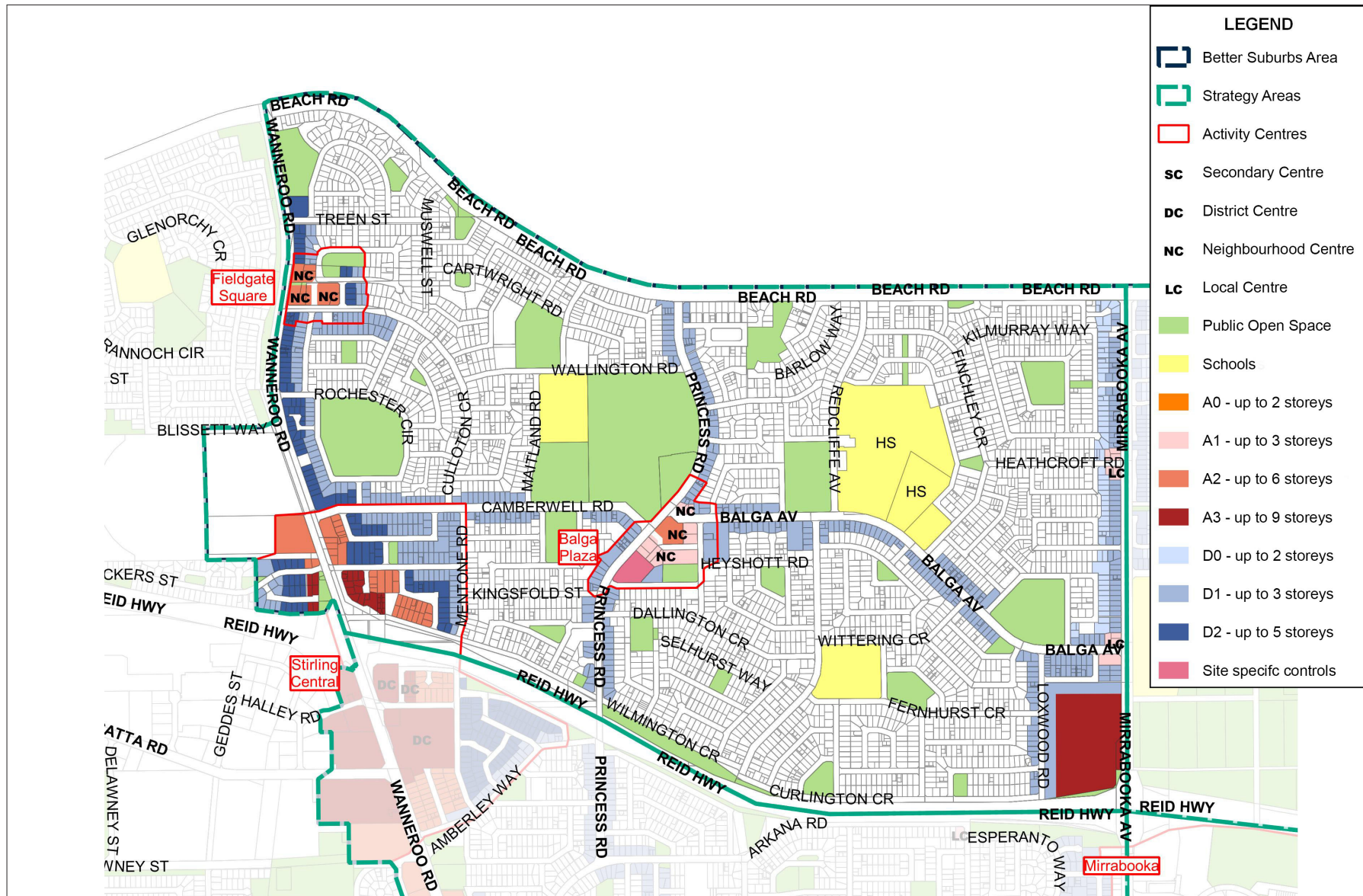


Figure 7 - Better Suburbs Strategy Map - Strategy Area 1 - Balga

8.0 STRATEGY AREA 2 – MIRRABOOKA

8.1 Future Character Statement

Centre Precincts



Redevelopment of Mirrabooka Village is aimed at providing a highly activated neighbourhood asset and enhanced public realm experience.



Homes



New residential development within Mirrabooka is aimed at protecting options for larger family homes, providing for housing choice that addresses the demands of the community and achieving sustainable living outcomes.



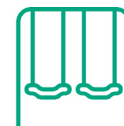
Streets



The future alternate street design will prioritise the pedestrian experience, enhance the streets function, improve the suburban character and increase tree canopy.



Community



The relationship between Fragrant Gardens Reserve, Mirrabooka Village and the wider neighbourhood has been identified as a concern to the community and specifically addressed in this Strategy.



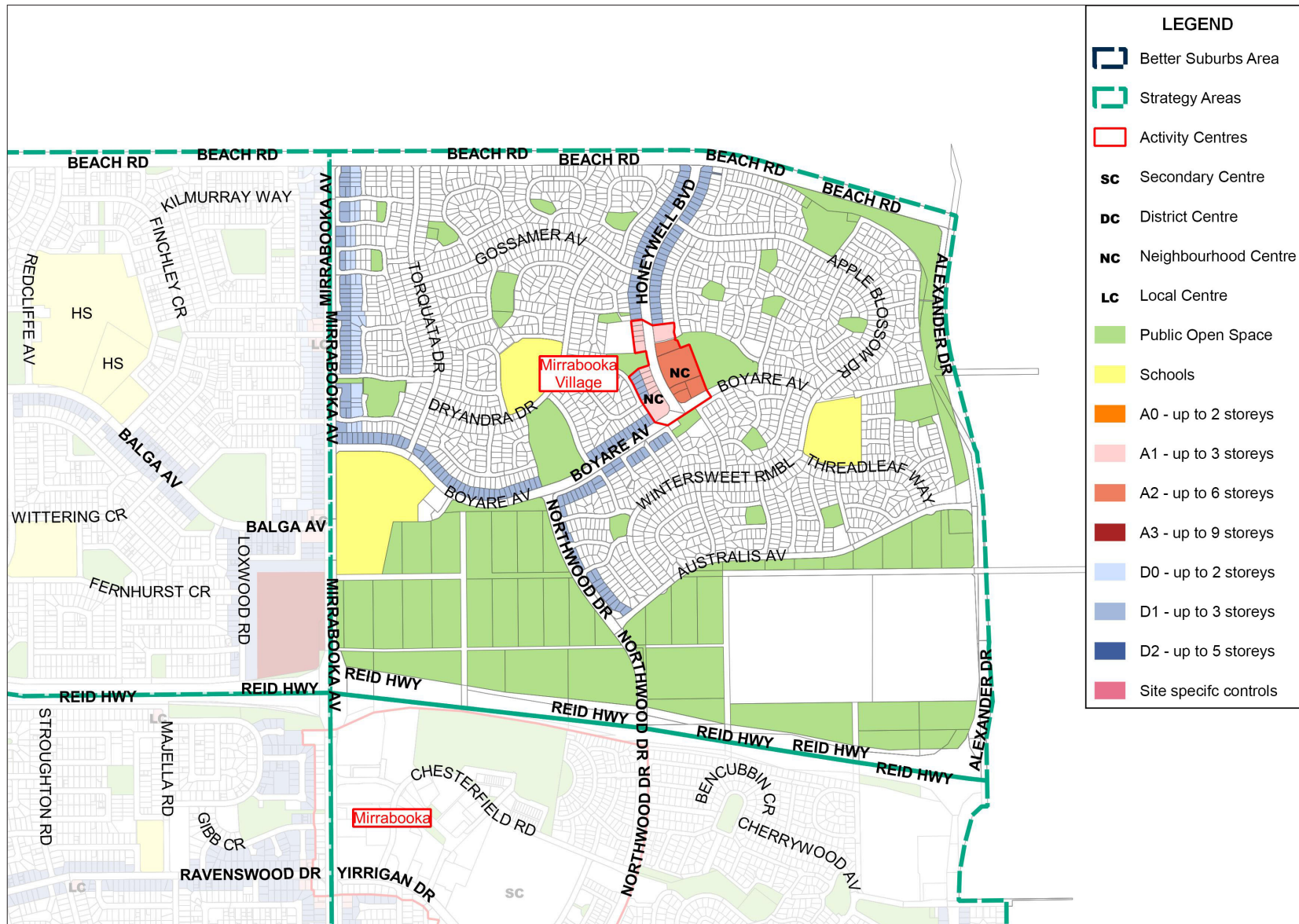


Figure 8 - Better Suburbs Strategy Map - Strategy Area 2 - Mirrabooka

9.0 STRATEGY AREA 3 – DIANELLA

9.1 Future Character Statement

Centre Precincts



The Strategy identifies potential locations for new local centres at key strategic locations within the Dianella Strategy Area



Homes



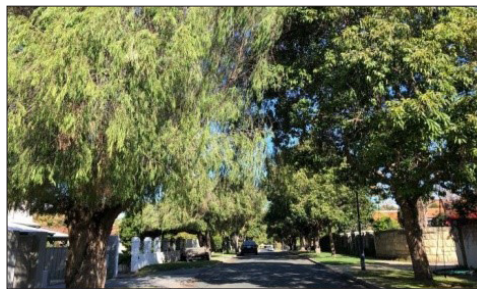
The fundamental principle guiding new development within this Strategy area is aimed at protecting, and enhancing, the existing form of development.



Streets



The future design of the streets should aim to prioritise the pedestrian experience, enhance the street's function, improve the suburban character and increase tree canopy.



Community



The public realm within this Strategy Area will be enhanced through upgrades to verge landscaping and increased tree canopy coverage.



10.0 STRATEGY AREA 4 – NOLLAMARA & WESTMINSTER

10.1 Future Character Statement

Centre Precincts



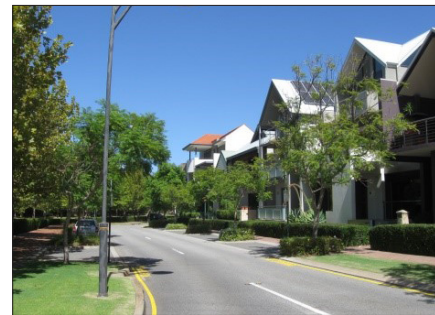
Centre redevelopment will aim to enhance the centre character and achieve benefits to the public realm as well as the centre configuration. It is envisaged that through land assembly processes, a staged redevelopment of these centres, particularly Nollamara Neighbourhood Centre, can be achieved.



Homes



New residential development within Balga will be aimed at achieving tree retention and meeting the demands for alternative housing forms and improving the interface with the public realm.



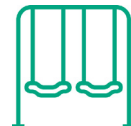
Streets



The future design of the streets should aim to prioritise the pedestrian experience, enhance the street's function, improve the urban character and increase tree canopy.



Community



It is vital to enhance the public realm experience within Nollamara-Westminster to ensure that residents have access to diverse and local recreation and social spaces.



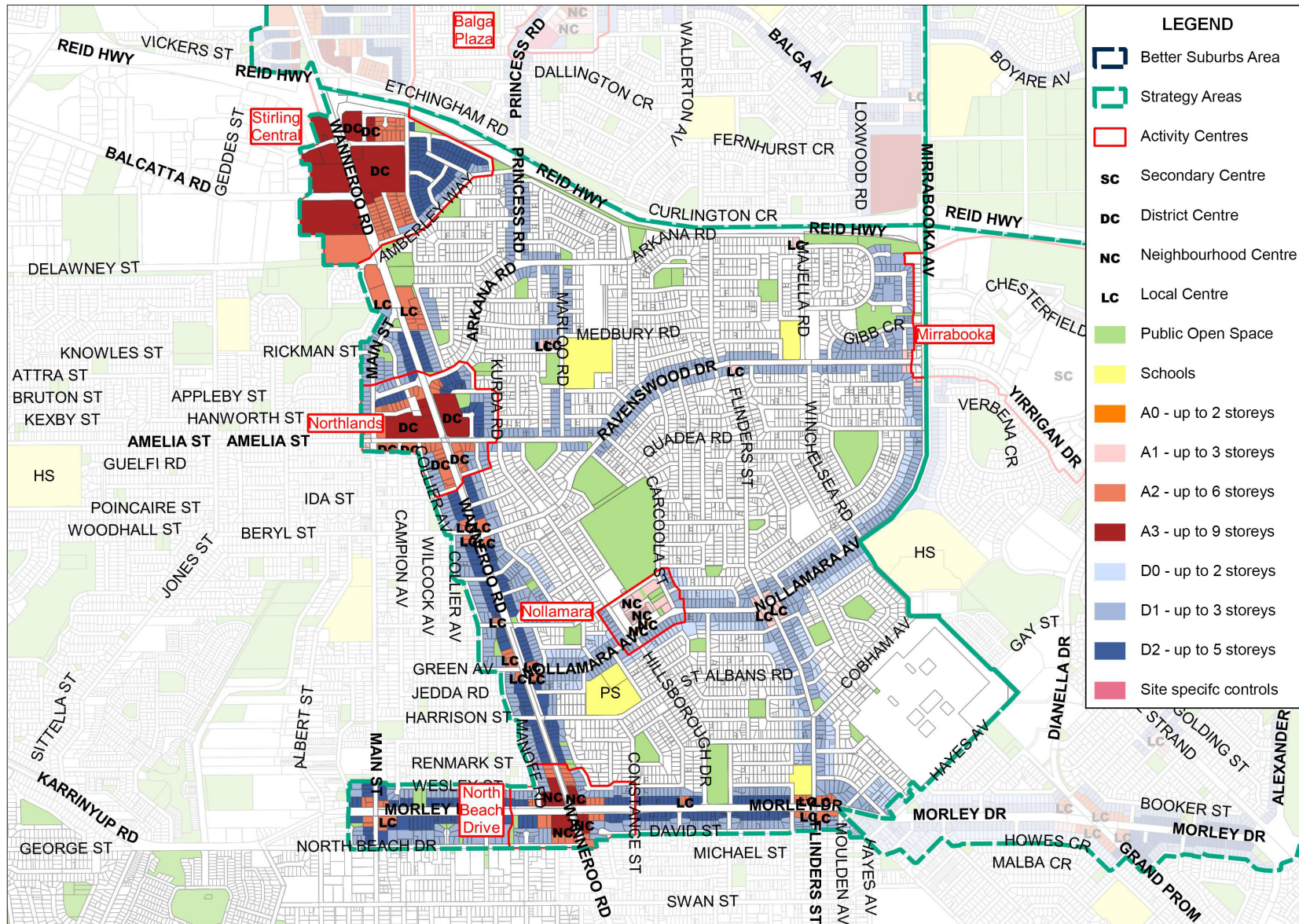


Figure 10 - Better Suburbs Strategy Map - Strategy Area 4 - Nollamara & Westminster

11.0 IMPLEMENTATION

Implementation of the Strategy will rely on the cooperation of a range of stakeholders including Federal and State Government, the City, private sector and the community.

Planning-focused initiatives required in order to deliver the vision and achieve the guiding principles and strategies, such as the preparation of Scheme Amendment/s, preparation of a Development Contribution Plan and developing Activity Centre Plans and Local Development Plans for centres and corridors can commence and be delivered in the short-term.

Delivery of physical improvements such as the delivery of transport-related projects, economic development, land assembly and physical improvements within the centres and community will be more gradual over a longer period of time and rely on involvement, investment and commitment from a range of third-parties including private landowners and government agencies.

12.0 COVID-19

It is recognised that the Covid-19 pandemic will have a significant impact on the broader Australian economy as well as the Better Suburbs area more specifically. At the time of writing this Strategy, the Covid-19 pandemic is ongoing and the short, medium and long-term effects are unknown, however it is important to recognise that this Strategy is a long-term vision that stretches to 2050 and beyond. Accordingly, whilst the initial implementation and uptake may be constrained, over the long term, the implementation of the Better Suburbs Strategy will result in improvements for the area.

PART ONE: INTRODUCTION



1.0 INTRODUCTION

1.1 Purpose of the Strategy

The purpose of the Strategy is to provide guidance for the preparation of the comprehensive planning framework for the Better Suburbs project area, comprising an area of over 2,000ha which includes the suburbs of Balga, Dianella (north of Morley Drive), Nollamara, Mirrabooka, Westminster and parts of Balcatta, Tuart Hill and Yokine. The comprehensive planning framework will include the following:

- Local Planning Scheme Amendment/s
- Preparation of Local Development Plans (LDP)
- Future zoning under the City's Local Planning Scheme No. 4 (LPS 4)

The Strategy outlines the measures required to integrate land use and transport planning. It identifies the necessary upgrades of infrastructure to support growth in the area, including public transport and community infrastructure.

There has been significant community and stakeholder engagement into the formation of the Strategy including City of Stirling staff, Elected Members, State Government representatives, local residents, community group representatives, industry professionals, landowners and local business people.

1.2 Why Do We Need a Better Suburbs Strategy?

The suburbs in the project area are generally zoned Residential R40 and R20 with pockets of R30 and R50. The City has identified significant problems in the low to medium scale residential development of the project area which has become a major impetus for the preparation of the Better Suburbs Strategy. Development has resulted in poor active frontages to streets, loss of tree canopy and increase in heat island effect, dominance of car parking and crossovers and poor streetscape character and quality of living in general.

The project area contains a number of activity corridors such as Wanneroo Road, Morley Drive, Beach Road, Mirrabooka Avenue, Alexander Drive and Ravenswood Drive, however these corridors can be regarded as under-served by public transport with modes generally limited to bus. The majority of Mirrabooka is not located within a 600m walkable catchment of a high frequency bus service. Attempting to retro-fit increased density in areas that are not well serviced by public transport is not a viable outcome. A focus needs to be placed on achieving a connected city growth pattern, providing access to employment opportunities and

facilitating access to established public transport options.

The project area contains a relatively sparse arrangement of local, neighbourhood and district activity centres including Fieldgate Square, Balga Plaza, Mirrabooka Village, Stirling Central, Northlands, Nollamara and parts of Wanneroo Road and Morley Drive. The Strategy supports the integration of activity centres with public transport and focuses urban growth in and around centres. The project area provides a unique opportunity for transit-based mixed use neighbourhoods.

In addition, the City also has a responsibility to address the urban infill targets as set out in Perth & Peel @3.5million, with the City of Stirling being identified to accommodate an additional 60,330 dwellings by 2050. This Strategy requires appropriate guiding principles and strategies to better manage the impacts of increased density and infill development, prioritising design, amenity and liveability.

In response to the above observations, the project aims to:

- Focus investment, jobs and housing growth on corridors and centre precincts.
- Maintain suburban residential areas of the City for family and larger households.
- Increase tree coverage.
- Improve the overall liveability of the City.
- Protect and enhance the City's natural environment.

Achieving intensification in the right areas – centres and corridors – whilst generating improved performance outcomes from the retention of upgraded low-density areas is a major focus of this Strategy. Correctly handled, medium density development can be improved through the City making appropriate modifications to the State Government's Residential Design Codes Volumes 1 and 2 through Local Development Plans.



Poor streetscape character



Increase in heat island effect



Dominance of car parking



Lack of employment opportunities



Poor access to community facilities



Loss of tree canopy



Lack of public transport



Poor diversity and amenity in centres

1.3 About This Strategy

The Strategy establishes clear guiding principles, strategies and actions to facilitate appropriate growth and change in centre precincts, streets, homes and community parks and facilities to realise the vision and strategic planning direction for the Better Suburbs project area.

The study has involved extensive collaboration with a wide range of stakeholders including City of Stirling staff and Elected Members, State Government representatives, local residents, community group representatives, industry professionals, landowners and local business people.

The Strategy will be implemented across all business units within the City in order to ensure commitment, coordination and implementation at all levels. Close alignment with the themes and principles of the City's Strategic Community Plan

(SCP) should occur. The recommendations of the City's Local Planning Strategy 2019 has been a key consideration in developing the strategies and actions under this Strategy.

Achieving the goal of appropriate and effective urban intensification requires a comprehensive and balanced approach between project objectives and community aspirations. The process for delivering a strategy to lead change as outlined in this report includes the steps as outlined in Figure 11. The key outputs of the Better Suburbs Strategy include a Strategy Report, Local Planning Scheme Amendment/s and Activity Centre Plans or Local Development Plans. The project will also deliver an Infrastructure Funding Model to fund community and social infrastructure, informed by a Community Infrastructure Plan.

1.4 Process for Delivering this Strategy

1. Analysis of local profile - a comprehensive analysis of the local profile to understand the likely growth in population and dwellings.
2. Review of the relevant state and local planning context - existing planning controls were examined to determine their relevance, impact and suitability to achieve the overall vision and guiding principles for the project area.
3. Liaison with government agencies and key stakeholders - engagement with key government agencies and stakeholders through meetings and industry forums to help inform future planning controls and infrastructure requirements.
4. Analysis of key issues/opportunities - a comprehensive site analysis was undertaken to understand the opportunities and constraints to development such as analysis of open space, movement network, number of dwellings and land uses.
5. Literature review/case studies - review of recent research and current literature fundamental to addressing urban growth and relevant to the proposed planning framework.
6. Community engagement - to establish the vision and preferred design outcomes.
7. Preparation of planning framework and community feedback - preparation of draft Planning Strategy, Scheme Amendment/s, Community Infrastructure Plan, Development Contribution Plan and Transport Strategy for public consultation.
8. Finalisation and implementation of planning framework - finalisation of planning framework documents following public consultation and implementation to guide the realisation of the vision

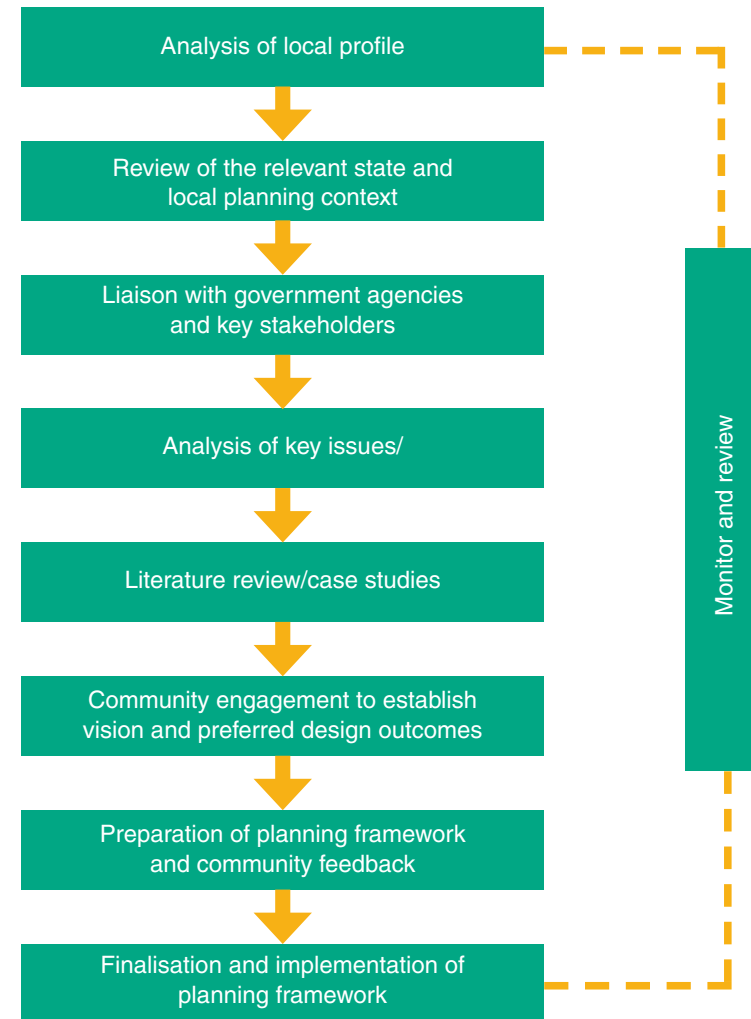


Figure 11 - Delivering this Strategy

1.5 Structure of this Strategy

This Strategy has been arranged in five main parts as shown in Figure 12.

Executive Summary

Part 1 – Introduction

This part provides:

- Project background.
- The vision, objectives, guiding principles and guiding strategies to deliver the desired outcomes across the Better Suburbs project area.
- A summary of the engagement process and outcomes.
- A summary of the framework for implementation.

Part 2 – Overall Strategic Framework Elements

This part provides:

- The principles and strategies relevant to the four framework elements of centre precincts, streets, homes and community applicable across the Better Suburbs project area.

Part 3 – Strategy Areas

This part provides:

- Specific strategies and actions for particular centre precincts, streets, homes and community (parks and facilities) specific to each strategy area (where applicable).

Part 4 - Implementation

This part provides:

- Key actions and planning instruments to achieve the principles and recommendations of the framework for the project as a whole and any specific centre precincts and streets.

Part 5 - Appendices

A number of appendices accompany this Strategy including a Transport Strategy, Community Infrastructure Plan, street cross-sections and design concepts.

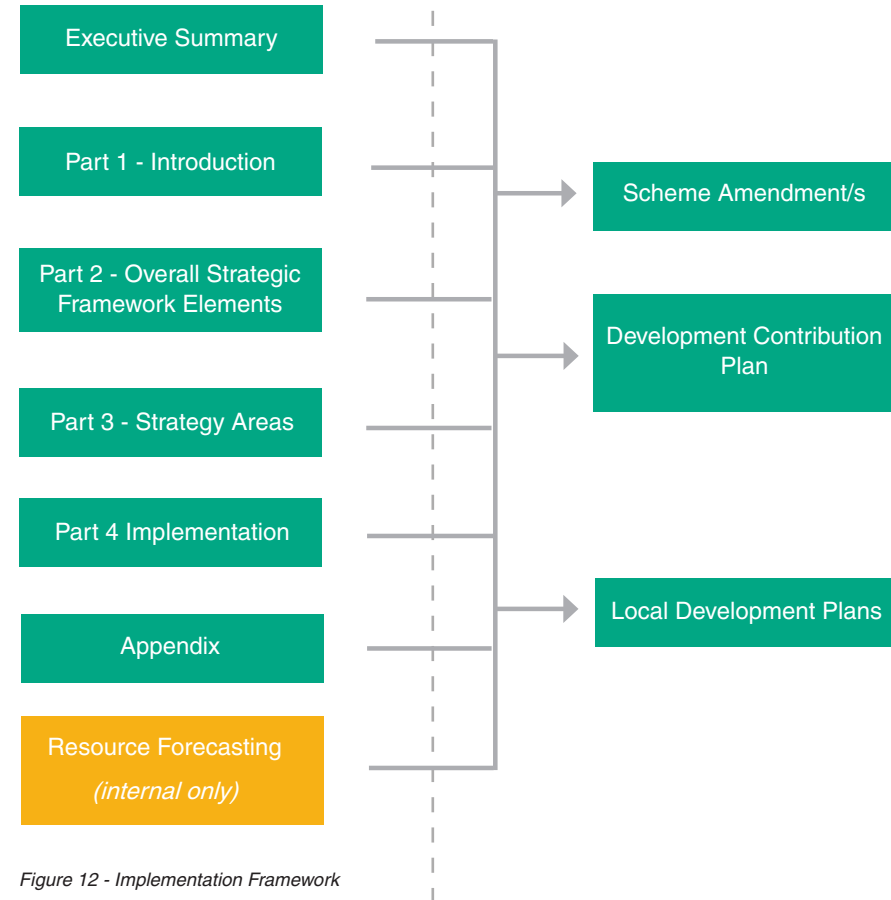


Figure 12 - Implementation Framework

2.0 STUDY AREA

The Better Suburbs project area includes the suburbs of Balga, Dianella (north of Morley Drive), Nollamara, Mirrabooka, Westminster and parts of Balcatta, Tuart Hill and Yokine, which is an area of over 2,000 hectares. The project area can be logically broken down into four strategy areas as shown in Figure 13. Strategy Area 1 comprises Balga and part of Hamersley, Strategy Area 2 comprises the suburb of Mirrabooka (north of Reid Highway), Strategy Area 3 comprises part of Dianella located north of Morley Drive and Strategy Area 4 comprises the suburbs of Nollamara and Westminster and small parts of Tuart Hill and Yokine. Whilst these strategy areas are naturally and logically defined areas by suburb and movement corridors, there are still distinctive characteristics and stakeholder views, which have shaped the vision, built form and public realm responses relevant to each strategy area.

The Better Suburbs project area has an estimated population of 48,734 people (ABS Census Data 2016). As noted in the City's draft Local Planning Strategy, the Better Suburbs population is forecast to increase by approximately 40,000 additional people by 2051. Dwelling yield and population estimates have been prepared for the Better Suburbs centre precincts and corridors only and based on a medium growth scenario of 60% redevelopment by 2050, an additional 25,874 people are anticipated.

The project addresses the challenges and opportunities facing the City of Stirling in balancing potential for a diverse range of housing types and non-residential uses, encouraging greater use of public transportation, promoting increased densities around centres and corridors and improving the quality of the environment and community facilities. The Strategy will aim to achieve better outcomes ahead of redevelopment and to support community need.



Figure 13 - Location Plan - Strategy Areas within the Better Suburbs Project Area

2.1 Study Area Context

The Better Suburbs project area is located approximately 7km north of the Perth CBD and approximately 8km east of Trigg Beach (refer Figure 14). The project area is located within proximity to key arterial roads with the Mitchell Freeway located approximately 4km to the east and Wanneroo Road and Alexander Drive bordering the project area and providing continuous access between the Perth CBD and the North-West Corridor. Reid Highway which bisects the project area and Morley Drive which borders the project area to the south provides key east-west connections.

As a large and diverse urban area, the locality is characterised by a wide spectrum of land uses and services, including but not limited to residential, commercial, retail, community facilities and civic activities. Whilst the Mirrabooka Town Centre, Channels 7, 9 and 10 Television Station sites and the Atlas Site are located in the project area they are excluded from the Better Suburbs project.

A number of key activity centres are located within the project area, or within proximity to, including Stirling City Centre as a Strategic Metropolitan Centre, Karrinyup and Mirrabooka as Secondary Centres and District Centres of Dianella, Northlands and Stirling Central. A number of Neighbourhood and Local Centres are also dispersed across the project area, which offer daily and weekly household shopping needs and a small range of convenience services for their respective catchments.

Industrial and showroom uses located at Osborne Park, Innaloo, Balcatta and Malaga are in close proximity to the Better Suburbs project area and provide key places of employment for residents. The transformation of the Stirling City Centre and Herdsman Glendalough Area, located approximately 6km to the south-west of the project area, are planned to deliver a substantial increase in employment and housing.

There are a number of open space areas for sport, recreation and natural uses within the project area, however this does not take into account any required open space for the future projected population growth. Dianella Regional Open Space offers substantial passive and active recreation opportunities to residents and visitors within the locality. Notwithstanding pockets of remnant vegetation, the land is predominately cleared and any vegetation worthy of retention will be protected and enhanced through development.

Public transport is generally limited to bus services and these generally follow the main transport routes in the project area. Rail is available at Stirling and Warwick Stations which are 3-4km west of the Better Suburbs area.

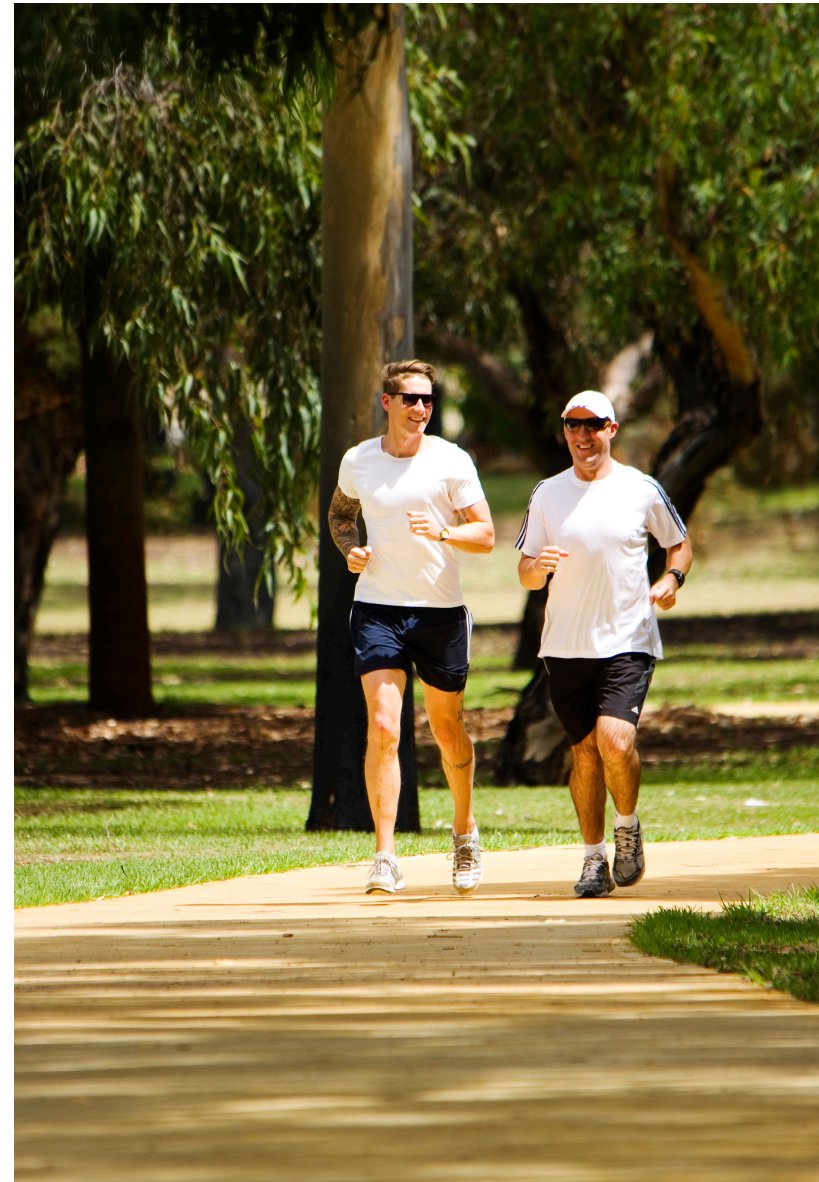




Figure 14 - Context Plan

2.2 Demographic Profile

To understand the existing community profile within the Better Suburbs project area, a review and comparison of the Australian Bureau of Statistics (ABS) Census data has been undertaken. An understanding of the demographic profile of the Better Suburbs project area will assist with planning for future public open space and community facilities. The following provides a summary of the key findings as outlined in Table 1:

- Median age in Balga-Mirrabooka and Nollamara-Westminster is slightly lower than the City of Stirling and Greater Perth average. Dianella is higher than both the City of Stirling and Greater Perth average. The majority of growth can be seen in the middle-age bracket within Balga-Mirrabooka.
- Whilst generally incomes in the City of Stirling reflect the Perth situation, Better Suburbs residents have a slightly lower range of incomes and focussed in the middle and lower level \$200-\$1,250 per week.
- Family households generally dominate the household composition across the Better Suburbs project area.
- Across the City of Stirling and Greater Perth in 2016, unemployment was approximately 5%, however unemployment in Balga was recorded at approximately 9% with 32% of the population not in the workforce.
- There is strong multi-cultural diversity within the Better Suburbs project area which includes people born in over 35 countries other than Australia.
- University or other tertiary education within Balga-Mirrabooka is significantly lower than the Greater Perth average, whilst Dianella has a much higher proportion than Greater Perth.



Population and Housing

		Balga-Mirrabooka	Nollamara-Westminster	Part Dianella (SA1)	Better Suburbs	City of Stirling (LGA)	Greater Perth (Capital City Statistical Area)
How old are we?	Median age	31	32	40	35	36	36
How much do we earn?	Median weekly household income	\$967	\$1,135	\$1,283	\$1,128	\$1,353	\$1,456
Who do we live with?	Couples with children	31%	22%	51%	35%	29%	30%
	Couples without children	21%	27%	16%	21%	28%	35%
	One parent families	18%	13%	8%	13%	10%	10%
	Group household	4%	7%	3%	5%	5%	4%
	Lone person household	26%	31%	22%	26%	28%	26%
Workforce	Unemployment	9%	6%	4%	6%	5%	5%
Cost of housing	Households with a mortgage	35%	31%	32%	33%	32%	38%
	Median weekly rent	\$290	\$320	\$300	\$303	\$310	\$321
	Households renting	41%	44%	24%	36%	33%	27%
Ethnicity	Non-English speaking backgrounds	45%	40%	37%	41%	23%	17%
School/Education	University attendance	8%	16%	20%	15%	18%	16%
	Bachelor or higher degree	31%	47%	54%	44%	56%	20%
	Vocational	35%	29%	28%	31%	25%	19%

Table 1 - Demographic Profile

3.0 COMMUNITY ENGAGEMENT

3.1 Overview and Purpose

The purpose of the stakeholder and community engagement process for the Better Suburbs project was to generate discussions amongst the residents, landowners and tenants and to develop a clearer understanding of the community's vision to inform future planning, development and design guidance for the project area.

Engagement for the Better Suburbs project commenced in December 2016 involving a series of eight Listening Posts across the project area at Mirrabooka Village, Nollamara Shopping Centre, Stirling Central, Balga Markets, Mirrabooka Mosque, Nollamara Buddhist Centre and Mirrabooka Shopping Centre. The Listening Posts involved interactive 'pop-up' activities that allowed the local community to express what they value and want to build on for the future. This process was followed by an opportunity to complete an online survey, where 864 responses were received.

During March and April 2017 a series of Vision and Design Workshops were held across the four strategy areas of the project area (Balga, Dianella, Mirrabooka and Nollamara-Westminster) and corridor (Morley Drive and Wanneroo Road). The workshop exercises aimed to engage with the local community and interested stakeholders to prepare a vision and refine design considerations for the project area.

The above exercises culminated in an Open Day and Festival held on 26 November 2017 where the development plans were presented back to the community. The City of Stirling staff and the consultant team have also presented at Councillor Information Sessions to receive feedback and input from the Elected Members at key stages of the project.



Figure 15 - Better Suburbs Open Day

Listening Posts

Industry Workshops

Formal Advertising

Open Day & Festival

Kitchen Table
Meetings

Vision & Design
Workshops

Centres &
Corridors Targeted
Consultation

Community
Survey

3.2 Engagement Process

The Better Suburbs project area comprises a significant number of private landowners, other stakeholders and cultural and linguistically diverse groups that will present a wide variety of aspirations for future development outcomes. Management of these responses and aspirations is critical to achieving an optimal planning outcome that meets the needs of all stakeholders. As such, the methods of engagement have been tailored to suit each audience based on the local context and have been designed to excite and encourage participation from a broad audience. A key focus has been to build trust and ownership through the creation of a shared vision.

The majority of engagement exercises have aimed to understand the community's main values and opportunities for development of the area associated with the following three critical elements:

- My Home – focus on the types of preferred housing.
- My Street – focus on the character and amenity of the street.
- My Neighbourhood – focus on the opportunities for land uses, community parks and facilities and housing diversity in centre precincts and key transit corridors.

3.3 Engagement Outcomes

The following summary outlines the general outcomes of the Better Suburbs engagement processes, which have assisted with understanding emerging themes, preferences and general comments relevant to the four strategy areas of the Better Suburbs project area and project as a whole.

The key outcomes of the engagement process as outlined in Figure 16 have been translated into framework elements that provide a constant underlying focus which has been carried through the various parts of this Strategy. Given the importance of the My Home, My Street and My Neighbourhood themes in underpinning the engagement exercises, significant emphasis has been placed on tying these themes to the four framework elements of centre precincts, streets, homes and community, as further explored in Parts Two and Three of this Strategy. This will ensure that the community feedback has played a significant role in shaping the strategic direction of the project.



MY HOME

We heard:

Support for streets to prioritise people (people friendly streets) and facilitate activity

Support for green streets linking parks and centres with 50% to 100% shade cover dependent on street hierarchy

Support for light rail/bus infrastructure and transit boulevards in areas supported by street trees and improvements to footpaths

Strategy response:

'Big streets' to be more people-friendly and local streets to be focused on people rather than vehicles.

Provide for a range of street typologies including provision for pedestrians, cyclists and public

Consider how the built form interfaces with streets

MY STREET

We heard:

Support for a diversity of housing options, with particular support for large family homes

Support for setting land aside for trees (appropriate species to be selected)

Support for an increase in heights of buildings (with smaller building footprints) in order to retain

Strategy response:

Opportunities for mixed use development and shop-top housing within centres and corridors

Low density, family homes to be located within 'the suburbs'

Retention of existing mature trees within the private realm

MY NEIGHBOURHOOD

We heard:

Support for family homes close to parks and schools in existing low density areas

Support for higher density development and an increase in building heights (up to 12

Support for community facilities to be located within parks and next to shops and businesses

Strategy response:

Centres and corridors to be the focus for intensity of development including increased residential density and building

Centres and corridors to be the nodes of activity where facilities and the public realm are

Figure 16 - Engagement Outcomes

4.0 VISION AND GUIDING PRINCIPLES

4.1 Vision Statement

The Better Suburbs area will have a strong sense of place where development intensity is located along urban corridors and around centres to encourage revitalisation and investment in community facilities and services; where suburban neighbourhoods provide a choice of homes accessed by shady, pedestrian friendly streets and green links, with safe access to parks, schools and local employment.

Ref: derived from concluding statements of Better Suburbs Vision and Design Workshops: May 2017.

4.2 Guiding Principles

The vision and approach to the project is led by a set of guiding principles as shown in Figure 17. Establishing clear guiding principles that have the engagement outcomes and four framework elements as an underlying focus will ensure that the aims and purpose of the project are achieved.



Figure 17 - Guiding Principles

PART TWO: STRATEGIC FRAMEWORK ELEMENTS



1.0 OVERALL STRATEGIC FRAMEWORK ELEMENTS

The guiding principles deal with four framework elements that shape the Better Suburbs project – centre precincts, streets, homes and community (facilities and parks) as described below and illustrated in Figure 18, and are reflected in the principles, strategies and more detailed actions carried through the various Parts of this Strategy.

CENTRES



The Strategy identifies key locations for the creation of mixed-use centres, intensification of land uses and wider housing choice. These nodes provide deliberate opportunities to create a sense of place and identity for the suburbs surrounding the nodes.

HOMES



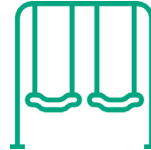
The need to accommodate growth yet retain the luxuries of the traditional suburban lot and suburban environment is a key focus of the Strategy. The form of development in low to medium density areas, coupled with intensified development in appropriate locations such as centres and urban corridors, will make development more sustainable.

STREETS



A key component of the Better Suburbs project has been to rethink and reconfigure the street as a place for people. The design of streets should promote non-car dependent lifestyles, hand the street back to the pedestrian and integrate the public realm with the road reserves and street. Streets have been identified under two main classifications, being urban corridors and other key streets.

COMMUNITY



As the Better Suburbs project area faces increasing pressure on its urban form and capacity for effective change, it is important to ensure the quality of the environment is improved through increased access to community facilities and parks.

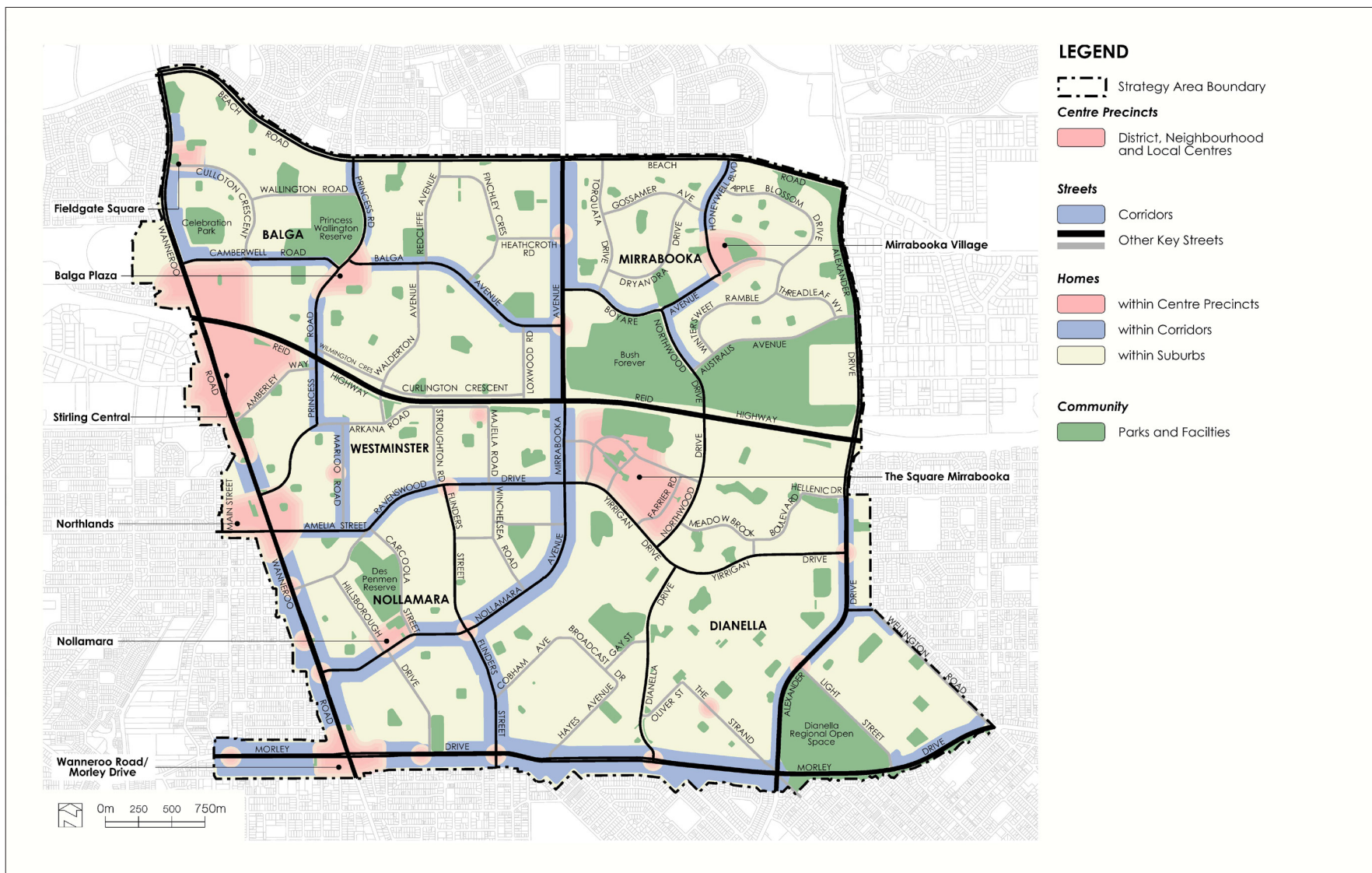


Figure 18 - Overall Strategic Framework Map

2.0 CENTRE PRECINCTS

2.1 Introduction

Centre precincts within the Better Suburbs project area provide a mix of retail, cultural, commercial, civic and employment-generating land uses. The centre precincts generally provide a mix of convenience uses and locally specific retail and food and beverage outlets, largely in response to the demographic profile of the surrounding catchment.

Centres within the Better Suburbs project area can be divided into three categories in accordance with State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2) as follows and as outlined in Table 2 and Figure 19:

- **District:** precincts which primarily provide services and facilities for the daily and weekly needs of residents or businesses of the local catchment. Limited employment opportunities to cater for the needs of the catchment and a mix of land uses including medium to high density development may be provided. These precincts should also foster public transport connectivity and accessibility.
- **Neighbourhood:** precincts which primarily provide for the daily and weekly convenience needs of the surrounding local community. These precincts may provide community facilities and services for the local and wider catchment.
- **Local:** precincts that serve the local needs of the community within a walkable catchment often at key points along corridors. These precincts are expected to redevelop over time to provide for a more diverse mix of land uses.

Whilst the project area is largely suburban in nature, it is permeated by a number of centres situated along corridors and other key streets. Total floorspace across these key centres is approximately 37,820m² (NLA) at 2016. Whilst The Square Mirrabooka Centre (Secondary Centre) is located within the project area, it is excluded from the Better Suburbs Strategy given more detailed planning is already in place.

The City of Stirling Retail Modelling and Centres Strategy prepared in support of the Local Planning Strategy analysed the existing performance and future retail opportunities across the City's activity centres. The report concludes that the potential exists for an additional 35,000m² to 50,000m² of retail floorspace across all City of Stirling district centres, 15,000m² to 25,000m² within neighbourhood centres and 2,000m² to 7,000m² within existing or new local centres over the next 15 years.

Consistent with these recommendations, no new district or neighbourhood centres are proposed within the Better Suburbs project area, however the Strategy advocates for additional local centres located strategically along key corridors and at potential transit stops. General observations as seen from a place audit undertaken of key centres concluded that there is significant scope to revive the public realm and enhance the identity of existing centres rather than establish new higher-order centres.

SPP 4.2 Activity Centres Hierarchy	Better Suburbs Centre
Strategy Area 1	
Neighbourhood Centre	Balga Plaza; Fieldgate Square
Strategy Area 2	
Neighbourhood Centre	Mirrabooka Village
Strategy Area 3	
Local Centre	Pimlott Street
Strategy Area 4	
District Centre	Stirling Central, Northlands
Neighbourhood Centre	Nollamara; North Beach Drive
Local Centre	Arkana Road; Big Rock; Canara Road; Green Avenue; Ravenswood Drive; Sylvia Street

Table 2 - Existing Activity Centres

Ten new local centres are proposed at the following indicative locations:

- Strategy Area 1: Balga Avenue / Mirrabooka Avenue; Mirrabooka Avenue / Heathcroft Road
- Strategy Area 3: Alexander Drive / Yirrigan Drive; Alexander Drive / Light Street; Morley Drive / Grand Promenade
- Strategy Area 4: Morley Drive / Main Street; Morley Drive / Jason Street; Morley Drive / Flinders Street; Nollamara Avenue / Flinders Street; Flinders Street / Ravenswood Drive

2.2 Centre Precincts - Principles And Strategies

2.2.1 General Principles

Principle 1

Grow the economic base of the Better Suburbs project area.

Strategies:

- 1.1 Support the concentration of businesses, for fast exchange of ideas, goods and services.
- 1.2 Enable and guide the re-design of centres so they can better compete with newer centres.
- 1.3 Provide new local retail and business land use opportunities appropriately throughout the area.

Principle 2

Support the vibrancy and diversity of activity.

Strategies:

- 2.1 Encourage land uses that provide after-hours activation to create a safe and friendly environment.
- 2.2 Encourage retail that caters to different cultures.

Principle 3

Consolidate land uses and increase opportunities for economic activity.

Strategies:

- 3.1 Provide a range of centres, of varying size, according to their function throughout the area.
- 3.2 Produce strategies to manage economic growth and to revitalise declining centres.
- 3.3 Increase employment and residential capacity, where appropriate.
- 2.4 Locate walkable nodes on corridors and high-frequency public transport to establish a movement economy.
- 3.5 Promote higher-density residential development that achieves high standards of privacy, safety, security, private open space and visual character.
- 3.6 Provide compact and efficient public open spaces near the core and larger ones towards the periphery.
- 3.7 Locate higher-density mixed-use activities closer to the centre core and busy routes.
- 3.8 Locate community uses where they are most accessible.

2.2.2 District Centre Principles

DC Principle 1

Reinforce the public realm as central to the place experience.

Strategies:

- 1.1 Encourage placemaking opportunities by developers as a component of development incentives.
- 1.2 Promote the location of community facilities and services within centres to achieve desirable placemaking qualities.
- 1.3 Opportunity for 'main street', pocket parks or small urban spaces (plazas or piazzas) to be developed within landmark locations of district centres.
- 1.4 Create a cohesive centre by encouraging consistent signage to promote the diversity of products and assist with wayfinding for new or infrequent visitors.

DC Principle 2

Support the role of district centres as a thriving urban hub and a focal point within the community.

Strategies:

- 2.1 Establish the appropriate quantity and mix of residential land uses to achieve suitable land use integration and centre vitality.
- 2.2 Land uses to provide activation of the street with parking sleeved or decked.
- 2.3 Consider future adaptability of decked / undercroft parking.
- 2.4 Promote pedestrian-scale main streets flanked by retail and other active uses.
- 2.5 Encourage anchor stores to activate the main street and act as an activity generator.
- 2.6 Capitalise on the movement economy of passing trade.
- 2.7 Design of centres to facilitate intensification of land uses once public transport infrastructure is implemented.

2.2.3 Neighbourhood Centre Principles

NC Principle 1

Achieve successful lower-order neighbourhood centres to ensure increased patronage, a range of retail and commercial offerings and adequate viability.

Strategies:

- 1.1 Encourage interaction of tenancies with the public realm.
- 1.2 Emphasise the location of parking on-street, however the majority of parking to be sleeved or located at the rear of the building where possible.
- 1.3 Support medium (and potentially high density) residential development as the centre matures and where located on corridors and other key streets supported by high frequency public transport.
- 1.4 Design of centres to accommodate transition in land uses over time as the centre matures.

2.2.4 Local Centre Principles

LC Principle 1

Provide a local community focal point within a walkable distance of the surrounding residential catchment.

Strategies:

- 1.1 Facilitate small-scale localised retail focused on walkable access to create localised employment opportunities and promote employment self-sufficiency.
- 1.2 Encourage shop-top housing to diversify land use mix, particularly where dealing with fragmented land ownership within centres.
- 1.3 Emphasise the location of parking on-street (outside of street setback area) or sleeved at the rear of the building.
- 1.4 Create a local community heart by offering places for the community to meet and linger.

2.2.5 Homes Within Centres Principles

Principle 1

Accommodate a significant proportion of the City's dwelling targets through the development of medium and high-density development within, and around centres.

STRATEGIES:

- 1.1 Allow for the development of apartment living within centres with a focus on higher order centres in the short to medium-term, transitioning to lower order centres over time as the area matures.
- 1.2 Ground floor to be either commercially or retail capable with limited scope for residential at ground floor.
- 1.3 Encourage the location of taller elements at the front boundary.
- 1.4 Building height to be determined through future Activity Centre Local Development Plans.
- 1.5 Encourage development of sites with rear vehicle access.
- 1.6 Provide for a suitable and sensitive transition between more intense development and established suburban areas.



Figure 20 - Corner Flinders Street and Morley Drive in Nollamara

3.0 STREETS

3.1 Introduction

A key component of the Better Suburbs project has been to rethink and reconfigure the street as a place for people. The design of streets should promote non-car dependent lifestyles and handing the street back to the pedestrian, particularly for local roads. This thinking should also involve the successful integration of the public realm with the road reserves and street.

The framework element, Streets, can be broken down into two main categories, being corridors and other key streets. Six different street character types have been determined each relating to specific land use, built form, movement network and public realm qualities.

The terminology used has been formulated to be easy to understand but also easy to administer. In order to apply these street character types and their defining characteristics their correlation with the Local Planning Scheme Hierarchy (or Liveable Neighbourhoods Hierarchy where not classified under the LPS) is shown in Table 3 and Figure 21.

To cater for the future population growth and the accompanying growth in trips an integrated transport network is essential.

With the anticipated growth in trips it is not possible to accommodate these trips as car driver trips to the same level as occurs today. A significant shift in modes is required to increase walking, cycling and public transport trips. It will also be required to reduce car trips over a period of 35 years.

The existing road network is already built to its ultimate capacity and has no ability to grow to keep pace with the population growth. Public Transport is key to deliver an alternative transport system. A typical lane of traffic can move 1000 people per day and a light rail lane can move up to 30,000 people per day in the same land area.

A Four Tier Public Transport System is essential to move people around the City. This can be implemented in the Better Suburbs area in a staged manner by 2050 (Tiers 1-3 shown in Figure 22).

The Better Suburbs Transport Strategy details a variety of options for addressing the transport needs of the growing Better Suburbs area including public transport upgrades.

Better Suburbs Street Character Type	Corridor Type or Classification
CORRIDORS	
Transit Boulevard	Class 1
Main Street	Class 1 (within Centre)
High-frequency Bus Street	Class 2
Bus Street	Class 3, Neighbourhood Connector
OTHER KEY STREETS	
Connecting Street	Neighbourhood Connector, Access Street
Slow Street	Access Street

Table 3 - Street Character Types

Defining characteristics of each street character type include:

- Footpaths on all streets, at least on one side of the street or on both sides where connecting key destinations such as centres, schools, open space and other community facilities.
- Bicycle network features may include on-street, off-street or dedicated shared path routes.
- Street tree requirements, green trail characteristics and level of shade cover correlating with the character of the street, abutting land uses and destinations the street is serving.
- Variety of parking arrangements suitable to the character of the street and demand, including on-street embayment; informal on-street; indented into the verge; off-street (including sleeved or undercroft in centres).
- Public transport infrastructure dependent upon the mode and frequency of transport.

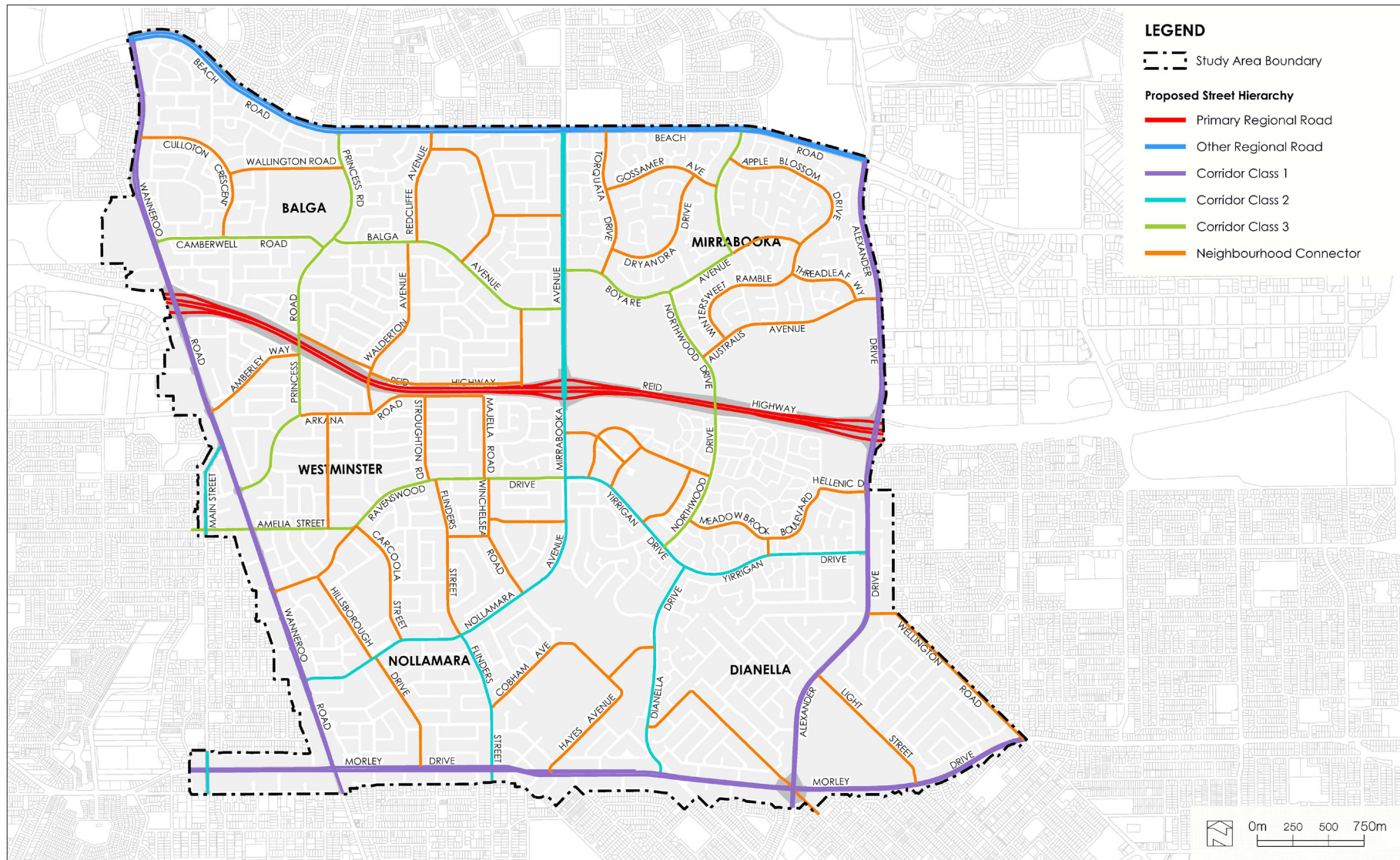


Figure 21 - Proposed Street Hierarchy

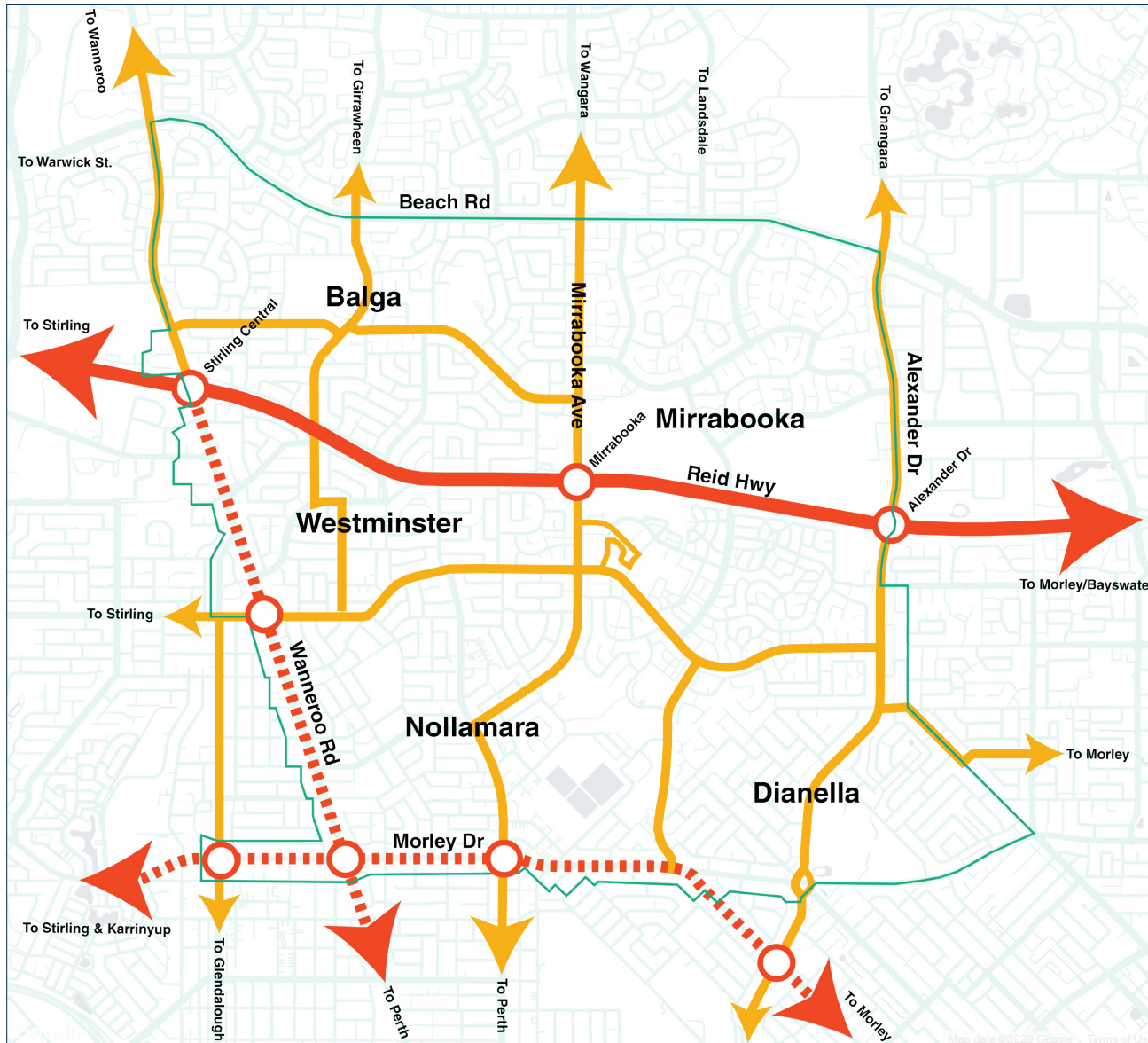


Figure 22 - Better Suburbs Transport Strategy (extract)

3.2 Streets - Principles and Strategies

3.2.1 General Principles

Principles that focus on land use development, accessibility, street design and management are used in development and assessment of the strategies for the Better Suburbs area:

Principle 1

Design for Accessibility, Connectivity and Integration

Design urban corridors to maximise accessibility by a range of transport modes, both along and across the corridors, with connectivity and integration taking priority over vehicle speed and capacity.

Strategies:

- 1.1 Create a connected high capacity public transport network.
- 1.2 Create a connected network of safe comfortable walking routes.
- 1.3 Create a network of safe cycling routes.
- 1.4 Maintain a network of safe connected streets.

Principle 2

Encourage Public Transport

Induce more people to use public transport, by increasing the frequency, capacity and connections of the services and network.

Strategies:

- 2.1 Increase Public Transport Services and Frequency on Activity Corridors.
- 2.2 Plan and Develop a 4 Tier Public Transport Network.
- 2.3 Increase Public Transport Use by Managing Transport Demand.

Principle 3

Encourage Walking

Encourage walking (including for people with disabilities) as the preferred option for short trips by providing safe, direct, convenient walking routes, crossings and facilities.

Strategies:

- 3.1 Promote the benefits and encourage more walking.
- 3.2 Improve the safety, amenity and connectivity of the walking network.
- 3.3 Create good streets and public places.

Principle 4

Encourage Cycling

Expand the coverage of the cycling network by providing a connected network of safe bicycle routes throughout the area and end of trip facilities within centres, at places of employment, educational facilities etc.

Strategies:

- 4.1 Plan and develop a network of safe, connected cycling routes.
- 4.2 Promote bike riding as a safe, healthy, and affordable mainstream travel mode.
- 4.3 Introduce travel planning and end of trip facilities for cyclists.

Principle 5

Manage Travel Demand

Introduce travel demand management measures to discourage excessive levels of car use that are inconsistent with mixed use transit-oriented development.

Strategies:

- 5.1 Deliver Programmes to Change Travel Behaviour
- 5.2 Deliver Travel Plans for Centres and Corridors
- 5.3 Enact Parking Policies to Reduce Demand for Car Drivers
- 5.4 Advocate for Road User Pricing.

3.2.2 Homes Within Corridors Principles

Principle 1

Increase the performance and quality of new housing within corridors.

Strategies:

- 1.1 Allow for diverse housing opportunities, including apartments, along transit boulevards, main streets, high frequency bus streets and bus streets.
- 1.2 Ensure intensive types of housing are well integrated with existing housing.
- 1.3 Ensure new housing provides high levels of privacy, amenity and overall quality.
- 1.4 Minimise the impact of driveways and parking areas on the streetscape amenity.
- 1.5 All building entrances to be directly from the street.
- 1.6 Optimise the potential of residential and mixed use development opportunities through lot amalgamation.
- 1.7 Building height to be determined through future Activity Centre Structure Plan or other appropriate planning mechanism (e.g. Local Development Plan).

Principle 2

Provide safe and pedestrian friendly streetscapes.

Strategies:

- 2.1 Combine adjacent driveways, narrowing wider driveways where they cross the footpath, or making use of back lanes.
- 2.2 Minimise the impact of parking areas by locating them to the rear of the site where possible, planting large numbers of trees, limiting paved surfaces to the minimum area required for parking and manoeuvring, and breaking large areas into small separated parking clusters.

4.0 HOMES WITHIN SUBURBS

4.1 Introduction

The need to accommodate growth yet retain the luxuries of the traditional suburban lot and suburban environment of portions of the Better Suburbs area is a challenge that requires consideration as part of this Strategy.

The character of low density areas, particularly within the suburbs of Mirrabooka and Dianella (largely R20 areas), is that of single detached dwellings on large lots. The liveability of this form of development can be significantly increased by improvements in public transport provision, public realm enhancements and appropriate built form guidance.

These areas can be termed as areas of 'stability' which should become greener, capable of collecting and purifying storm water, generating renewable energy and with more productive backyards so as to reduce the overall ecological footprint of the city. This form of development, coupled with intensified development in appropriate locations such as centres and corridors, will make development more sustainable.

4.2 Homes within Suburbs - Principles and Strategies

Principle 1

Reinforce the character of homes within the suburbs through the retention of trees and encourage additional tree planting.

Strategies:

- 1.1 Encourage water sensitive measures within tree-lined streets and backyards.
- 1.2 Encourage additional tree planting within the public and private realm to reduce the heat island effect.

Principle 2

Achieve the desired quality of life while producing areas that are liveable, economically viable, socially inclusive and ecologically sustainable.

Strategies:

- 2.1 Retention of the R20 density code within areas considered necessary to retain character properties, significant trees or other important features of the neighbourhood.
- 2.2 Single houses to be the predominant development typologies, however allowing for housing diversity of an appropriate built form.
- 2.3 Provide a diverse range of multigenerational places to live to cater for the distinct demographic of the area.

Principle 3

Reduce the environmental footprint of the urban area.

Strategies:

- 3.1 Provide land use and movement network patterns and modes that promote walking, cycling, shorter vehicle trips and more use of public transport.
- 3.2 Ensure the more compact forms of housing are well designed in terms of architecture, street relationship and resource efficiency.
- 3.3 Encourage efficient water use in buildings, private spaces and public reserves – including stormwater treatment.
- 3.4 Encourage the collection of storm water and grey water.

Principle 4

The home as an energy generator in support of the grid and large scale energy facilities.

Strategies:

- 4.1 Facilitate distributed energy and water management reducing long term vulnerabilities and expenditure.
- 4.2 Provide incentives for renewable energy installation.

Principle 5

Develop an inclusive society.

Strategies:

- 5.1 Provide a range of housing in the area.
- 5.2 Ensure affordable housing is well designed.
- 5.3 Reduce people's isolation from services and shops through the planning and design of land uses, movement and housing choices.
- 5.4 Increase transport choices for people's access to employment, health facilities, public places and functions.
- 5.5 Design public meeting places, including streets, urban spaces and parks, so that groups or cultures don't feel excluded.

5.0 COMMUNITY

5.1 Introduction

The Better Suburbs project area has an estimated population of 48,734 people (ABS Census Data 2016). As noted in the City's Local Planning Strategy, the Better Suburbs population is forecast to increase by approximately 40,000 people by 2051. Dwelling yield and population estimates have been prepared for the Better Suburbs centres and corridors. Assuming a medium growth scenario of 60% redevelopment, an additional 25,874 people are anticipated to be accommodated by 2050.

As the Better Suburbs project area faces increasing pressure on its urban form, it is important to ensure the quality of the environment is improved through better urban design and improved access to community parks and facilities. Recent development patterns within R40 and R50 areas have resulted in a loss of private open space, dominance of hard surfaces and an increase in heat island effect.

Based on the future community profile and current facilities in the Better Suburbs project area (shown in Figure 23), and factors influencing community facilities, possible implications in relation to the future provision of community parks and facilities may include:

- Greater reliance on public open space given the reducing areas of private open space.
- Facilities for the increasing age cohorts, particularly the ageing population.
- Facilities for a multicultural community.
- Increased demand for recreation and sport facilities due to increased resident population and workforce.
- More diverse demand patterns in relation to recreation and sport.

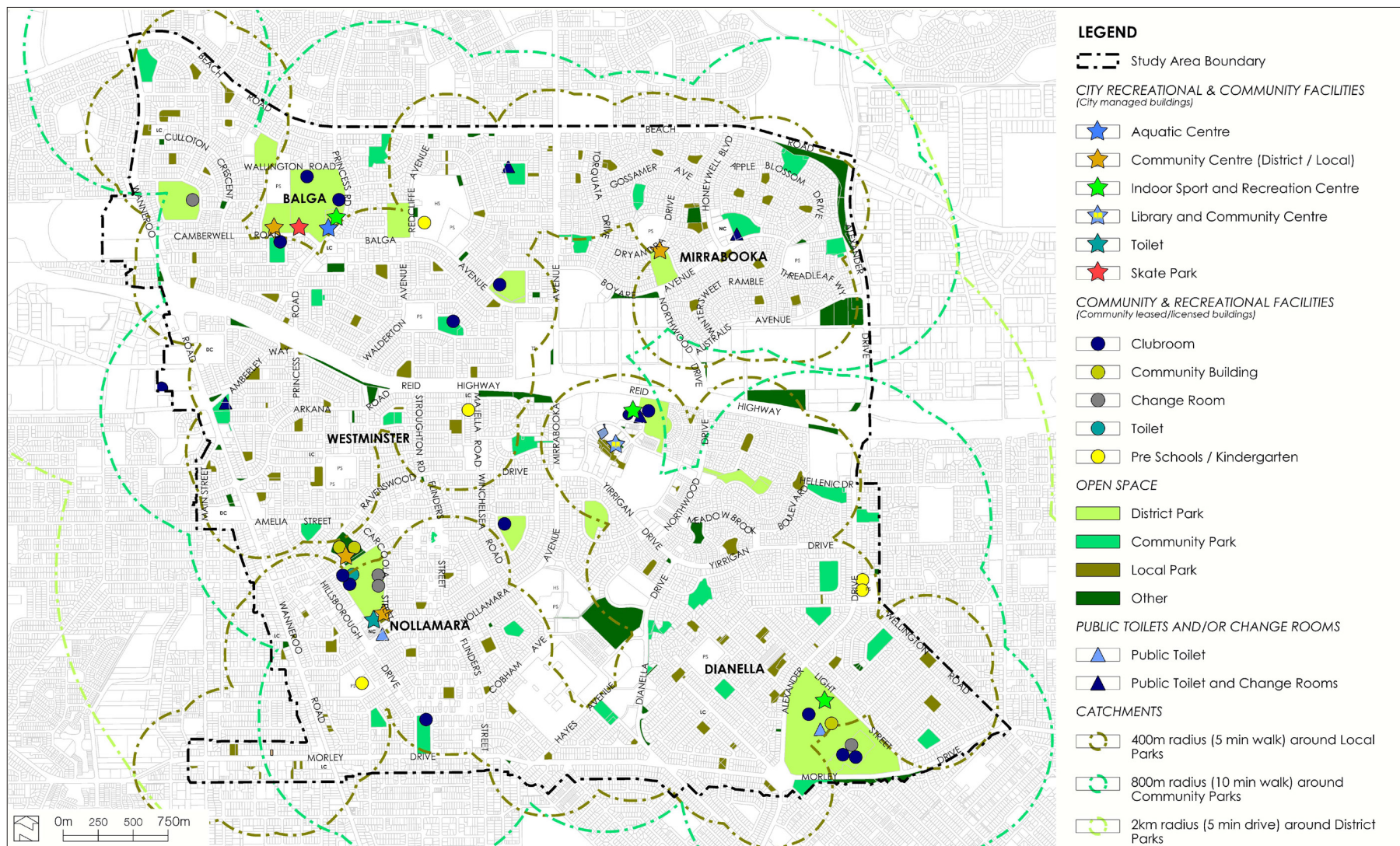
Parts of the Better Suburbs project area are generally well serviced by public open space particularly in the suburbs of Mirrabooka, Dianella and Balga with a variety of district, community and local parks as shown in Figure 23, with all dwellings located within 400m of a park. However, there is a shortfall of public open space in both Nollamara and Westminster. More intense development will place increased demand on these areas of open space particularly in the suburbs of Nollamara and Westminster who are not currently well serviced. Improved useability, accessibility and additional public realm areas in the form of urban spaces will require consideration.

Existing tree cover within the City of Stirling and Better Suburbs area in particular is diminishing rapidly (25% tree coverage prior to 1996 compared to 10.2% in 2017). The engagement process determined that the retention of open space and trees was highly valued by the community.

Improvement of public realm linkages through the promotion of 'green trails' linking key destinations, is a key component of the project. Tree retention and additional tree planting within the public and private realm is also recommended. Intensity of development should not occur at the expense of amenity and quality design.

The Better Suburbs Community Infrastructure Plan details the required upgrades to community infrastructure and public open space to support the growth of the Better Suburbs area.





5.2 Community Parks - Principles and Strategies

Principle 1

Enhance the quality of the public realm.

Strategies:

- 1.1 Ensure public spaces such as reserves, urban spaces and streets are safe and attractive.
- 1.2 Design and activate public spaces to serve as a 'third place' (i.e. social meeting place) between home and work.
- 1.3 Ensure private, controlled spaces like malls do not undermine the value of public space and groups being able to engage in public life.

Principle 2

Retain the landscapes and history valued by the community.

Strategies:

- 2.1 Celebrate natural features and the history of the community in the development of the area.
- 2.2 Make open spaces more accessible and safe, and capture views and outlooks to local landmarks.
- 2.3 Make open spaces a central part of the Better Suburbs project.
- 2.4 In areas of existing low amenity, strengthen or upgrade road and open space reserves so they improve the whole neighbourhood.

Principle 3

Enable cultural expression.

Strategies:

- 3.1 Promote a sense of place and acknowledge special cultural heritage features or qualities in the design of the public realm.

- 3.2 Provide a role for local artists and the local community in the design of the public realm.

- 3.3 Encourage activation of the public road and verge space.

5.3 Community Facilities - Principles and Strategies

Principle 1

Provide community infrastructure and facilities that respond to the current and future needs of the community and enhance health and wellbeing.

Strategies:

- 1.1 Facility provision should take into consideration integration with pedestrian and cyclist infrastructure and green trails.
- 1.2 Respond to the current and changing demographic profile, particularly with regards to the youth, ageing and culturally diverse population.
- 1.3 Emphasise active forms of recreation to promote healthy lifestyles.
- 1.4 Consider the potential to establish additional community facilities within existing open spaces.
- 1.5 Consider the role of, and engage with, private providers in service provision.
- 1.6 Promote the co-location of facilities within multipurpose community hubs.
- 1.7 Investigate the potential to utilise State or City-owned land for the future development of new community facilities.
- 1.8 Provision of community infrastructure in accordance with the Better Suburbs Community Infrastructure Plan (CIP).



PART THREE: STRATEGY AREAS

For the purpose of outlining place-based strategies, the Better Suburbs project area has been divided into four strategy areas based on their neighbourhood boundaries, locational attributes, established place characteristics and community views. These include Strategy Area 1: Balga; Strategy Area 2: Mirrabooka; Strategy Area 3: Dianella; and, Strategy Area 4: Nollamara-Westminster as shown in Figure 24.

This component of the Better Suburbs Strategy complements the particular principles and strategies identified for the framework elements (centre precincts, streets, homes and community (parks and facilities) by identifying Strategy Area and site-specific strategies and actions. These strategies and actions relate to discrete neighbourhood areas where different built form and public realm responses are recommended.

The strategies outlined in Part Two – Overall Strategic Framework Elements apply to all development within the Better Suburbs project area, in addition to the area specific strategies and actions as outlined in this Part.



Figure 24 - Strategy Areas



1.0 STRATEGY AREA 1 – BALGA

The Balga Strategy Area is located 11kms north of Perth and is bounded by Wanneroo Road to the west, Reid Highway to the south, Mirrabooka Avenue to the east and Beach Road to the north. The suburb of Balga has a population of

12,685 (ABS 2016). The majority of the area is zoned as Residential R40 with the exception of Balga Plaza and Fieldgate Square Neighbourhood Centres.

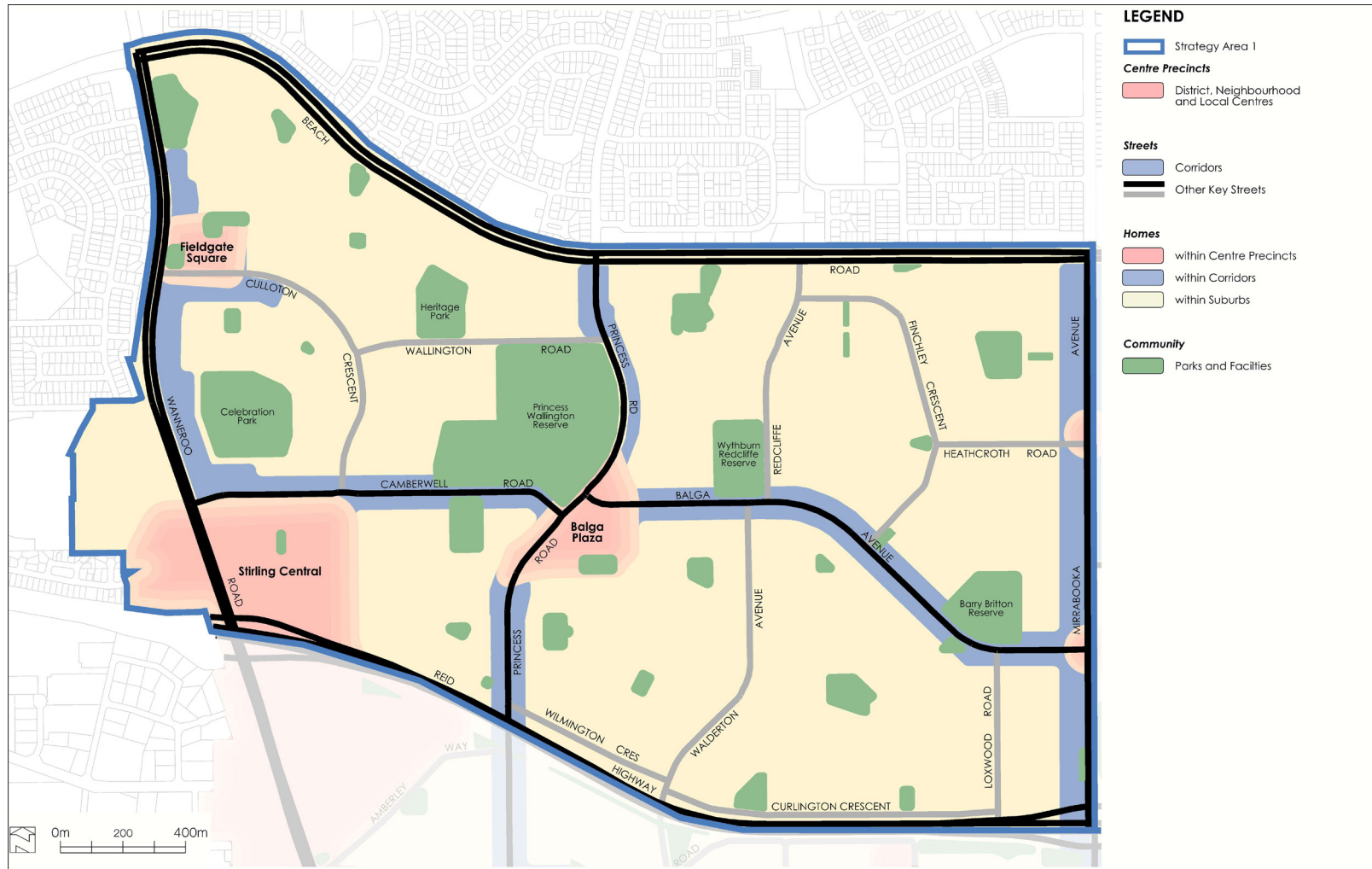


Figure 25 - Strategy Framework Map - Strategy Area 1 - Balga

1.1 Present Character Statement - Balga

1.1.1 Centres

The Balga Strategy Area contains two centres being Fieldgate Square and Balga Plaza as shown in Figure 26 and 27. Both centres have minimal tree coverage, poor pedestrian accessibility and poor presentation to the surrounding streets.



Figure 26 - Fieldgate Square



Figure 27 - Balga Plaza

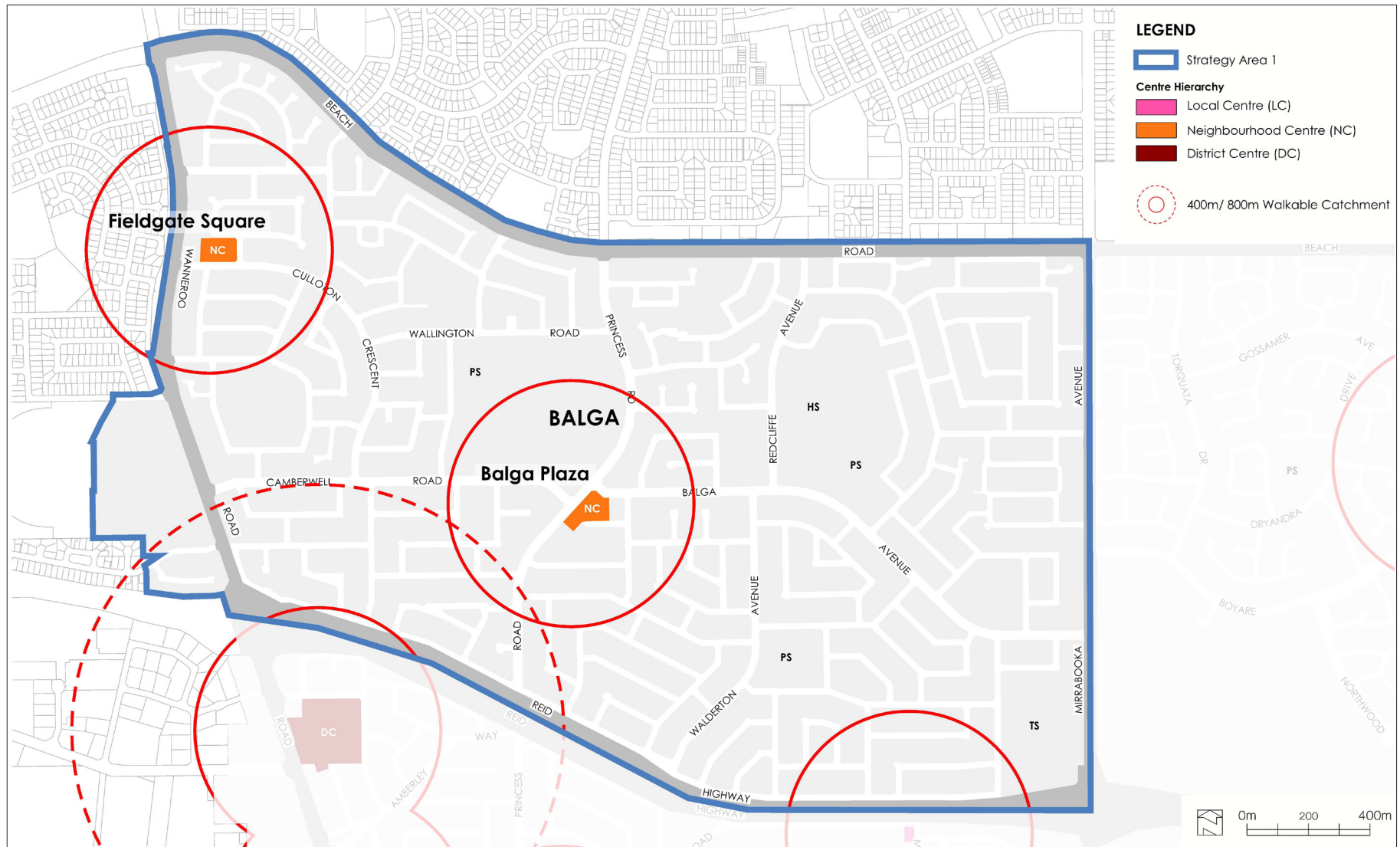


Figure 28 - Existing Centres

1.1.2 Streets

With a residential base code of R40, Balga's local street verges experience stress in terms of visitor parking as a result of the associated forms of medium density development. This impacts the pedestrian functionality and character of the neighbourhood.



1.1.3 Homes

Balga is largely dominated by medium density residential development, which has resulted in poor orientation to the street, minimal street trees and verges dominated by cars.



1.1.4 Community

The Balga Strategy Area contains a range of established parks incorporating a range of recreation areas and facilities. There is a wide network of existing pedestrian pathways, of varied quality and extent.



Table 4 determines the level to which the public open space provision meets the public open space measures currently as well as for future populations to 2031 (based on the assumption no upgrades or new public open space is acquired). Balga currently has 23% public open space provision and 49m2 of public open space per person.

Additionally all residents within Balga are within a 400m walkable catchment from a local park, meaning that the provision of public open space is currently sufficient to cater to its catchment population. Even with the anticipated population increase of 2,785 to 2031, the existing provision of public open space is sufficient to cater to future populations.

	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	District
Current (2016)	23%	49m2	No gaps	4.8	NA	24.2
Future (2031)	No change	40m2	No change	NA		
POS Measure Achieved	Yes	Yes	Yes	Below average	NA	Average

Table 4 - Public Open Space Benchmarks for Balga



1.2 Future Character Statement - Balga

1.2.1 Centre Precincts

Fieldgate Square - Neighbourhood Centre

Fieldgate Square is located centrally within a carpark area with limited relationship to the surrounding local access streets, and in particular, to Fieldgate Reserve. The medium to long term strategy for redevelopment of the centre entails a reconfiguration of land holdings to achieve benefits to the public realm, as well as the centre configuration.

It is envisaged that a staged redevelopment of the centre can be achieved through land swap arrangements. The reconfigured centre will deliver an enhanced public realm through the introduction of a main street, orient buildings and their active frontages to adjacent streets and promote a mixture of land uses and building heights.

Fieldgate Square Indicative Concept Plan (see appendices) represents the design sketches discussed and refined at the centre specific engagement and workshop sessions. The concepts illustrate a potential outcome for the Centre, and demonstrate how redevelopment can achieve the fundamental principles and objectives summarised in Table 5. The concept identifies the location of public realm priorities, land use types, desirable building heights, development locations and the organisation of the centre. Table 5 summarises the principles, strategies and actions to deliver a vibrant centre.

Facilitate a vibrant, sustainable centre with an improved character to achieve residential lifestyle options

Principle	Recommended Actions	Reason	Priority
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Protect and supplement existing mature trees through reconfigured public open spaces	Biodiversity benefits	High
	Utilise portion of Fieldgate Square road reserve to achieve a public open space connection to centre	Protection of mature trees and consolidated public spaces for future residential density increases	High
	Provide opportunities for tenancies to directly interact with the public realm	Achieve active edges, surveillance and improved character	High
	Emphasise the location of parking at the rear of buildings where possible	Improve the streetscape setting	High
	Provide Public Plaza adjacent to the Main Street within the linear public open space	Community request for alternate high amenity meeting spaces	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the medium to long term redevelopment of the centre to a street-based development with frontages to Wanneroo Road, Culloton Crescent and to an introduced Main Street	Achieve activated and well surveilled street edges for safety and character benefits	High
	Promote mixed land use for the centre precinct, with residential development above retail and commercial ground floor development	To achieve a highly active and desirable location for shopping, relaxing and living	High
	Introduce development height opportunities within the centre up to 6 storeys. Height shall transition to the adjoining neighbourhood	Community endorsement for building heights of up to 6 storeys within centre precinct, transitioning to 2-3 storeys on the periphery of the centre precinct	Medium
	Endorse a combined parking strategy for the centre's non-residential land uses, that achieves a reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote shop-top housing opportunities through mixed use buildings	Diversified lifestyle and employment opportunities were identified by the local community	Medium
	Staged redevelopment opportunity by utilising the undeveloped City owned open space area to the west of the centre	Improve opportunities for retail floorspace to diversify and increase	High
	Increased retail and commercial floorspace opportunity for the centre precinct through expansion of the centre boundary	Centre revitalisation	Medium
Achieve successful lower-order neighbourhood centres to ensure increased patronage, a range of retail and commercial offerings and adequate viability (NC Principle 1 and associated strategies NC1.1 – 1.4)	Enhance the pedestrian connection between the centre's future main street and transit stop	Support public transport usage	High
	Introduce pedestrian paths and trees to all streets	Improved pedestrian connectivity and improve access to centre	High
	Introduce Main Street connection between Culloton Crescent and Fieldgate Square	Improved vehicle access, retail experience and increased diversity of commercial	High
	Utilise site topography advantages to achieve consolidated at-grade parking on western development site adjacent Wanneroo Road	Opportunity for redevelopment costs to be reduced	Medium

Table 5 - Fieldgate Square Centre Principles, Strategies and Actions



Balga Plaza - Neighbourhood Centre

Balga Plaza is presently configured with limited relationship to its primary frontages of Balga Avenue and Princess Road. The two primary frontages currently consist of blank walls as the centre orients towards an internal carpark. The design engagement process identified a medium to long term strategy to reconfigure the Balga Plaza and to improve its relationship to adjacent land uses and buildings along Penrith Place and Princess Road, as well as the Stirling Leisure Centre and the existing residential buildings along Princess Road.

Reconfiguring Penrith Place as the central Main Street would unify the retail, commercial, residential and community land uses, to achieve an activated neighbourhood asset.

The indicative concept plan (see appendices) identifies the reconfiguration and redevelopment along the corridors of Princess Road and Balga Avenue to achieve the increased density and building form advocated along these active streets by identifying a mixture of land uses and building heights. The principles, strategies and actions required to achieve a vibrant and revitalised centre are summarised in Table 6.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Protect existing mature trees at Fletching Climping Reserve	Biodiversity benefits	High
	Promote Public Plaza on corner of Princess Road and Balga Avenue	Achieve landmark public corner element providing alfresco opportunities for reconfigured centre building oriented to Princess Wallington Reserve	High
	Provide Public Plaza opportunities adjacent the Main Street	Community request for alternate high amenity meeting spaces	Medium
	Provide opportunities for tenancies to directly interact with the public realm	Achieve active edges, surveillance and improved character	High
	Emphasise the location of parking on-street and at the rear of buildings	Improve the streetscape setting and activation of shop frontages	High
	Preserve established street trees located in Climping Street verge	Preserve established character and streetscape amenity	Medium
	Promote the redevelopment of the centre edges to achieve shop frontages oriented to Balga Avenue and Princess Road	Improved pedestrian experience and safety through surveillance and public realm enhancements	High
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote shop-top housing opportunities through mixed use buildings	Diversified lifestyle and employment opportunities were identified by the local community	Medium
	Staged redevelopment opportunity by utilising the undeveloped City owned open space area to the west of the centre	Improve opportunities for retail floorspace to diversify and increase	High
	Increased retail and commercial floorspace opportunity for the centre precinct through expansion of the centre boundary	Centre revitalisation	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the medium to long term redevelopment of the centre edges to achieve shop frontages oriented to Balga Avenue, Princess Road and to an introduced Main Street	Achieve activated and well surveyed street edges for safety and neighbourhood character benefits	High
	Promote mixed land use activity in the centre through residential development above retail and commercial floorspace	To achieve a highly active and desirable centre precinct	High
	Introduce development height opportunities within the centre precinct up to 6 storeys	Community endorsement for building heights of up to 6 storeys within centre precinct, transitioning to 2-3 storeys on the periphery of the centre precinct	Medium
	Height shall transition to the adjoining neighbourhood	Community endorsement for building heights of up to 6 storeys within centre precinct, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Endorse a combined parking strategy for the centres non-residential land uses, that achieve a reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
	Investigate the opportunity for roof top parking	To reduce the ground level parking area and increase the building floorspace opportunity	Medium
	Promote non-residential ground floor development south of Penrith Place Main Street	To achieve a vibrant, activated and sustainable Main Street environment	High
	Encourage the retention of the Aboriginal Evangelical Church for community diversity	Promote a centre plan design that is flexible for the long-term development of this land area	Medium
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote shop-top housing opportunities through mixed use buildings located along the introduced Main Street	Diversified lifestyle and employment opportunities were identified by the local community	Medium
	Staged redevelopment opportunity by utilising existing carpark land and remainder of building remains operational	Improve likelihood for centre retail floorspace to increase	Medium
Achieve successful lower-order neighbourhood centres to ensure increased patronage, a range of retail and commercial offerings and adequate viability (NC Principle 1 and associated strategies NC1.1 – 1.4)	Promote pedestrian connection through the centre to connect the northern Public Plaza, the future Main Street and the public open space on Fletching Street	Improve pedestrian legibility and ease of movement through the centre	Medium
	Formalise connection of Penrith Place through to Princess Road to create Main Street arrangement	Improved vehicle access, retail experience and increased diversity of commercial	High
	Maintain private vehicle access to residential developments along Penrith Place	Legal requirements – noting that development on these lots may alter over the medium to long term	High

Table 6 - Balga Plaza Principles, Strategies and Actions



1.3 Streets - Balga

Balga contains a varied hierarchy of streets including several corridors. The design of the corridors and other key streets have been carefully considered for ways to improve the pedestrian experience, enhance the street's function and to improve the suburban character.

The proposed street character types promote on-street parking arrangements that will be considered in strategic locations to benefit the suburban character, safety and functionality.

The design and demands of key corridors (Wanneroo Road, Mirrabooka Avenue, Camberwell Road, Princess Road and Balga Avenue) will alter over the medium to long term. Corridor design proposals have been formulated for these routes to guide building development and corridor planning.

There is a varied network of existing pedestrian pathways, of varied quality and extent. Upgrades to the verge landscaping and tree canopy coverage along specific routes are critical to the pedestrian experience, the recreational pursuits and the local biodiversity within Balga.

Table 7 list principles, strategies and actions to improve the functionality and safety of streets and benefit the suburban character of Residential R40 areas. Figures 29-32 identify the existing transport patterns and proposed movement network relevant to this strategy area.

Maximise useability and functionality of these streets, whilst providing a high level of amenity for pedestrians and adjoining development

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4)	Introduce pedestrian paths, landscaping and formalised parking opportunities where demanded – prepare assessment	Assess footpath program, Community Infrastructure Plan priorities and progress a gap analysis to identify priority areas	High
	Relieve parking stress in problem areas through formalised on-street parking designs	Address pedestrian safety and amenity	Medium
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Protect and supplement existing mature trees – propose development controls	Protection of established mature trees which provide suburban character	Medium
	Local street design proposals must include increased quantity of street trees	Beneficial street character and pedestrian comfort	High
	For 7.2m carriageway widths, introduce short length traffic yield arrangements in the form of tree planters for strategic locations	Increase landscape quality of street	Medium
	For 6.0m carriageway widths, introduce short lengths of parking embayment's partly indented into the verge	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
	Introduce formalised on-street parking within the street for 7.2m wide carriageways	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Crossovers ideally paired between adjacent developments	To minimise disruption to the pedestrian pathway and maximise street tree landscaping	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety	High
	Introduce green trails to all principal pedestrian routes through landscaping, street trees and shared pathways	Improve pedestrian experience	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4) Improve pedestrian experience	Increase the width and functionality of pedestrian paths along street boundaries	Provide flexibility for shop interfaces and alfresco opportunities	High
	Implement on-street parking adjacent centres	Support the redevelopment of centres into street based mixed use activity hubs	High
	Promote awnings and canopies to non-residential development	Pedestrian comfort and public realm activation	High
	Promote widened and upgraded footpaths	Community request for high amenity pedestrian environments, given limited car ownership	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium
Maximise integration and connectivity to and between places (Streets Principle 3 and associated strategies 3.1 – 3.11)	Establish a Transit Boulevard typology specific to road classification and roles	Determine appropriate street demands	High
	Design streets to accommodate future changes for rapid bus and light rail public transport	Future proof development responses to road corridor	Medium
	Modify existing high frequency bus routes to Culloton Crescent and Princess Road	Improve walkable access to high frequency bus by proposing refinements to the routes along Camberwell and Balga Avenues	High
	Implement flexible road designs that provide for dedicated bus movement in peak periods but revert to parking provision in off peak	Improve public transport functionality and street functionality	Medium
	Provide for future transit stops/stations along transit boulevards when considering street design planning	Inform land use planning and public realm upgrades	Medium

Table 7 - Key Street Principles, Strategies and Actions

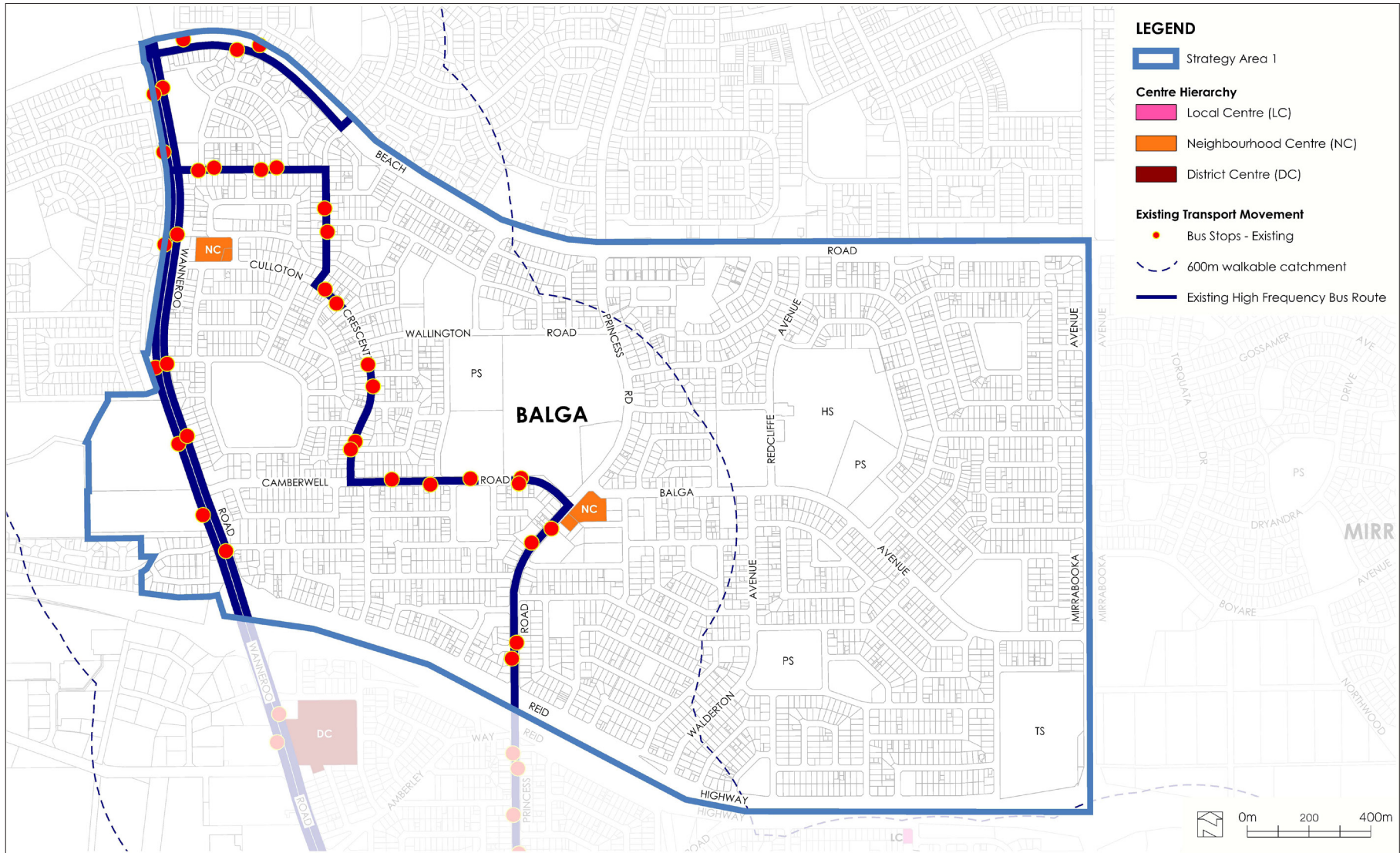


Figure 29 - Existing Transport Movement

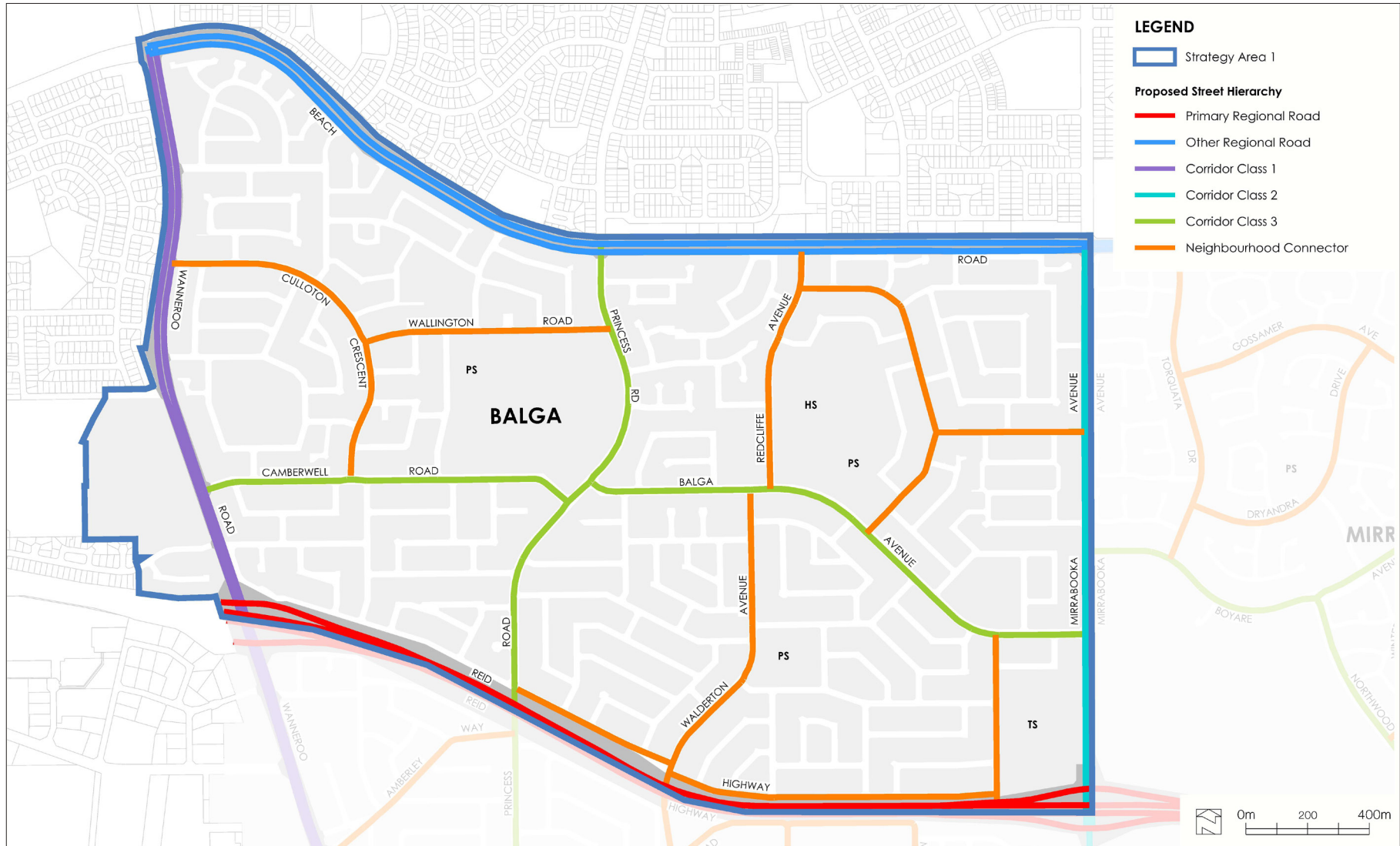


Figure 30 - Proposed Street Hierarchy

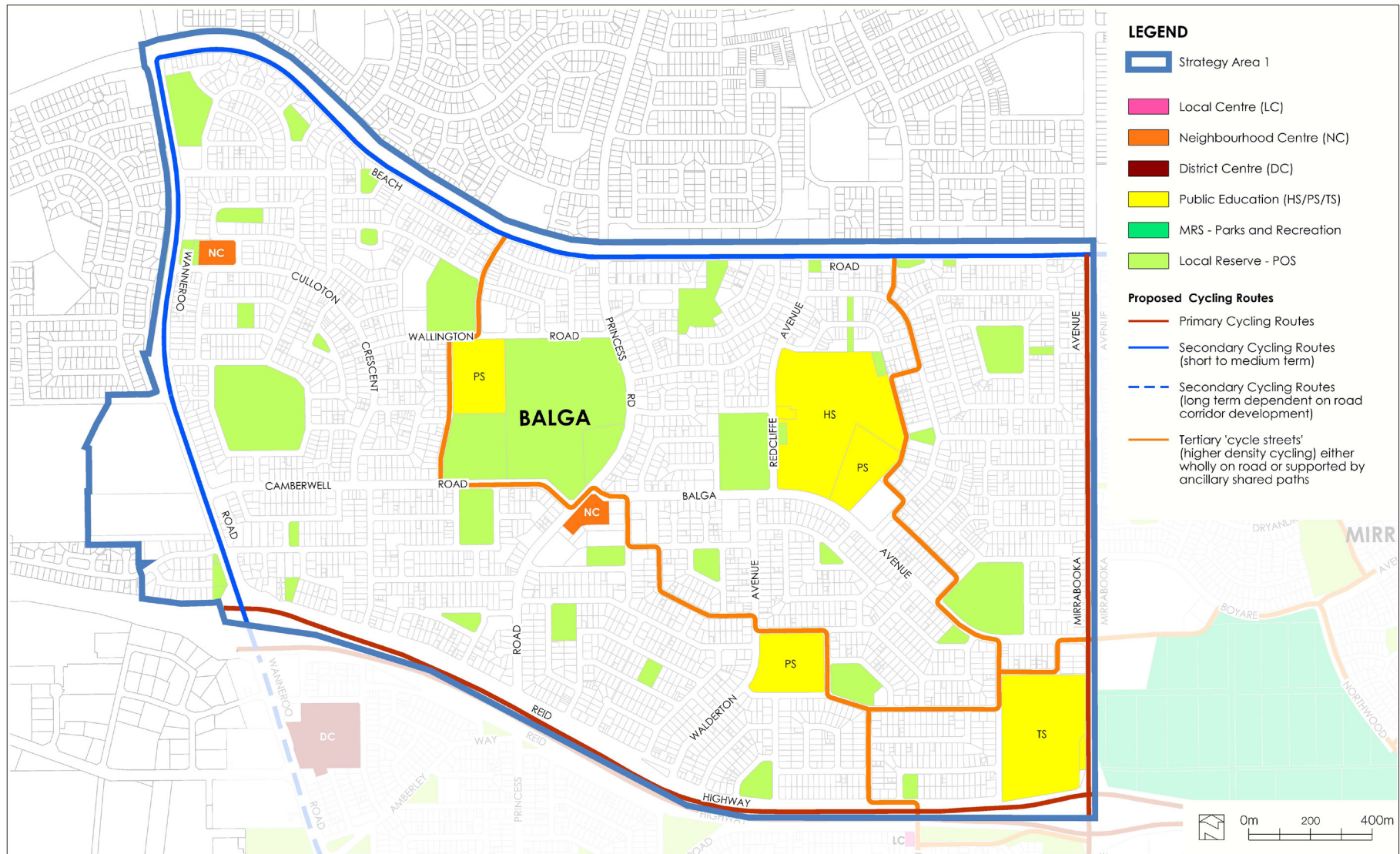


Figure 31 - Proposed Cycling Routes

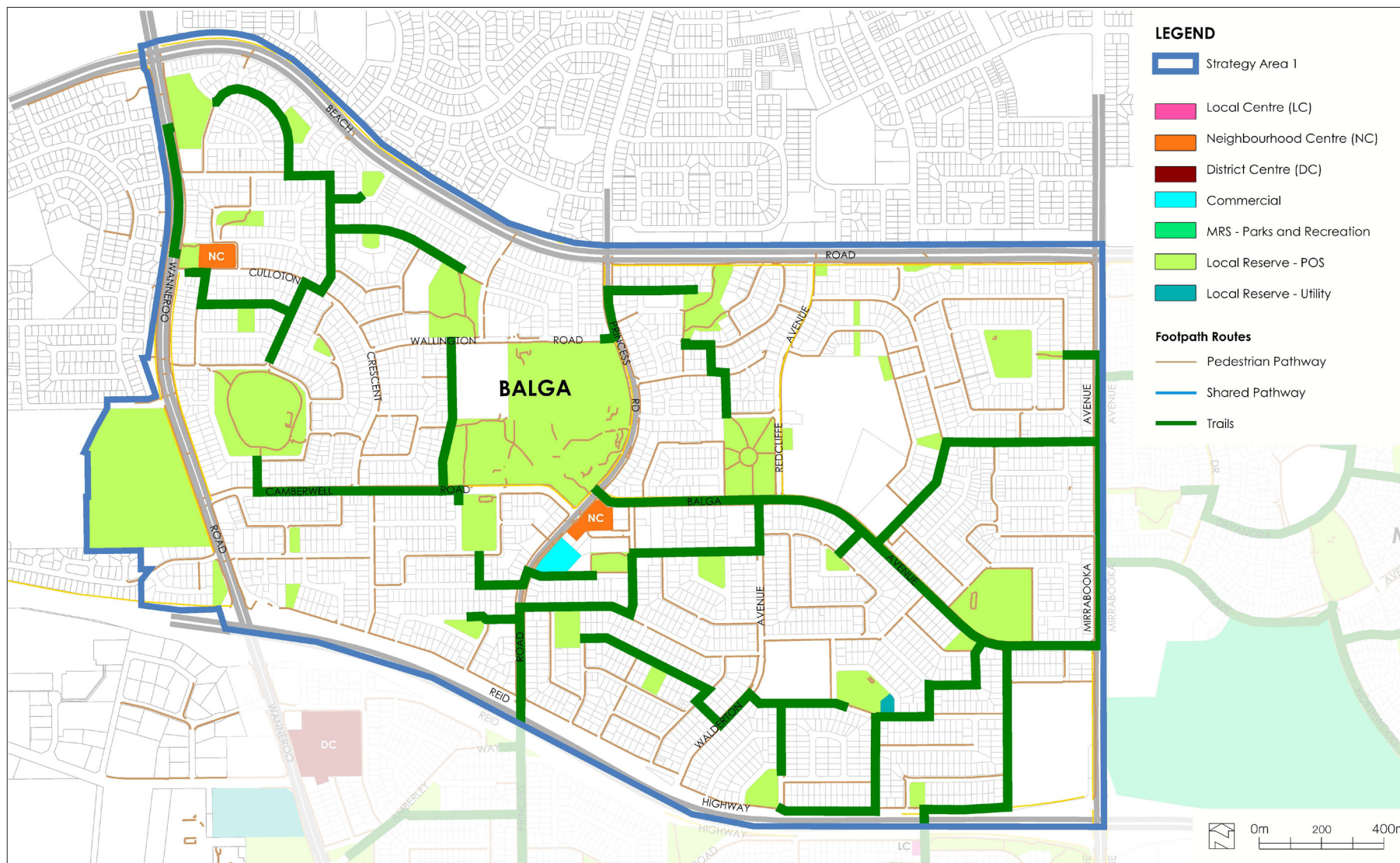


Figure 32 - Proposed Green Trails

1.4 Community Parks - Balga

It is vital to enhance the public realm within Balga to ensure that residents have access to diverse and lively local recreation and social spaces. The Balga StrategyArea contains a range of established parks incorporating a range of recreationareas and centres.

Table 8 identifies the principles, strategies and actions required to enhance parks within the community. Figures 33-35 depict the existing open space hierarchy and tree canopy density and coverage throughout the strategy area.

Improve the amenity of the existing streets and parks to increase use, safety and maximise recreational outcomes

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Enhance the quality of the public realm (Community Principle 1 and associated strategies 1.1-1.3)	Reconfigure and amalgamate additional land into Fieldgate Reserve	Provides a consolidated park area with increased retention of significant trees and improved amenity	High
	Tree planting program and species selection shall be prioritised along other key pedestrian routes linking all activity nodes within Balga, including public open space and centres	Community reliance on shaded pedestrian environments	Medium
Enable Cultural Expression (Community Principle 3 and associated strategies 3.1-3.3)	Provide pocket parks and public plazas at Centres to diversify meeting spaces	Medium	High

Table 8 - Community (Parks) Principles, Strategies and Actions

Balga	Quality	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	District
Future (2031)	23%	40m2	No gaps	Achieve a minimum of 'Average' through upgrades		
POS Measure Achieved	Yes	Yes	Yes	Yes		

Table 9 - Public Open Space Benchmarking for Balga after upgrades

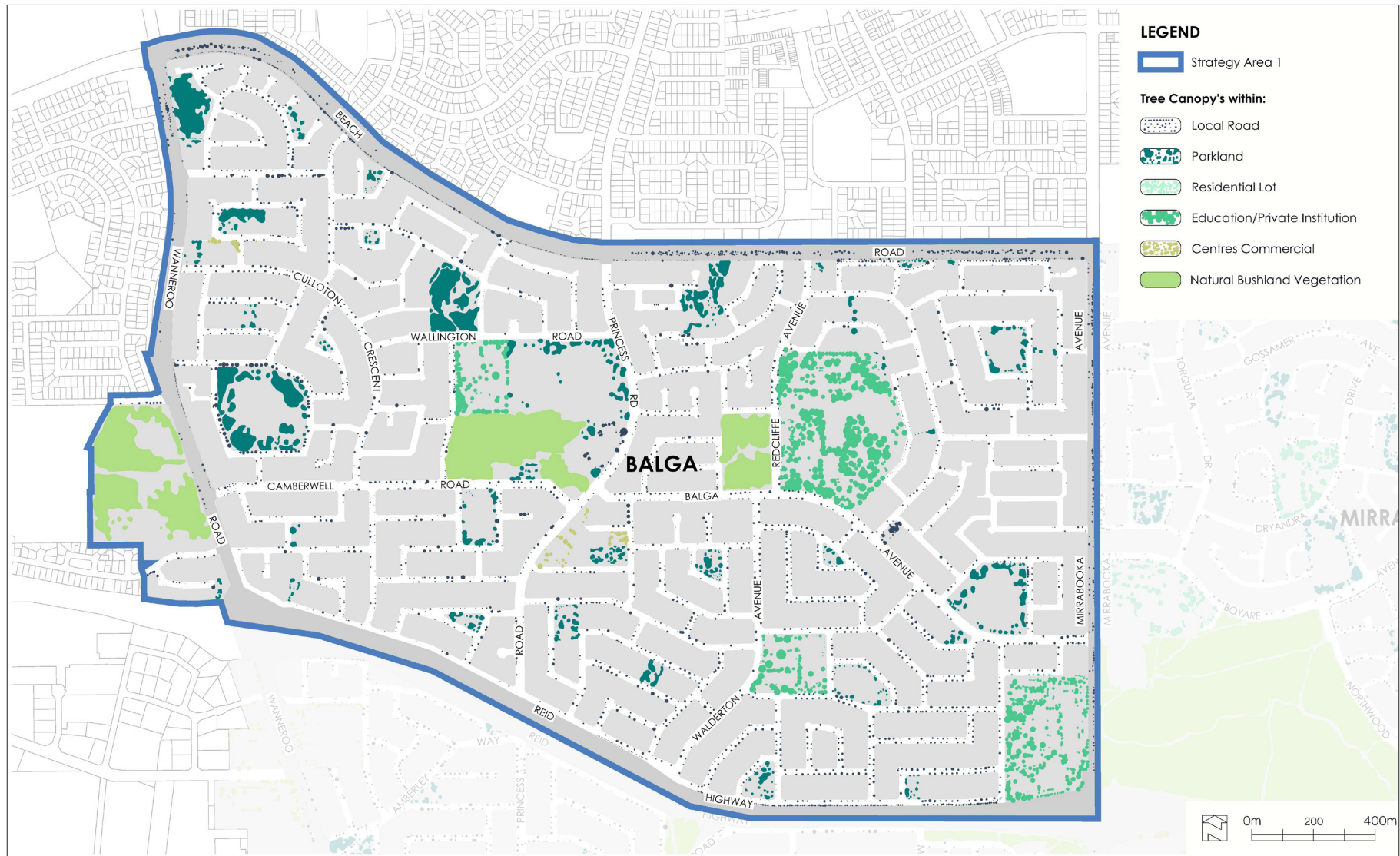


Figure 34 - Existing Tree Canopy Density / Coverage

1.5 Community Facilities - Balga

The City's existing community facilities within this strategy area as identified in the draft Better Suburbs Community Infrastructure Plan are shown in Figure 35. The strategies and actions

required to deliver community facilities for the future population are included in the draft Better Suburbs Community Infrastructure Plan.

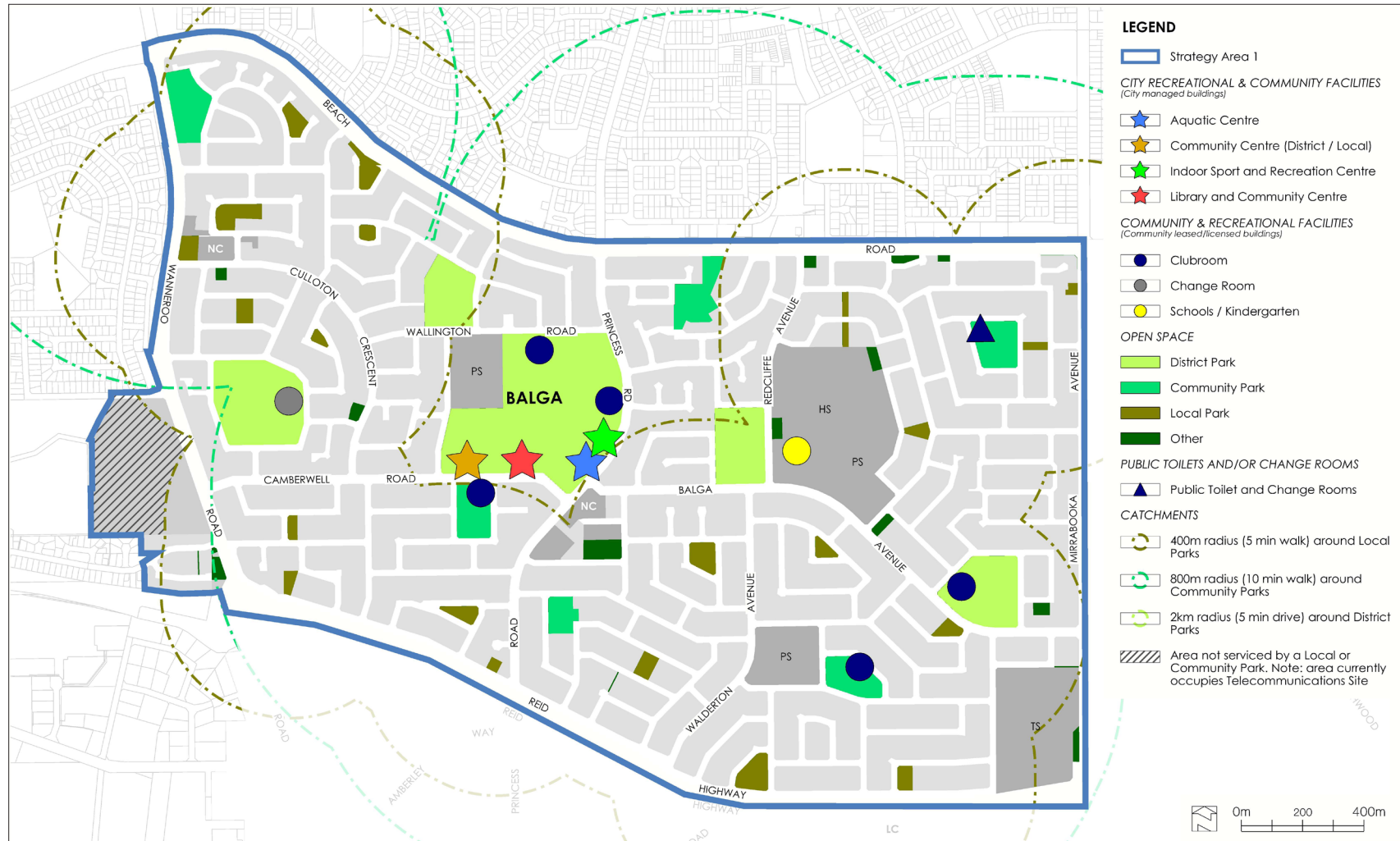


Figure 35 - Existing Open Space and Community Facilities

1.6 Homes Within Suburbs - Balga

The principles guiding new residential development within this strategy area are aimed at increasing the performance of the dwellings, achieving tree retention and to meet the demands for alternative housing forms.

Balga has a base density of R40 for the majority of the suburb, providing the opportunity for redevelopment for a large part of the strategy area.

This strategy recommends actions to alter the current building controls for this density to achieve better forms of development and balanced landscape outcomes.

Table 10 lists the principles, strategies and actions to improve dwelling performance and the need for a diversity of housing forms.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Reinforce the character of homes within the suburbs through the retention of trees and encourage additional tree planting (Homes Principle 1 and associated strategies 1.1-1.2)	Promote suitable interfaces to the street through setbacks, surveillance and landscaping	Achieve beneficial outcomes for the public realm. Promote CPTED requirements	High
	Requirement for significant trees to be retained onsite through site specific dwelling design responses	Biodiversity benefits	High
	Protect existing tree canopy on undeveloped lots in Balga and require performance-based design responses	Manage the tree loss in suburb	High
Develop an inclusive society (Homes Principle 6 and associated strategies 6.1-6.5)	Provide a variety of housing options to address specific demands of the Balga community	Provide diversified dwelling options in the suburb	Medium
	Provide multiple dwelling/apartment living options generally along corridors with high frequency public transport	Minimise reliance on car transport and associated parking stress Take advantage of building height opportunities	High
	Provide townhouse development generally in-between the corridors (the suburbs), in a form that reduces the size of ground level building footprints	Achieve private open space opportunities for particular dwelling forms to support family living demands	High
	Provide more intense development in proximity to the two established centres (Balga Plaza and Fieldgate Square)	Improve access to daily convenience, employment and transport	Medium
	Provide improved access to public transport by locating more intense development along relocated high frequency bus route of Camberwell and Balga Avenue	Provide flexible transport options for residents	High

Table 10 - Homes Principles, Strategies and Actions



2.0 STRATEGY AREA 2 – MIRRABOOKA

The Mirrabooka Strategy Area is located 11kms north of Perth and is bounded by Mirrabooka Avenue to the west, Reid Highway to the south, Alexander Drive to the east and Beach Road to the north. The suburbs of Mirrabooka has a population of 8110 (ABS 2016). That majority of the area is zoned as Residential R20 with the

exception of Mirrabooka Village Neighbourhood Centre. The Strategy Area contains a significant area of public open space being the Mirrabooka Regional Open Space.

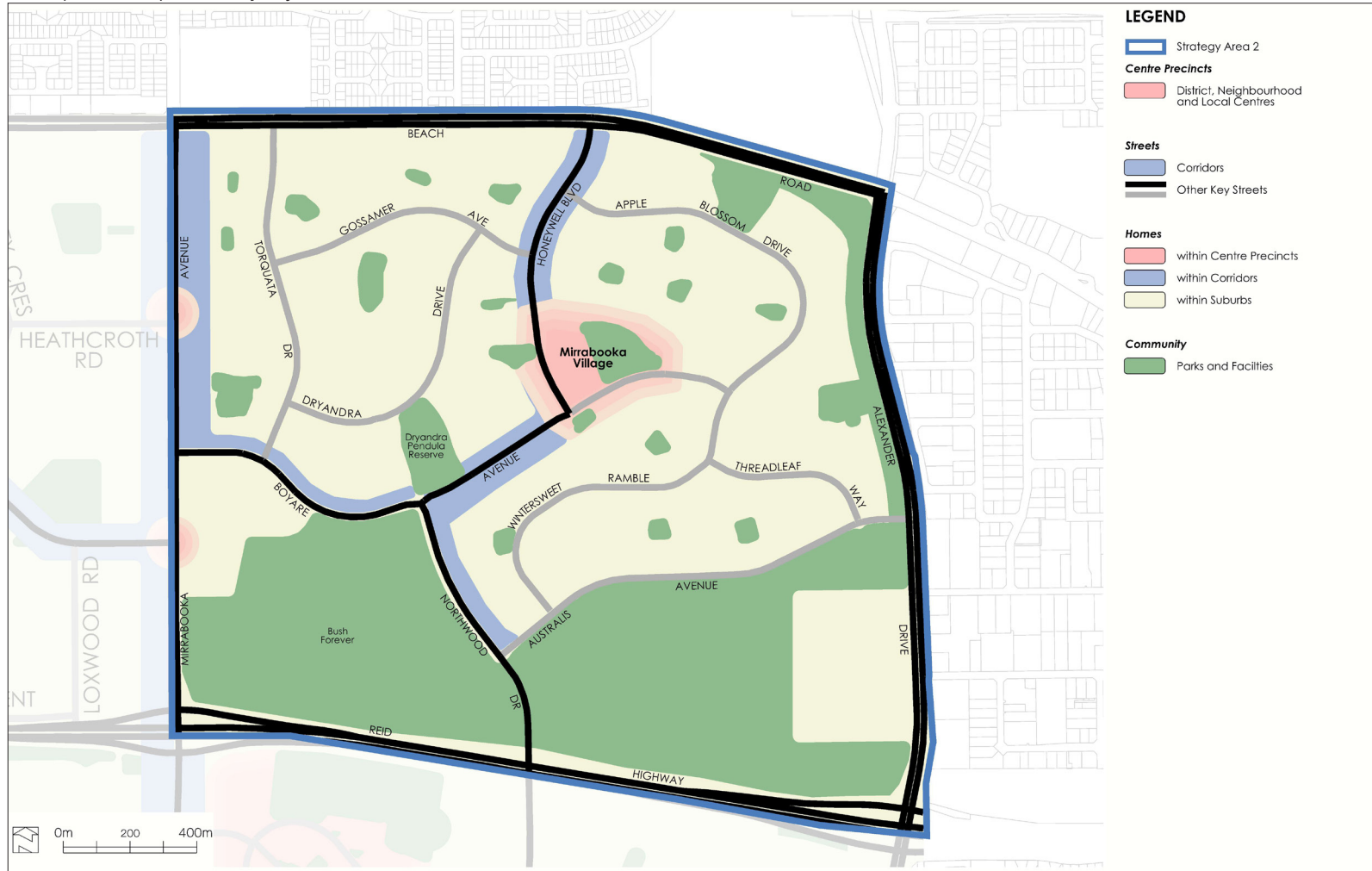


Figure 36 - Strategy Framework Map - Strategy Area 2 - Mirrabooka

2.1 Present Character Statement - Mirrabooka

2.1.1 Centre Precincts

Mirrabooka contains one centre, being Mirrabooka Village (neighbourhood centre). Mirrabooka Village is presently configured with limited building relationship to surrounding streets and poor pedestrian accessibility.



Figure 37 - Mirrabooka Village

2.1.2 Streets

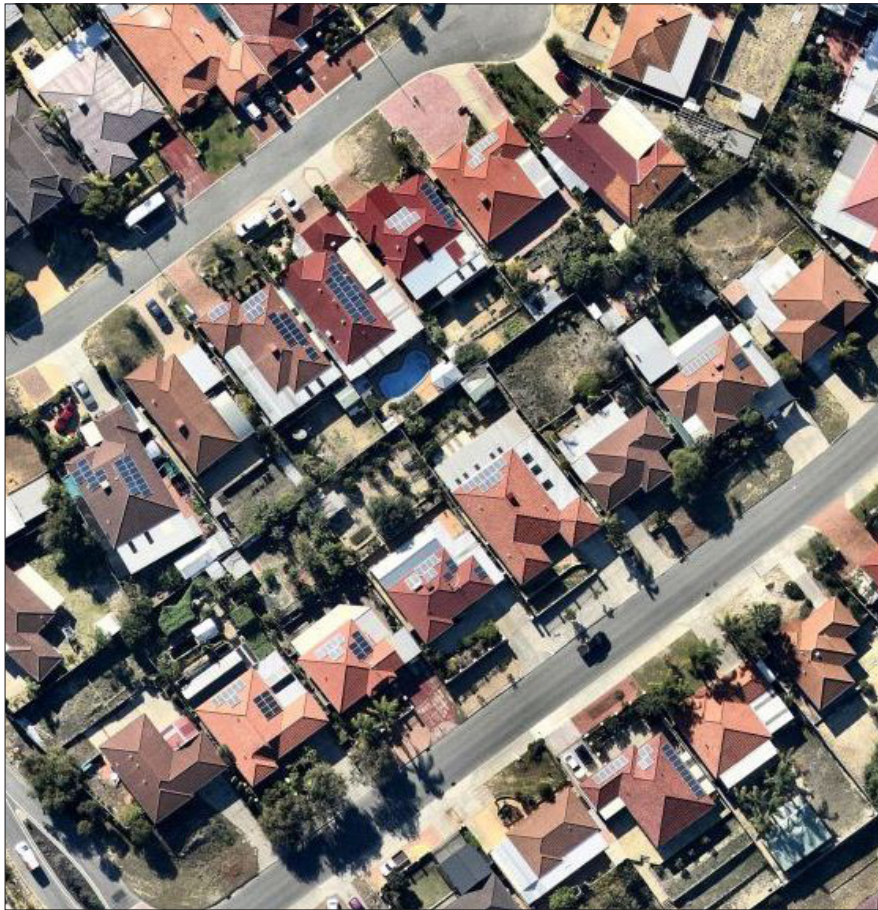
Mirrabooka is largely dominated by low key, local access streets that tend to lack street tree and landscape amenity. The Mirrabooka Strategy Area is underserved by public transport provision.



Figure 38 - Alexander Drive

2.1.3 Homes

Mirrabooka is generally characterised by larger family homes consistent with the predominant R20 residential density coding, however with the form of development presenting poor streetscape outcomes and minimal street tree planting.



2.1.4 Community

The Mirrabooka Strategy Area contains a range of established parks incorporating a range of recreation areas and facilities. There is a wide network of existing pedestrian pathways, of varied quality and extent.

The relationship between Fragrant Gardens Reserve, Mirrabooka Village and the wider neighbourhood has been identified as a concern to the community and specifically addressed in this Strategy.

Table 11 determines the level to which the public open space provision meets the public open space measures currently as well as for future populations to 2031 (based on the assumption no upgrades or new public open space is acquired).

Mirrabooka currently has 19% public open space provision and 39m² of POS per person. All residents within Mirrabooka are within a 400m catchment from a local park.

With the anticipated population increase to 2031, a gap of 8m² in POS provision per person is forecast. Given the high percentage of public open space and no gaps in walkable catchment and low density of R20 to remain, the City does not recommend purchasing any new land for public open space.

	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m ²	400m	Local	Community	District
Current (2016)	19%	39m ²	No gaps	5.9	12	22
Future (2031)	No change	40m ²	No change	NA		
POS Measure Achieved	Yes	No	Yes	Average	Below Average	Average

Table 11 - Public Open Space Benchmarking for Mirrabooka

2.2 Future Character Statement - Mirrabooka

2.2.1 Centre Precincts

The Mirrabooka Strategy Area contains one centre, being Mirrabooka Village as shown in Figure 39. This centre was examined through stakeholder engagement and design consultation with owners, tenants and the adjacent residential community to determine a desirable and sustainable outcome.

These strategies are fundamentally directed at achieving development outcomes that will provide mixed land use hubs introducing activity, community benefits, lifestyle diversity and denser living opportunities in an appropriate location, aspiring Centre owners through redevelopment opportunities.



Figure 39 - Existing Centre

Mirrabooka Village – Neighbourhood Centre

Mirrabooka Village is presently configured with limited building relationship to Honeywell Boulevard and to the adjacent Fragrant Gardens Reserve. The centre features a supermarket anchor and several specialty stores oriented to a large car park, which has resulted in the centre being setback from the street edge. The site design locates the building's service access and inactive rear boundary adjacent the Fragrant Gardens Reserve, resulting in poor surveillance and safety.

The design engagement process resulted in a medium to long term strategy identifying the reconfiguration of Mirrabooka Village to attain a highly activated neighbourhood asset.

The extent of the centre precinct identifies redevelopment along Honeywell Boulevard facing Fragrant Gardens Reserve to achieve the increased density and building form desirable along these edges by identifying a mixture of land uses and building heights. The predominant building height across the centre precinct is 3 storeys with localised heights of 4-6 storeys in discrete areas.

Mirrabooka Village Indicative Concept Plan (see appendices) represents the design sketches discussed and refined at the centre specific engagement and workshop sessions. The concepts illustrate a potential outcome for the Centre, and demonstrate how redevelopment can achieve the fundamental principles and objectives identified in table 12.

The concept identifies the location of public realm priorities, land use types, desirable building heights, development locations and the organisation of the centre.

The key items embodied in the Strategy and indicative concept plan include:

- an improved building interaction with Honeywell Boulevard;
- opportunity for increased retail floorspace through a staged relocation of the supermarket building;
- enhancement of the public realm within the centre through the delivery of a public plaza and priority landscaping nodes;
- introduction of diverse non-retail land uses including residential and community uses;
- reconfigured parking and vehicle access lanes;
- reconfiguration of Honeywell Boulevard into an urban parking street with reduced travel speed and a gateway corner development through the reconfiguration of the adjacent streets.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Promote public plaza experiences adjacent Fragrant Gardens Reserve	Achieve greater interaction, surveillance and benefits from adjacent amenity	High
	Redevelop centre building to achieve residential and mixed-use interface to Fragrant Gardens Reserve	Achieve greater interaction, surveillance and celebrate opportunities from adjacent amenity	Medium
	Provide opportunities for tenancies to directly interact with the public realm linear park	Achieve active edges, surveillance and improved character to public realm	High
	Emphasise the location of parking on-street and at the rear of buildings	Improve the streetscape setting and activation of shop frontages	High
	Investigate the issues and benefits for redeveloping the Mirrabooka Family Centre site	Improve centre access to the adjacent neighbourhood and functionality of the public realm	High
	Promote the redevelopment of the centre to achieve shop frontages oriented to Honeywell Boulevard	Improved pedestrian experience and safety through surveillance and public realm enhancements	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the medium to long term redevelopment of the centre edges to achieve shop frontages oriented to Honeywell Boulevard, introduced public realm and to the Main Street	Achieve activated and well surveilled street edges for safety and neighbourhood character benefits	High
	Promote mixed land use activity in the centre precinct through residential development above retail and commercial floorspace	To achieve a highly active and desirable centre precinct	High
	Introduce development height opportunities within the centre precinct up to 6 storeys. Height shall transition to the adjoining neighbourhood control	Community endorsement for building heights of up to 6 storeys within the centre core, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Endorse a combined parking strategy for the centre precinct's non-residential land uses, that achieve an overall reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
	Investigate the opportunity for under croft parking scenario below the retail building	To reduce the ground level parking area and increase the building floorspace opportunity. Attainable through benefits of the natural site topography	High
	Promote a centre plan that considers the long-term re development of the Department of Communities assets along Honeywell Boulevard	To achieve appropriate densification and housing diversity appropriate to Mirrabooka	Medium
	Investigate the issues and benefits for redeveloping the Mirrabooka Family Centre site for public realm and access benefits	To achieve vehicle and pedestrian connectivity	High
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote a variety of retail tenancies to satisfy the diverse employment and ownership needs of the local community	Diversified lifestyle and employment opportunities were identified by the community	Medium
	Staged redevelopment opportunity by utilising existing carpark land for Stage 1 relocation	Improve likelihood for centre redevelopment	Medium
Achieve successful lower-order neighbourhood centres to ensure increased patronage, a range of retail and commercial offerings and adequate viability (NC Principle 1 and associated strategies NC1.1 – 1.4)	Promote pedestrian connection through to the centre future Main Street from Honeywell Boulevard	Improve pedestrian legibility and ease of movement through the development site	Medium
	Formalise on-street parking arrangements to Honeywell Boulevard	Improved parking access, active retail frontages and streetscape character	High
	Formalise vehicle connection between Boyare Avenue and the centre core	Benefit the parking functionality and centre access	High

Table 12 - Mirrabooka Village Principles, Strategies and Actions



2.3 Streets - Mirrabooka

Mirrabooka comprises predominantly local access streets which define the character of the suburb. The design of the peripheral corridors and the local streets have been carefully considered for ways to prioritise the pedestrian experience, enhance the streets function and improve the suburban character.

With a residential density base code of R20, Mirrabooka does not have the impact of parking stress of neighbouring suburbs. However, several of its arterial roads and access streets are significant in width, lacking street tree and landscape amenity and their design permitting unsafe car speeds. These issues impact the cyclist and pedestrian functionality and safety.

The design and demands of several key corridors being Mirrabooka Avenue, Alexander Drive, Honeywell Boulevard and Boyare Avenue, will alter over the medium to long term. Corridor design proposals have been formulated for these routes to guide building development and corridor planning.

There is a varied network of existing pedestrian pathways, of varied quality and extent. Upgrades to the verge landscaping and tree canopy coverage along specific routes are critical to the pedestrian experience, the recreational pursuits and the local biodiversity within Mirrabooka.

Table 13 list principles, strategies and actions to improve the functionality and safety of streets and benefit the suburban character of Residential R20 areas. Figures 40-43 identify the existing transport patterns and proposed movement network relevant to this strategy area.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4)	Introduce pedestrian paths, landscaping and formalised parking opportunities where demanded – prepare assessment	Assess footpath program, Community Infrastructure Plan priorities and progress a gap analysis to identify priority areas	High
	Relieve parking stress in problem areas through formalised on-street parking designs	Address pedestrian safety and amenity	Medium
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Protect and supplement existing mature trees – propose development controls	Protection of established mature trees which provide suburban character	Medium
	Local street design proposals must include increased quantity of street trees	Beneficial street character and pedestrian comfort	High
	For 7.2m carriageway widths, introduce short length traffic yield arrangements in the form of tree planters for strategic locations	Increase landscape quality of street	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
	For 6.0m carriageway widths, introduce short lengths of parking embayment's partly indented into the verge	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Introduce formalised on-street parking within the street for 7.2m wide carriageways	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Crossovers ideally paired between adjacent developments	To minimise disruption to the pedestrian pathway and maximise street tree landscaping	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety	High
	Introduce green trails to all principal pedestrian routes through landscaping, street trees and shared pathways	Improve pedestrian experience	High
	Achieve a hierarchical pedestrian network with significant tree canopy cover for pedestrian protection	High	Medium
Improve accessibility and reduce transport costs	Increase the width and functionality of pedestrian paths along street boundaries	Provide flexibility for shop interfaces and alfresco opportunities	High
(Streets Principle 1 and associated strategies 1.1-1.4)	Implement on-street parking along Honeywell Boulevard adjacent Mirrabooka Village	Support the redevelopment of centres into street based mixed use centre precincts	High
Improve pedestrian experience	Promote awnings and canopies to non-residential development	Pedestrian comfort and public realm activation	High
	Promote widened and upgraded footpaths	Community request for high amenity pedestrian environments, given limited car ownership	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Implement street design recommendations to reduce traffic speed and increase pedestrian amenity	Provide for appropriate building interfaces	Medium
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety and public realm activation	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High
Maximise integration and connectivity to and between places (Streets Principle 3 and associated strategies 3.1 – 3.11)	Establish a Transit Boulevard typology specific to road classification and roles	Determine appropriate street demands	High
	Design streets to accommodate future changes for rapid bus and light rail public transport	Future proof development responses to road corridor	Medium
	Review existing high frequency bus routes	Improve walkable access to high frequency bus stops by proposing refinements to existing bus routes where achievable and beneficial and providing shade in the form of street trees	High
	Implement flexible road designs that provide for dedicated bus movement in peak periods but revert to parking provision in off peak	Improve public transport functionality and street functionality	Medium
	Provide for future transit stops/stations along transit boulevards when considering street design planning	Inform land use planning and public realm upgrades	Medium

Table 13 - Key Streets Principles, Strategies and Actions

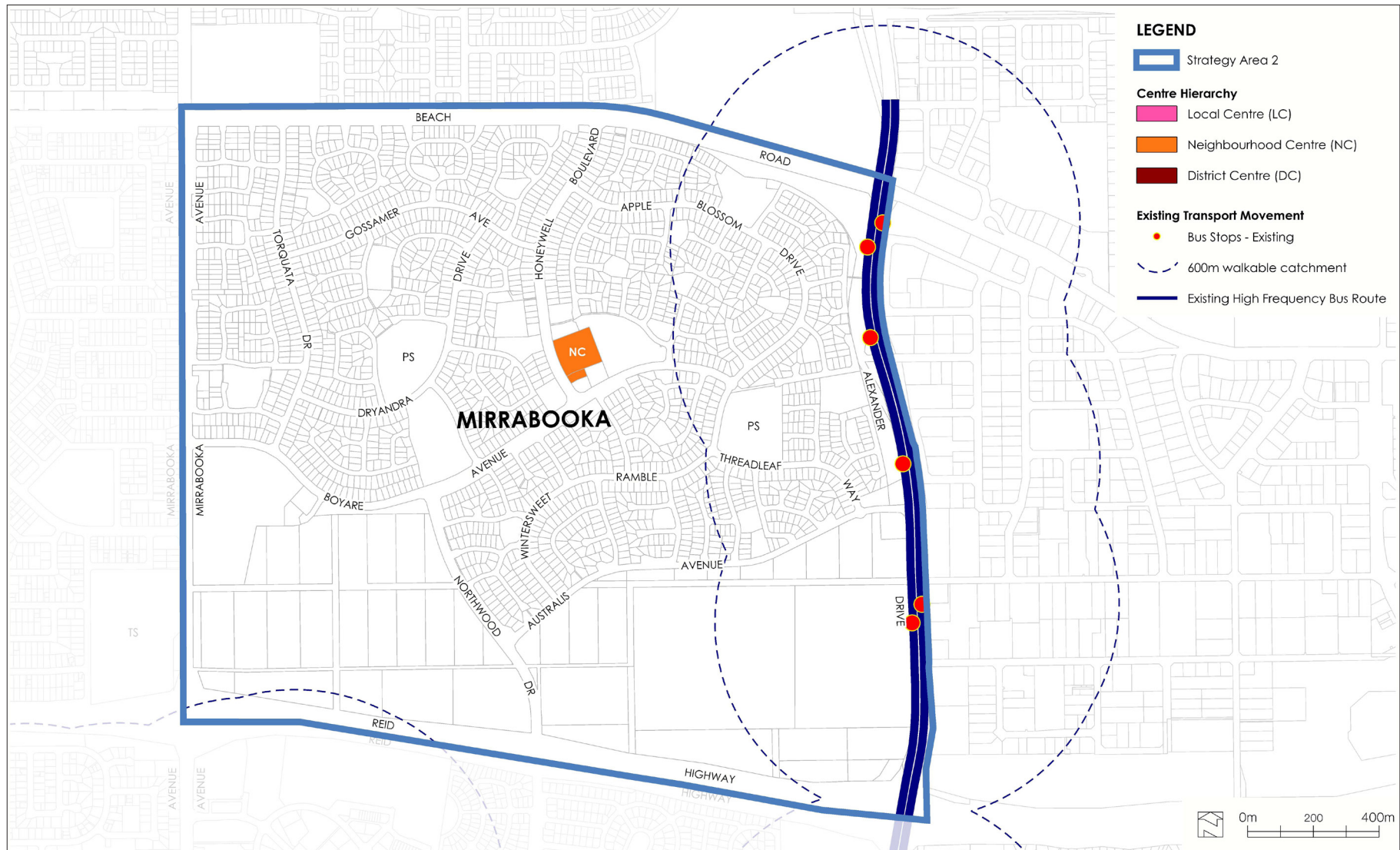


Figure 40 - Existing Transport Movement

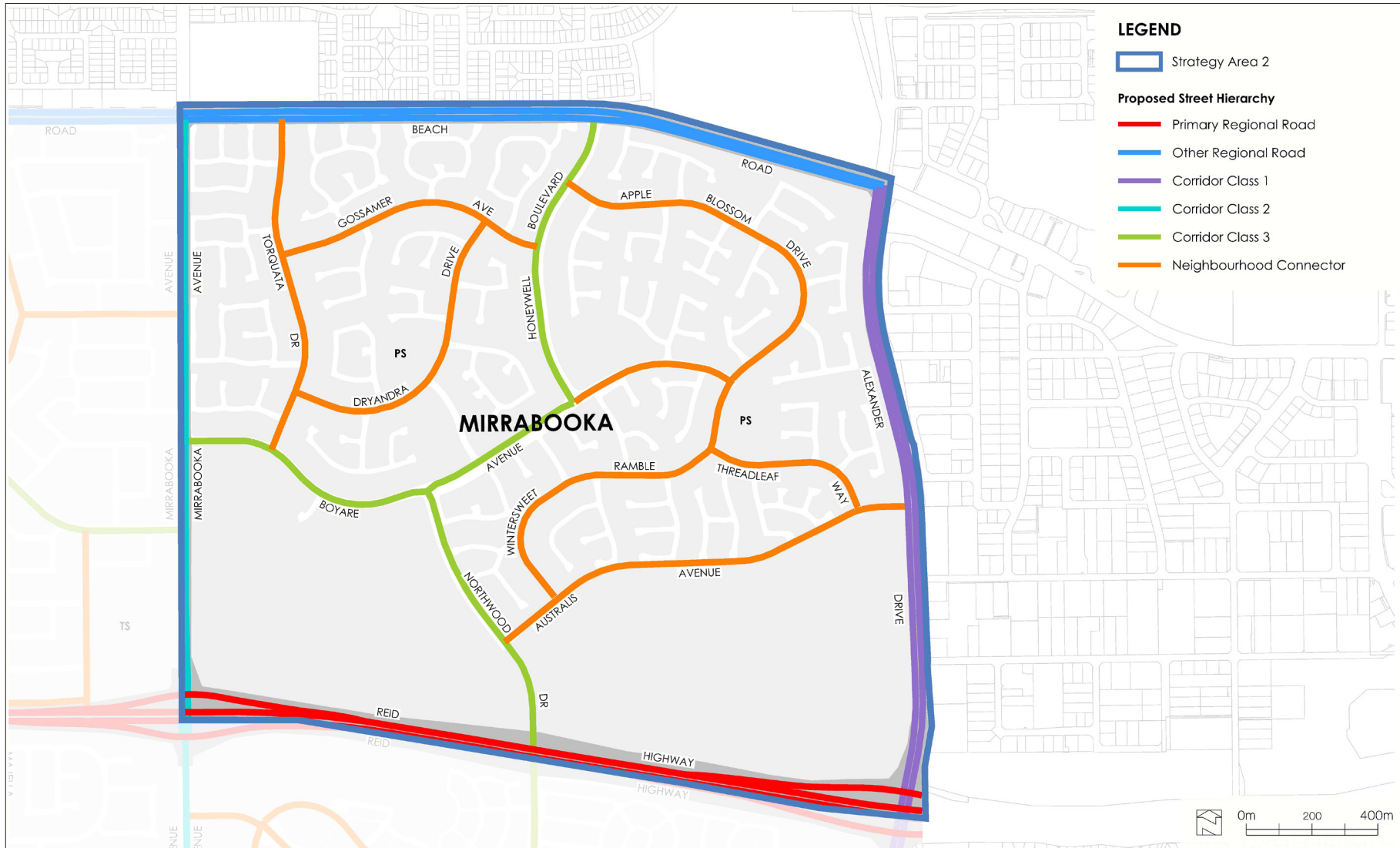


Figure 41 - Proposed Street Hierarchy

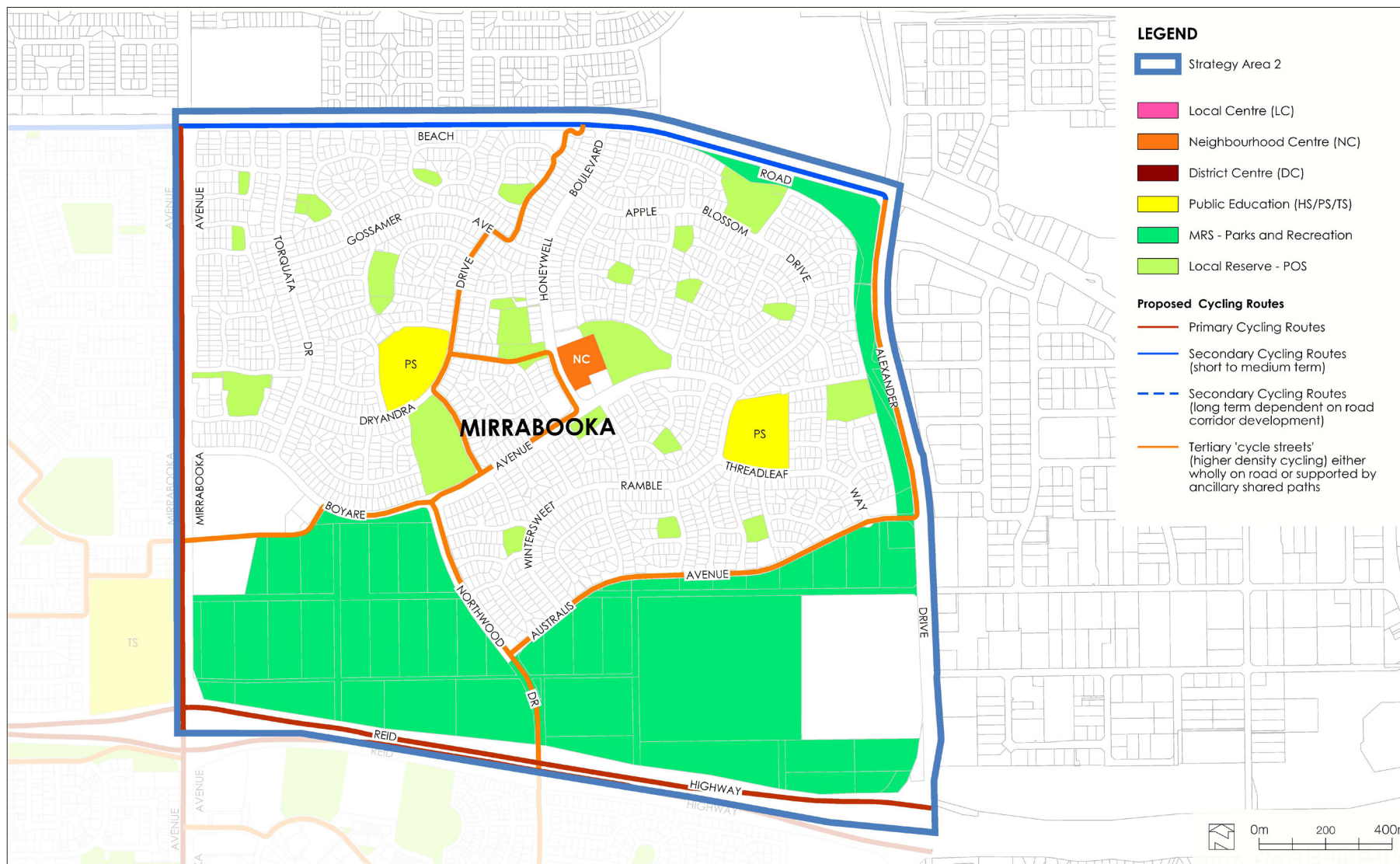


Figure 42 - Proposed Cycling Routes

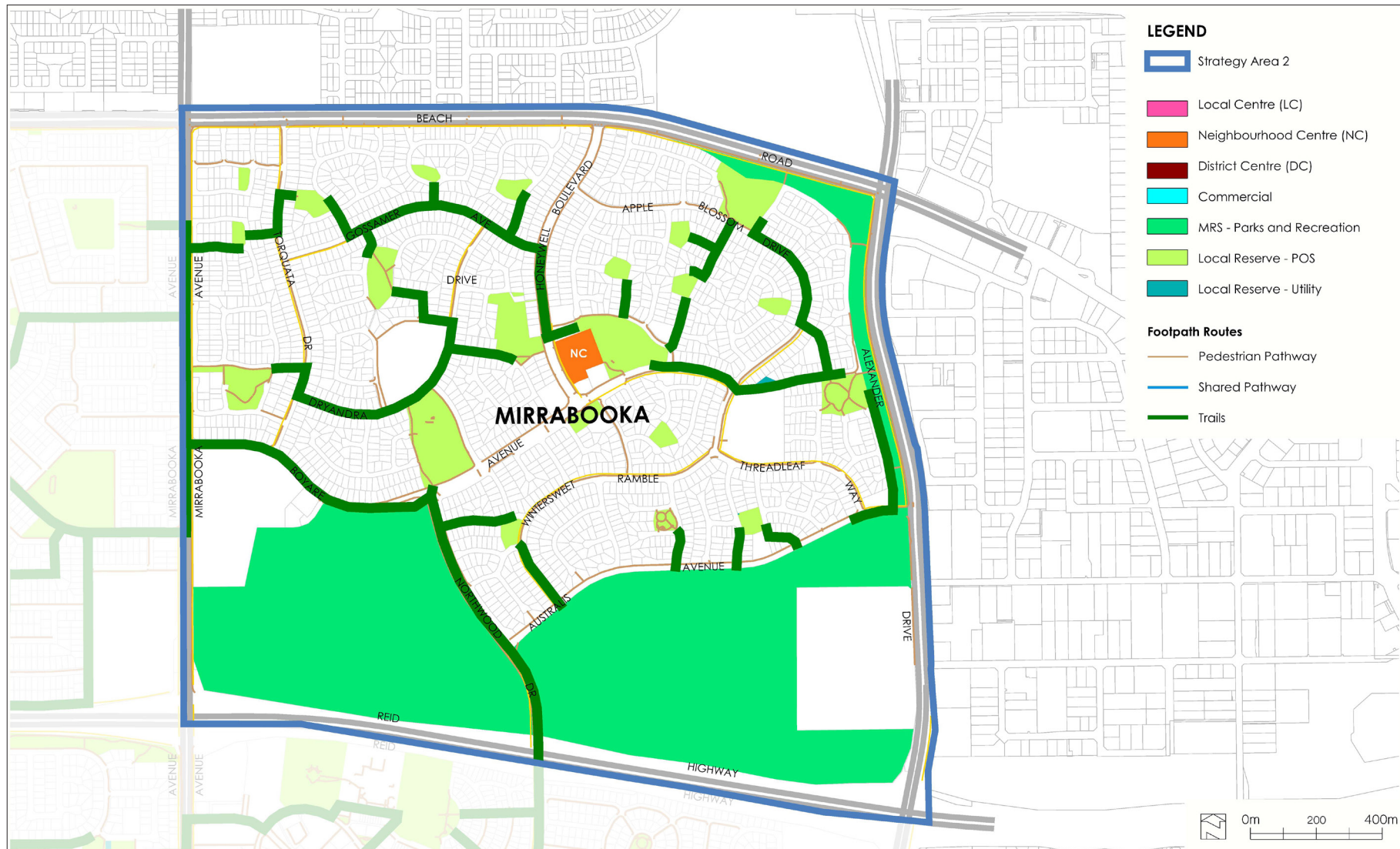


Figure 43 - Proposed Green Trails

2.4 Community Parks - Mirrabooka

The Mirrabooka Strategy Area consists of a diverse range of established parks incorporating a range of recreation areas and centres. It is vital to enhance the public realm experience within Mirrabooka to ensure that residents have access to diverse and lively local recreation and social spaces.

The relationship between Fragrant Gardens Reserve, Mirrabooka Village and the wider neighbourhood has been identified as a concern to the community and specifically addressed in this Strategy.

Table 14 identifies the principles, strategies and actions required to enhance parks within the community. Figures 44-46 depict the existing open space hierarchy and tree canopy density and coverage throughout the strategy area.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Enhance the quality of the public realm (Community Principle 1 and associated strategies 1.1-1.3)	Provide for the redevelopment and reconfiguration of development facing Fragrant Gardens Reserve	Improve surveillance and activity of the park. Acknowledge the amenity benefit the park offers to development	High
	Tree planting program and species selection shall be prioritised along other key pedestrian routes linking all activity nodes within Mirrabooka, including public open space, community facilities and centres	Community reliance on shaded pedestrian environments. Provide a legible pedestrian network that interconnects key parks and centres	Medium
Enable Cultural Expression (Community Principle 3 and associated strategies 3.1-3.3)	Provide pocket parks and public plazas at Centres to diversify meeting spaces	Achieve a diversity of spaces for the recreation demands of an increased residential population and supplement the existing recreational spaces with a set of alternate urban spaces	Medium

Table 14 - Community (Parks) Principles, Strategies and Actions

Mirrabooka	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	<u>District</u>
Future (2031)	19%	32m2	No gaps	Achieve a minimum of 'Average' through upgrades		
POS Measure Achieved	Yes	No	Yes	Yes		

Table 15 - Public Open Space Benchmarks for Mirrabooka after upgrades



Figure 44 - Existing Open Space Hierarchy

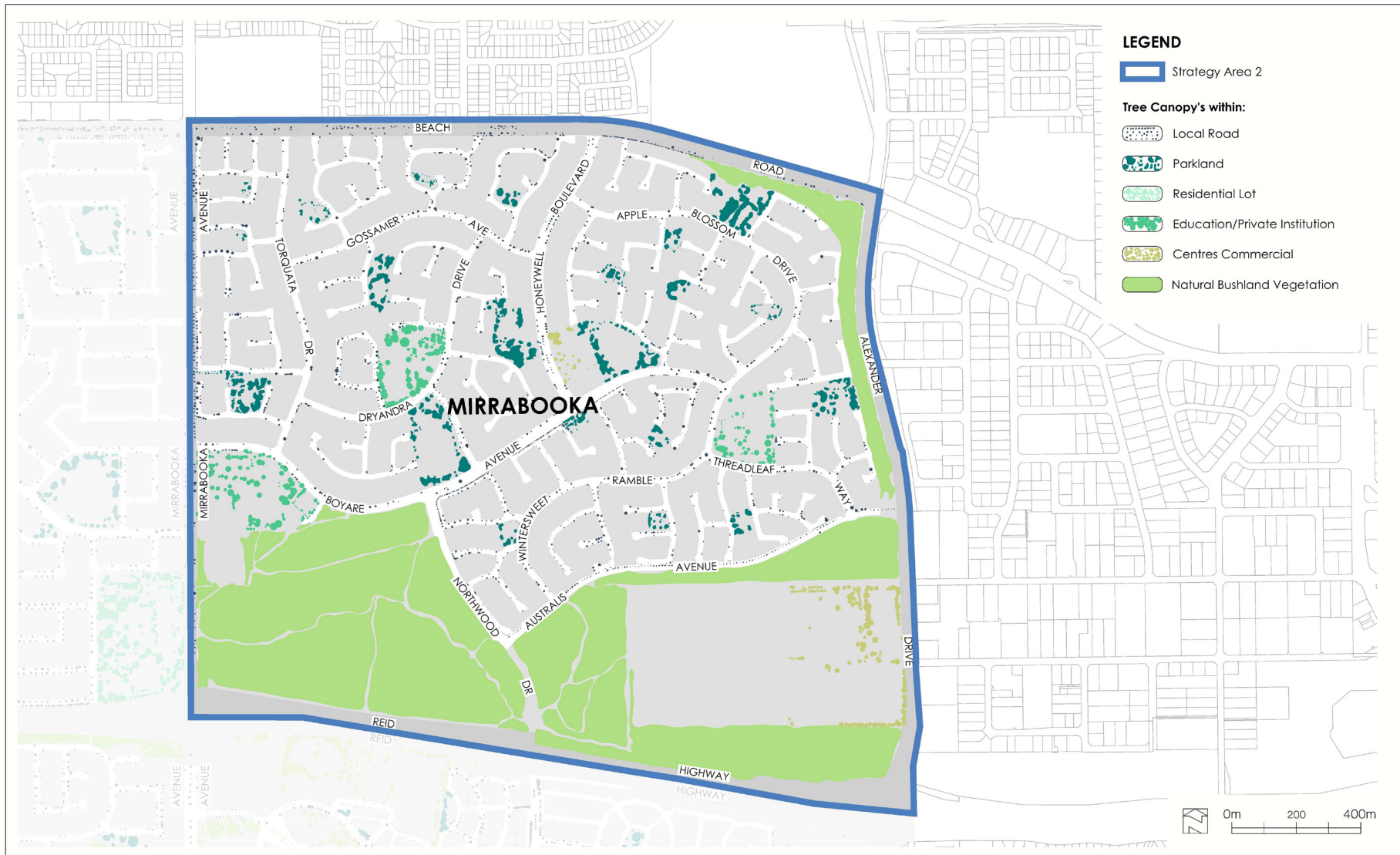


Figure 45 - Existing Tree Canopy Density / Coverage

2.5 Community Facilities - Mirrabooka

The City's existing community facilities within this strategy area as identified in the draft Better Suburbs Community Infrastructure Plan are shown in Figure 46. The strategies and actions required

to deliver community facilities for the future population are included in the draft Better Suburbs Community Infrastructure Plan.

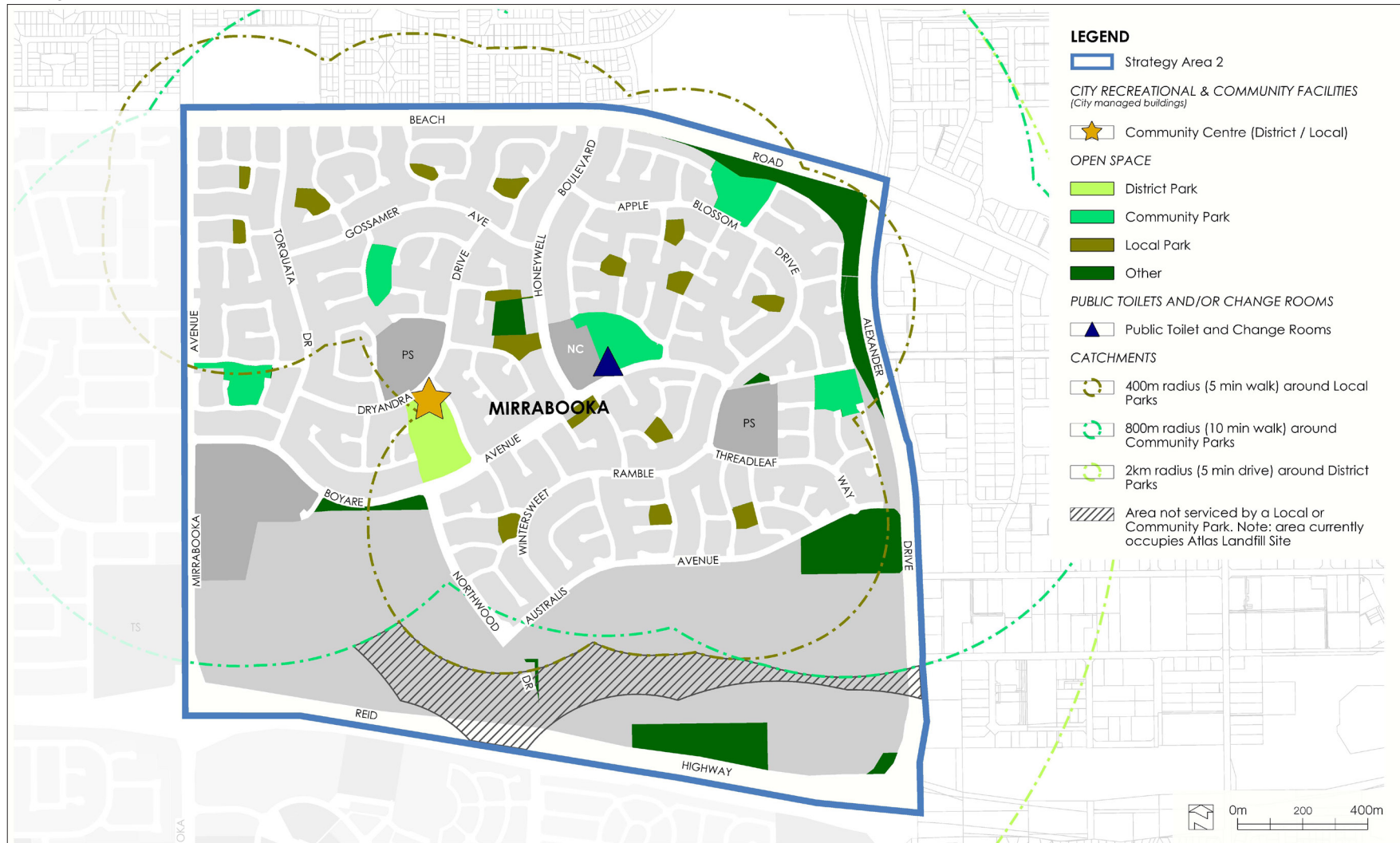


Figure 46 - Existing Open Space and Community Facilities

2.6 Homes Within Suburbs - Mirrabooka

The fundamental principles guiding new residential development within this strategy area are aimed at protecting the family living benefits of the current density. This assists in on-lot tree retention, food production opportunities and the overall health and sustainability measures of the strategy area.

Table 16 lists the principles, strategies and actions to improve dwelling performance and the need for a diversity of housing forms.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Reinforce the character of homes within the suburbs through the retention of trees and encourage additional tree planting (Homes Principle 1 and associated strategies 1.1-1.2)	Promote suitable interfaces to the street through setbacks, surveillance and landscaping	Achieve beneficial outcomes for the public realm. Promote CPTED requirements	High
	Requirement for significant trees to be retained onsite through site specific dwelling design responses	Biodiversity benefits	High
	Protect existing tree canopy on undeveloped lots in Mirrabooka and require performance-based design responses	Manage the tree loss in suburb	High

Table 16 - Homes Principles, Strategies and Actions



3.0 STRATEGY AREA 3 – DIANELLA

The Dianella Strategy Area is located 8kms north of Perth and is bounded by Mirrabooka Avenue, Nollamara Avenue Laythorne Stree and Hayes Avenue to the west, Reid Highway to the north, Alexander Drive, Bunya Street and Wellington Road to the east and Williams Road, Walney Way, Windsor Avenue, April Road, Howes Crescent, Belmaurice Street, Dalwin Street, Ashington Street and Morley

Drive, to the south. The suburb of Dianella has a population of 23,486 (ABS 2016) and approximately half of this is within the Strategy Area. The majority of the area is zoned as Residential R20 with the exception of Pimlott Street Local Centre, the area around Cottonwood Crescent Natural Reserve and the Mirrabooka Town Centre which is subject to its own planning framework.

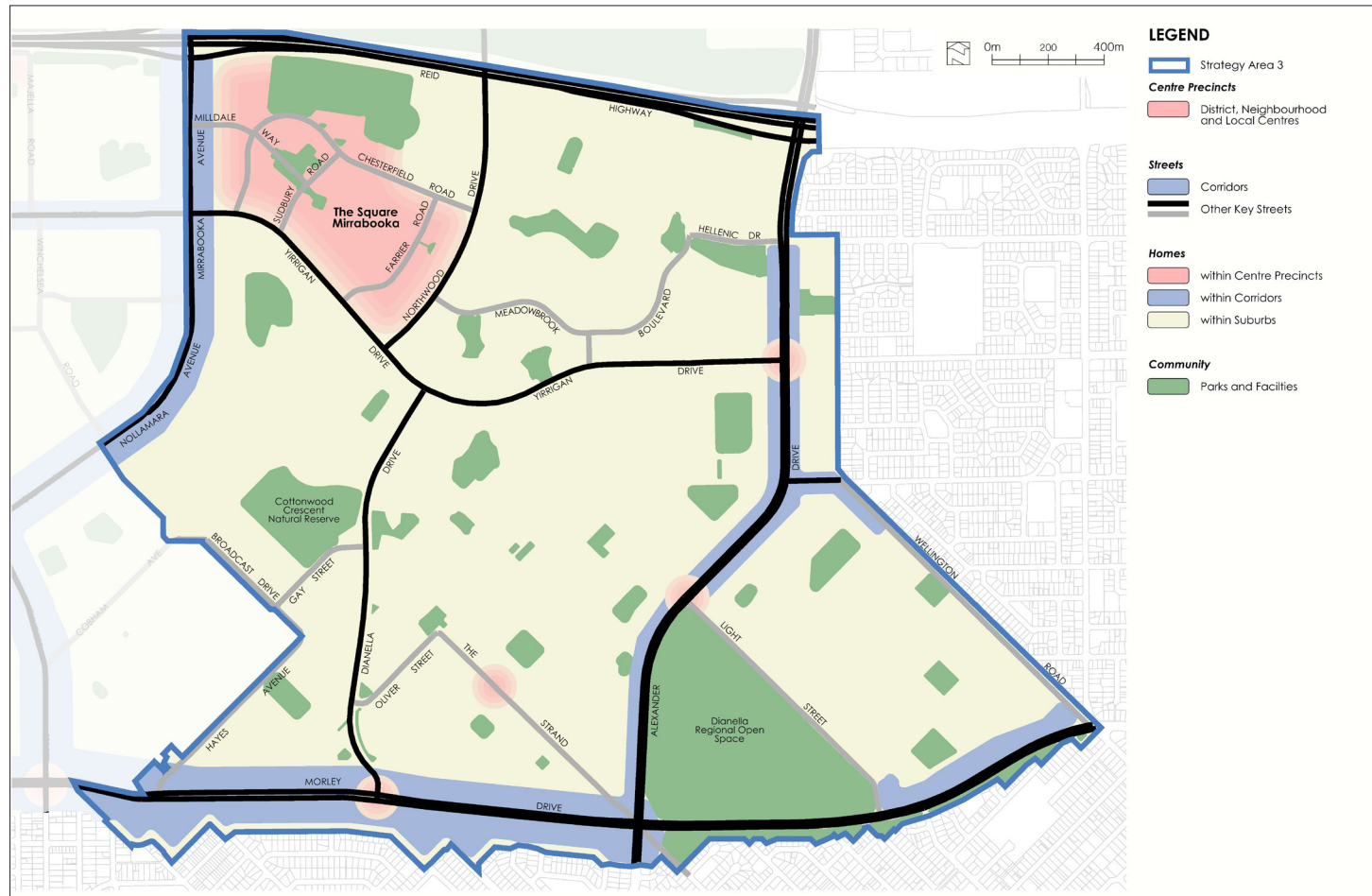


Figure 47 - Strategic Framework Map - Strategy Area 3 - Dianella

3.1 Present Character Statement - Dianella

3.1.1 Centre Precincts

There are no significant centres within the Dianella Strategy Area. A local centre located at the corner of Pimlott Street and The Strand offers very little in terms of local conveniences to nearby residents.



Figure 48 - Pimlott Street Local Centre

3.1.2 Streets

Dianella comprises predominately low key, local access streets, however several of its arterial roads and access streets are significant in width, which contributes to poor safety and amenity issues.



Figure 49 - Dianella Drive

3.1.3 Homes

The character of Dianella is largely suburban in nature comprising larger family homes consistent with the predominant R20 residential density coding.



3.1.4 Community

Dianella contains a range of established parks incorporating a range of recreation areas and facilities. There is a wide network of existing pedestrian pathways, of varied quality and extent.

Table 17 determines the level to which the current public open space provision meets the public open space measures currently as well as for future populations to 2031 (based on the assumption no upgrades or new public open space is acquired).

	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	District
Current (2016)	19%	44m2	No gaps	5.6	10.5	34
Future (2031)	No change	38m2	No change	NA		
POS Measure Achieved	Yes	No	Yes	Below Average	Below Average	High Quality

Table 17- Public Open Space Benchmark for Dianella

3.2 Future Character Statement - Dianella

3.2.1 Centre Precincts

There are no significant centres (Classified District or Neighbourhood status) within the Dianella Strategy Area, however the Strategy identifies potential locations for new local centres at key strategic locations. SPP 4.2 does not require Local and Neighbourhood Centres to produce Activity Centre Plans.

However, where necessary the City may require the preparation of a similar but less detailed Local Development Plan before any substantial development in, or adjoining, a Local or Neighbourhood Centre is approved.

3.2.2 Streets

Dianella comprises predominantly local access streets which define the character of the suburb. The design of the peripheral corridors and the local streets have been carefully considered for ways to prioritise the pedestrian experience, enhance the streets function and improve the suburban character.

With a residential density base code of R20, Dianella does not have the impact of parking stress of neighbouring suburbs. However, several of its arterial roads and access streets are significant in width, lacking street tree and landscape amenity and their design permitting unsafe car speeds. These issues impact the cyclist and pedestrian functionality and safety.

The design and demands of several key corridors being Alexander Drive, Morley Drive, Yirrigan Drive, Dianella Drive, and Mirrabooka Avenue will alter over the medium to long term. Corridor design proposals have been formulated for these routes to guide building development and corridor planning.

There is a varied network of existing pedestrian pathways, of varied quality and extent. Upgrades to the verge landscaping and tree canopy coverage along specific routes are critical to the pedestrian experience, the recreational pursuits and the local biodiversity within Dianella.

Table 18 list principles, strategies and actions to improve the functionality and safety of streets. Figures 50-53 identify the existing transport patterns and proposed movement network relevant to this strategy area.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4)	Introduce pedestrian paths, landscaping and formalised parking opportunities where demanded – prepare assessment	Assess footpath program, Community Infrastructure Plan priorities and progress a gap analysis to identify priority areas	High
	Relieve parking stress in problem areas through formalised on-street parking designs	Address pedestrian safety and amenity	Medium
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Protect and supplement existing mature trees – propose development controls	Protection of established mature trees which provide suburban character	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
	For 6.0m carriageway widths, introduce short lengths of parking embayment's partly indented into the verge	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Introduce formalised on-street parking within the street for 7.2m wide carriageways	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Crossovers ideally paired between adjacent developments	To minimise disruption to the pedestrian pathway and maximise street tree landscaping	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety	High
	Introduce green trails to all principal pedestrian routes through landscaping, street trees and shared pathways	Improve pedestrian experience. Achieve a hierarchal pedestrian network with significant tree canopy cover for pedestrian protection	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4) Improve pedestrian experience	Increase the width and functionality of pedestrian paths along street boundaries	Provide flexibility for shop interfaces and alfresco opportunities	High
	Implement on-street parking along Pimlott Street adjacent the existing Local Centre	Support the redevelopment of centres into street based mixed use centre precincts	High
	Promote awnings and canopies to non-residential development	Pedestrian comfort and public realm activation	High
	Promote widened and upgraded footpaths	Community request for high amenity pedestrian environments, given limited car ownership	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Implement street design recommendations to reduce traffic speed and increase pedestrian amenity	Provide for appropriate building interfaces	Medium
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety and public realm activation	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Maximise integration and connectivity to and between places (Streets Principle 3 and associated strategies 3.1 – 3.11)	Establish a Transit Boulevard typology specific to road classification and roles	Determine appropriate street demands	High
	Design streets to accommodate future changes for rapid bus and light rail public transport	Future proof development responses to road corridor	Medium
	Review existing high frequency bus routes	Improve walkable access to high frequency bus stops by proposing refinements to existing bus routes where achievable and beneficial	High
	Implement flexible road designs that provide for dedicated bus movement in peak periods but revert to parking provision in off peak	Improve public transport functionality and street functionality	Medium
	Provide for future transit stops/stations along transit boulevards when considering street design planning	Inform land use planning and public realm upgrades	Medium

Table 18 - Key Streets Principles, Strategies and Actions



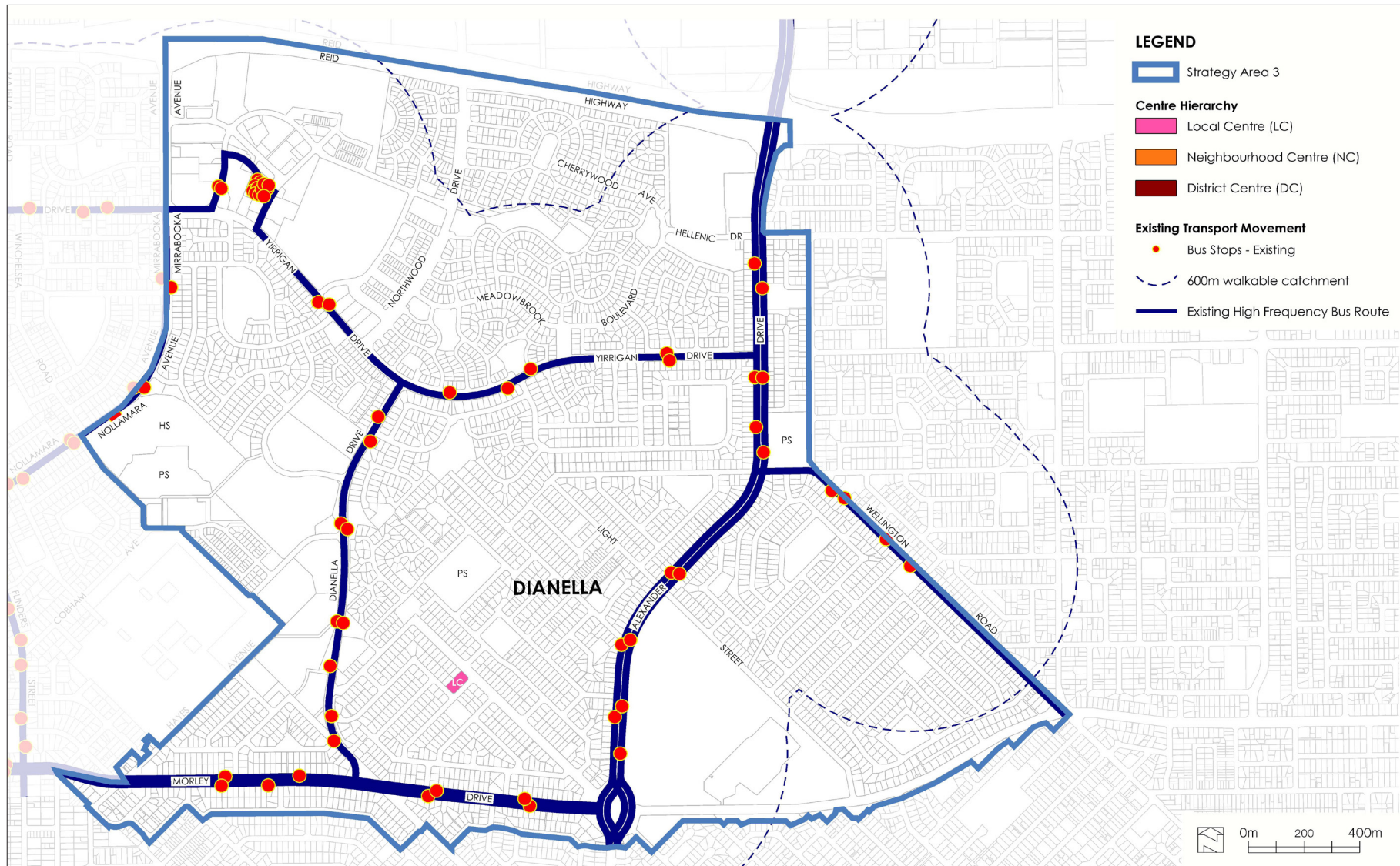


Figure 50 - Existing Transport Movement

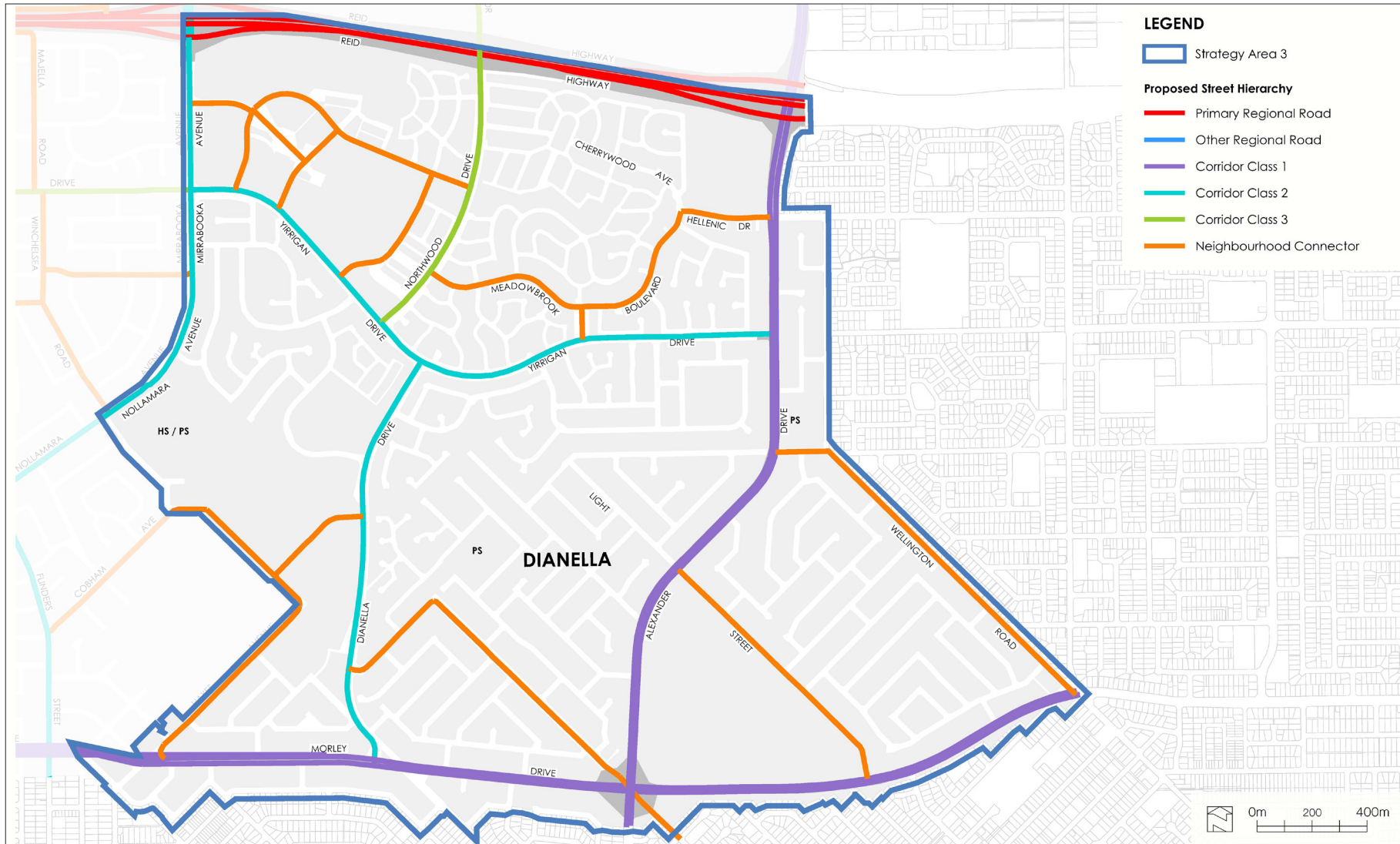


Figure 51 - Proposed Street Heirachy

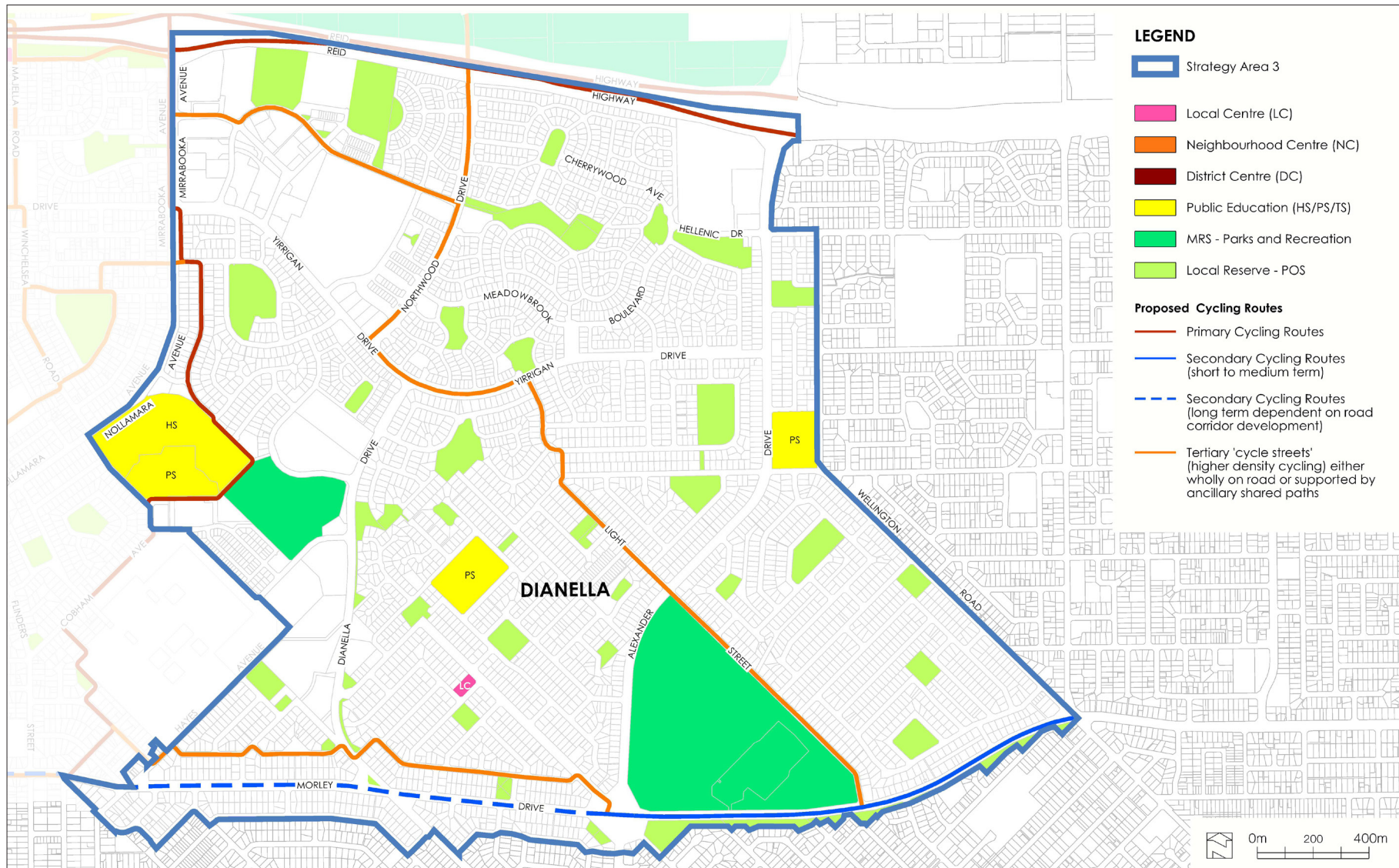


Figure 52 - Proposed Cycling Routes

3.4 Community Parks - Dianella

The Dianella Strategy Area consists of a diverse range of established parks incorporating a varied range of recreation areas and centres. It is vital to maintain and enhance the public realm experience within Dianella to ensure that residents have access to diverse and lively local recreation and social spaces.

Table 19 identifies the principles, strategies and actions required to enhance parks within the community. Figures 54-56 depict the existing open space hierarchy and tree canopy density and coverage throughout the strategy area.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Enhance the quality of the public realm (Community Principle 1 and associated strategies 1.1-1.3)	Tree planting program and species selection shall be prioritised along other key pedestrian routes linking all activity nodes within Dianella, including public open space, community facilities and centres	Community reliance on shaded pedestrian environments. Provide a legible pedestrian network that interconnects key parks and centres	High
Enable Cultural Expression (Community Principle 3 and associated strategies 3.1-3.3)	Provide pocket parks and public plazas at Centres to diversify meeting spaces	Achieve a diversity of spaces for the recreation demands of an increased residential population and supplement the existing recreational spaces with a set of alternate urban spaces	Medium

Table 19 - Community (Parks) Principles, Strategies and Actions

Dianella	Quantity	Equity	Accessibility	Quality	
	10%	40m2	400m	Local	District
Future (2031)	19%	38m2	No gaps	Achieve a minimum of 'Average' through upgrades	
POS Measure Achieved	Yes	No	Yes	Yes	

Table 20 - Public Open Space Benchmarks for Dianella Upgrades

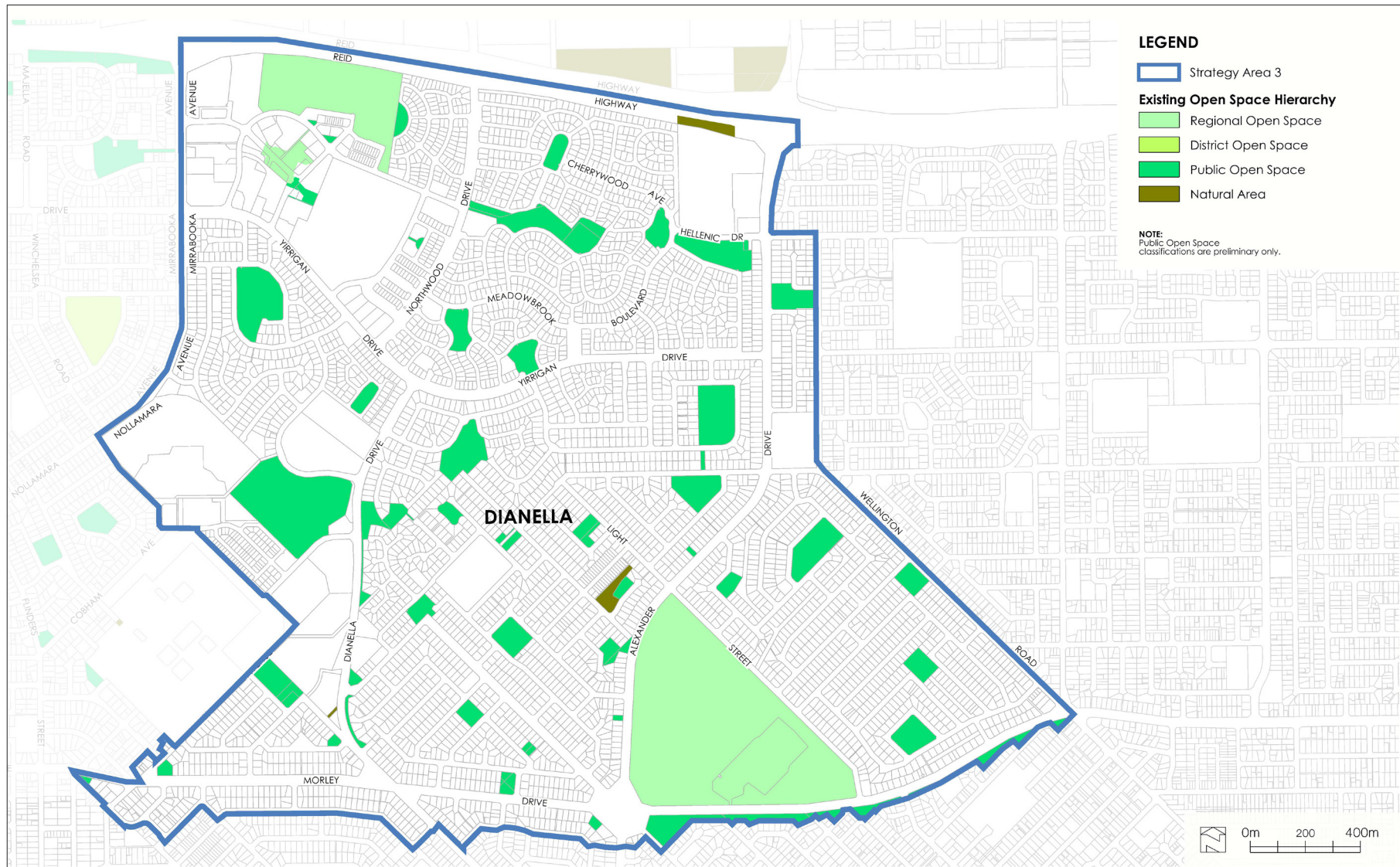


Figure 54 - Existing Open Space Hierachy

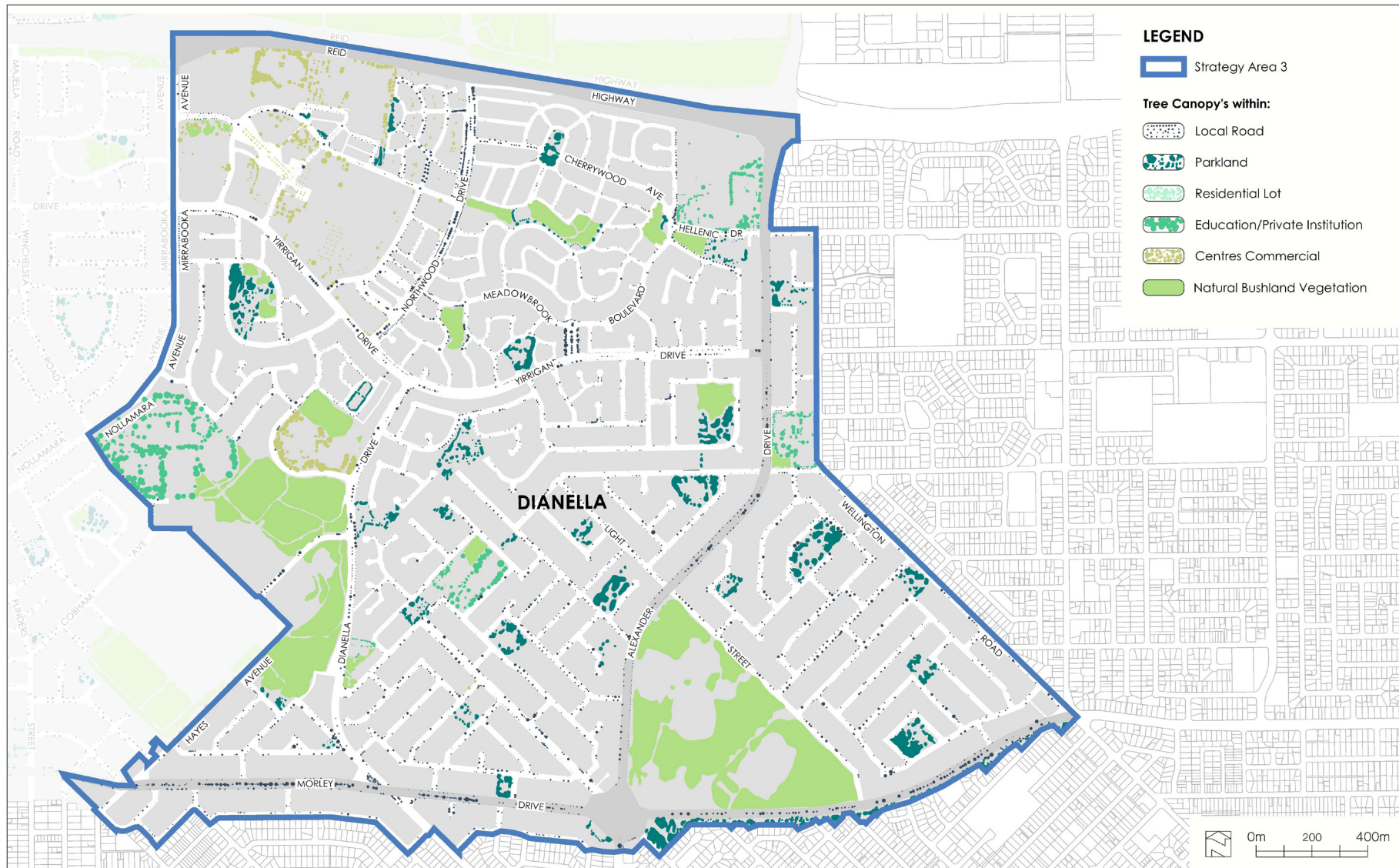
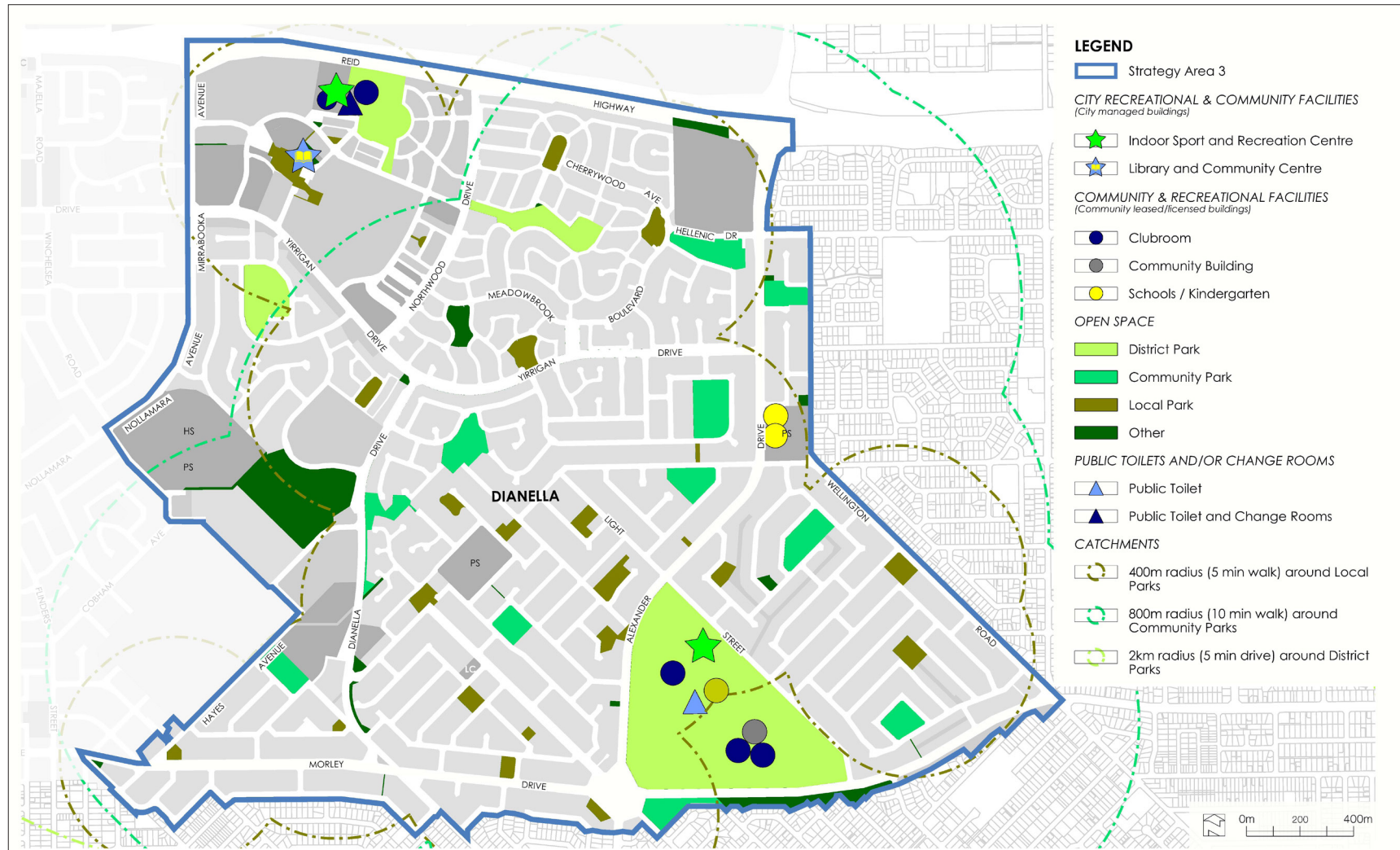


Figure 55 - Existing Tree Canopy Density / Coverage

3.5 Community Facilities - Dianella

The City's existing community facilities within this strategy area as identified in the draft Better Suburbs Community Infrastructure Plan are shown in Figure 56.

The strategies and actions required to deliver community facilities for the future population are included in the draft Better Suburbs Community Infrastructure Plan.



3.6 Homes Within Suburbs - Dianella

The fundamental principles guiding new residential development within this strategy area are aimed at protecting the family living benefits of the current density. This assists in on-lot tree retention, food production opportunities and the overall health and sustainability measures of the strategy area.

Table 21 lists the principles, strategies and actions to improve dwelling performance and the need for a diversity of housing forms.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Reinforce the character of homes within the suburbs through the retention of trees and encourage additional tree planting (Homes Principle 1 and associated strategies 1.1-1.2)	Promote suitable interfaces to the street through setbacks, surveillance and landscaping	Achieve beneficial outcomes for the public realm. Promote CPTED requirements	High
	Requirement for significant trees to be retained onsite through site specific dwelling design responses	Biodiversity benefits	High
	Protect existing tree canopy on undeveloped lots in Dianella and require performance-based design responses	Manage the tree loss in suburb	High
Develop an inclusive society (Homes Principle 6 and associated strategies 6.1-6.5)	Provide a variety of housing options to address specific demands of the Dianella community	Provide diversified dwelling options in the suburb – large lot homes, manor homes	Medium
	Provide medium density living options generally along corridors with high frequency public transport	Minimise reliance on car transport and associated parking stress. Take advantage of building height opportunities	High
	Encourage townhouse type development generally along the corridors (outside the centre precinct), as an appropriate development form	Achieve private open space opportunities for particular dwelling forms to support family living demands	High
	Achieve a suitable development transition to the established R20 neighbourhood form	Protect established R20 character	Medium
	Provide more intense development in proximity to the established local centre on Pimlott Street	Improve access to daily convenience, employment and transport	Medium
	Provide improved access to public transport by locating new medium density development along the corridors of Alexander Drive, Morley Drive, Yirrigan Drive, Dianella Drive, and Mirrabooka Avenue	Provide flexible transport options for residents	High

Table 21 - Homes Principles, Strategies and Actions



4.0 STRATEGY AREA 4 – NOLLAMARA & WESTMINSTER

The Nollamara-Westminster Strategy Area is located 8kms north of Perth and is bounded by Wanneroo Road, Cosgrave Street, Main Street, Collier Avenue, Milton Avenue, Dusting Road, Manoff Road and Wesley Street to the west, Reid Highway to the north, Mirrabooka Avenue, Nollamara Avenue Laythorne Stree and Hayes Avenue to the east and North Beach Drive, Kathleen Street and David Street to the south. The suburbs of Nollamara and Westminster has a population of 17,770 (ABS 2016). The area is zoned as a mix of Residential R40 and R50 with

the exception of Stirling Central and Northlands District Centres, Nollamara and North Beach Drive Neighbourhood Centres and various Local Centres. The area was previously zoned R20 and has undergone significant redevelopment since upcoding occurred in the 1990s.

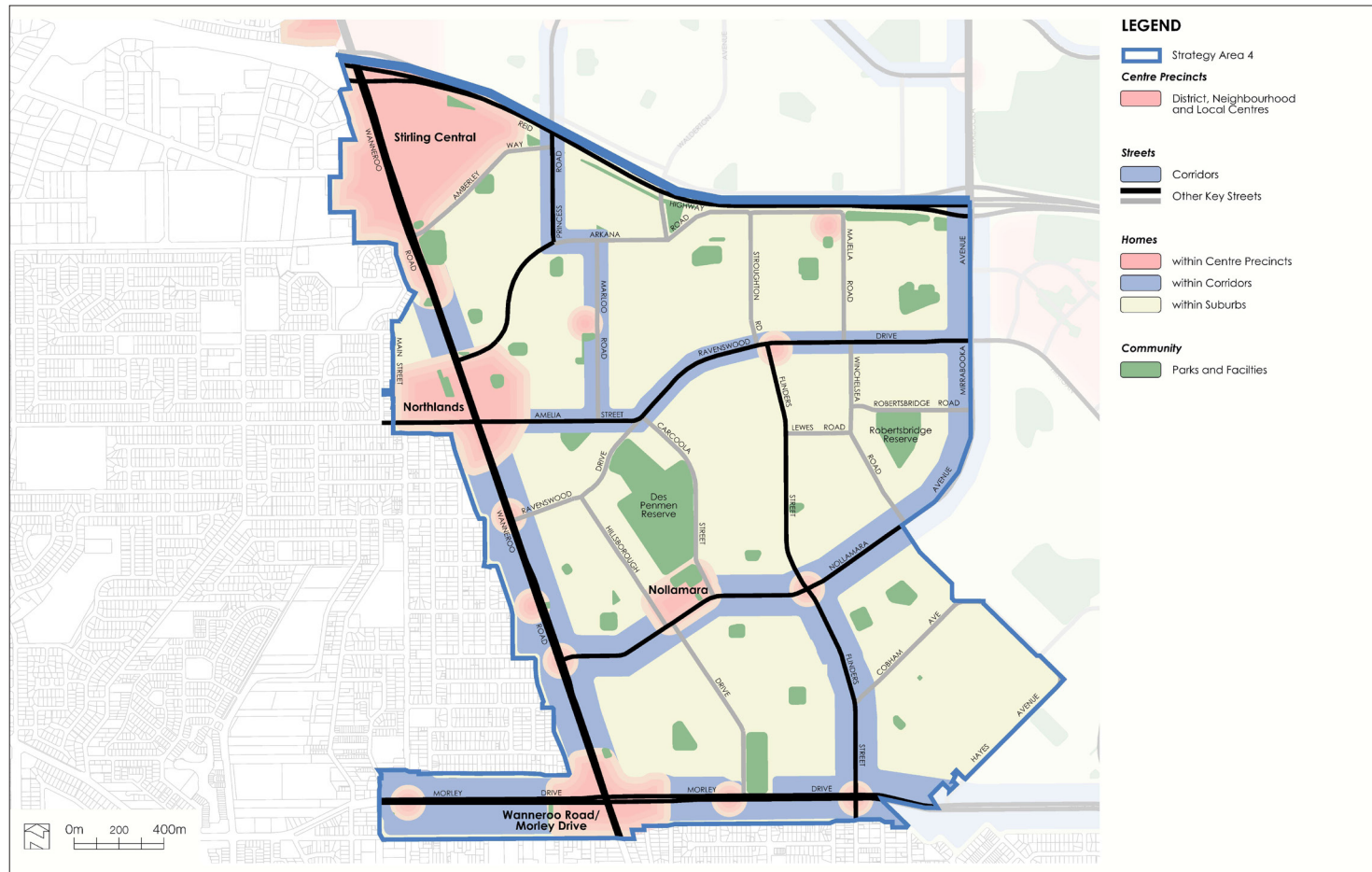


Figure 57 - Strategic Framework Map - Strategy Area 4 - Nollamara-Westminster

4.1 Present Character Statement - Nollamara & Westminster

4.1.1 Centre Precincts

Nollamara-Westminster Strategy Area contains two neighbourhood centres (Nollamara and Wanneroo Rd/Morley Drive) and two district centres (Stirling Central and Northlands). The centres are presently configured with large carpark areas and limited relationship to surrounding streets.



Figure 58 - Nollamara Neighbourhood Centre

4.1.2 Streets

Resulting forms of poor medium density development and the dominance of informal on-street parking has had a negative impact on the streets and public realm within this strategy area.



Figure 59 - Flinders Street

4.1.3 Homes

Nollamara and Westminster have mostly been developed in accordance with the predominant medium density R40 residential density coding resulting in homogenous medium density development with limited design and aesthetic appeal. New residential development within this strategy area should be aimed at increasing the performance of dwellings and improve the interface with the public realm.



4.1.4 Community

The Nollamara-Westminster Strategy Area contains a range of established parks and recreation areas however due to increased population over the last 20 years there are a number of catchment gaps and the public open space provision is currently below 10% of residential area which is the industry standard. There is a wide

network of existing pedestrian pathways, of varied quality and extent. It is vital to enhance the public realm experience within Nollamara-Westminster to ensure that residents have access to diverse and lovely local recreation and social spaces.

	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	District
Current (2016)	9.5%	17.5m2	Some gaps	4.1	7.3	21.5
Future (2031)	No change	11m2	No change	NA		
POS Measure Achieved	No	No	No	Below Average	Low Quality	Average

Table 22 - Public Open Space Benchmarks for Nollamara



4.2 Centres - Nollamara & Westminster

Nollamara/Westminster contains four centres including two neighbourhood status centres of Nollamara and the Wanneroo Road/Morley Drive location, and two district status centres of Northlands and Stirling Central as shown in Figure 60.

These centres have been examined through stakeholder engagement and design

consultation with owners, tenants and adjacent residential community to determine a desirable and sustainable outcome. These strategies are fundamentally directed at achieving development outcomes that will provide mixed land use hubs introducing activity, community benefits, lifestyle diversity and denser living opportunities in an appropriate location, aspiring Centre owners through redevelopment opportunities.

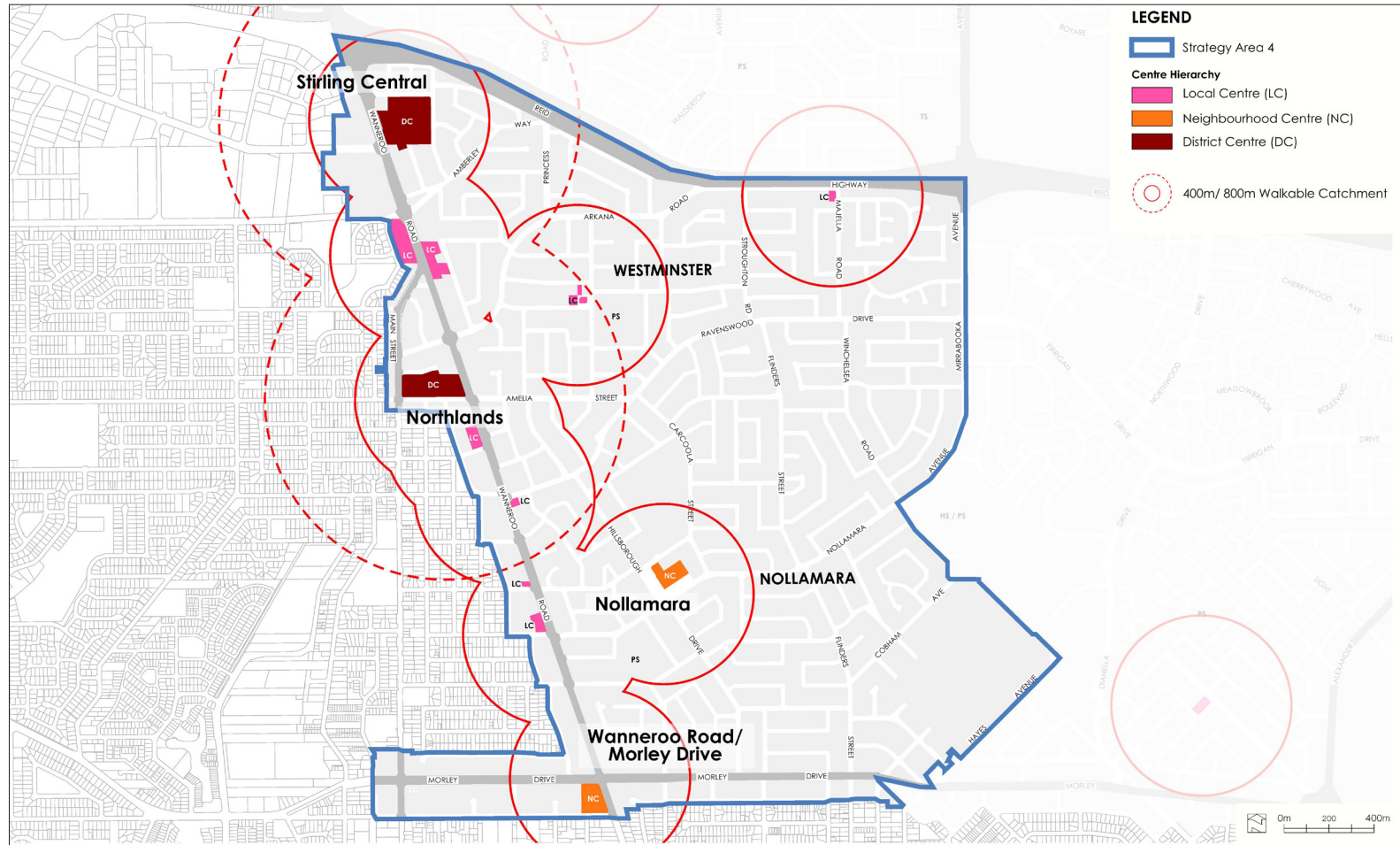


Figure 60 - Existing Centres

4.2.1 Nollamara – Neighbourhood Centre

The Nollamara Centre is a mixed land use centre comprising many landowners, and land activities. The retail component is presently configured centrally within a large carpark area owned by the Crown and invested in the City with limited building relationship to the surrounding local access streets due to a large setback, in particular to Nollamara Avenue. The design engagement process resulted in a medium to long term strategy for redevelopment of some elements of the centre extent to achieve benefits to the public realm as well as the centre configuration. It is envisaged that with the support of the State Government, through road closure and land assembly arrangements, a staged redevelopment of the centre can be achieved.

The reconfigured centre shall deliver an enhanced public realm environment for the community, orient buildings and their active frontages to all adjacent streets and promote an enhanced mixture of land uses and building heights.

The indicative concept design acknowledges the complexities of the ownership structure of this centre and purposely identifies perimeter site building development to enhance the centre character, promote edge activation and provide opportunities for increased floorspace. The introduction of residential development in standalone development and located above the retail podium identifies the long-term vision for this centre precinct. Moderate building heights ranging from 3-6 storeys have been identified on the indicative concept plan to accord with the community and centre stakeholder sentiment.

Nollamara Indicative Concept Plan (see appendices) represents the design sketches discussed and refined at the centre specific engagement and workshop sessions. The concepts illustrate a potential outcome for the Centre, and demonstrate how redevelopment can achieve the fundamental principles and objectives identified in the table 23 below. The concept identifies the location of public realm priorities, land use types, desirable building heights, development locations and the organisation of the centre.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Promote public plaza experiences adjacent Nollamara Avenue and Silvia Street	Achieve greater interaction, surveillance and benefits from adjacent amenity	High
	Protect existing mature trees on site and within Hillsborough Road reserve verge	Biodiversity benefits	High
	Redevelop centre building to achieve residential and mixed-use interface to all perimeter streets	Achieve greater interaction, surveillance and celebrate opportunities from adjacent amenity	Medium
	Provide opportunities for tenancies to directly interact with the public realm plazas and introduced 'shopping streets'	Achieve active edges, surveillance and improved character to public realm	High
	Emphasise the location of parking on-street and at the rear of buildings	Improve the streetscape setting and activation of shop frontages	High
	Investigate the issues and benefits for redeveloping the Nollamara Community Centre and RSL sub-branch, integrating them into any new centre redevelopment	Improve centre access to the adjacent neighbourhood and functionality of the public realm	High
	Promote the redevelopment of the centre to achieve shop frontages oriented to Nollamara Avenue and Hillsborough Drive	Improved pedestrian experience and safety through surveillance and public realm enhancements	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the medium to long term redevelopment of the centre edges to achieve shop frontages oriented to all perimeter streets, introduced public realm and to the internal shopping streets	Achieve activated and well surveilled street edges for safety and neighbourhood character benefits	High
	Promote mixed land use activity in the centre precinct through residential development above retail and commercial floorspace	To achieve a highly active and desirable centre precinct	High
	Introduce development height opportunities within the centre precinct up to 6 storeys	Community endorsement for building heights of up to 6 storeys within the centre core, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Height shall transition to the adjoining neighbourhood control	Community endorsement for building heights of up to 6 storeys within the centre core, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Endorse a combined parking strategy for the centre precinct's non-residential land uses, that achieve an overall reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
	Investigate the opportunity for undercroft parking scenario below the building upper levels	To reduce the ground level parking area and increase the building floorspace opportunity. Attainable through benefits of the natural site topography	Medium
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote a variety of retail tenancies to satisfy the diverse employment and ownership needs of the local community including informal employment opportunities such as markets	Diversified lifestyle and employment opportunities were identified by the community	Medium
	Staged redevelopment opportunity through use of road reserve for additional development areas	Improve likelihood for centre redevelopment. Road closure procedures by City of Stirling	Medium
Achieve successful lower-order neighbourhood centres to ensure increased patronage, a range of retail and commercial offerings and adequate viability (NC Principle 1 and associated strategies NC1.1 – 1.4)	Promote network of pedestrian connections through the centre to activate building edges	Improve pedestrian legibility and ease of movement through the development site	Medium
	Formalise on-street parking arrangements to internal 'shopping streets' and external perimeter roads	Improved parking access, active retail frontages and streetscape character	High
	Formalise vehicle connection between Nollamara Avenue and Silvia Street	Benefit the parking functionality and centre access. Improve centre precinct access to the adjacent neighbourhood	High

Table 23 - Nollamara Neighbourhood Centre Principles, Strategies and Actions



4.2.2 Wanneroo Road/Morley Drive - Neighbourhood Centre

The Wanneroo Road/Morley Drive Centre located in Tuart Hill, is presently a neighbourhood centre classification, comprising many landowners and a wide variety of land use activities. Whilst this centre is moderate in size presently, the Strategy in alignment with the City's Local Planning Strategy considers this location to be a key long-term neighbourhood centre precinct given its proximity to two primary corridors and the intent for a major future transit stop.

The design engagement process resulted in a medium to long term strategy for significant redevelopment of the centre to achieve a landmark development at this key location. The indicative concept plan carefully considers the public realm network in proximity to the intensified residential opportunities and promotes public plazas within and surrounding buildings as well as public open space enhancements. Fundamentally, the expanded centre shall orient buildings and their active frontages to all adjacent streets, promote an enhanced and wide variety of land uses, achieving significant employment and residential living opportunities.

Moderate building heights ranging from 3-6 storeys have been identified for the greater part of the centre precinct, increasing to a 9 storey maximum framing the core of the centre at the intersection of Wanneroo Road and Morley Drive. This accords with the community and centre stakeholder sentiment.

Wanneroo Road/Morley Drive Indicative Concept Plan (see appendices) represents the design sketches discussed and refined at the centre specific engagement and workshop sessions. The concepts illustrate a potential outcome for the Centre, and demonstrate how redevelopment can achieve the fundamental principles and objectives identified in table 24. The concept identifies the location of public realm priorities, land use types, desirable building heights, development locations and the organisation of the centre.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Protect existing mature trees within Centre Precinct	Biodiversity benefits	High
	Promote Public Plaza(s) in key locations as noted on indicative concept	Achieve landmark public corner elements. Community request for alternate high amenity meeting spaces. Opportunity for café breakout spaces adjoining plaza edges	High
	Provide opportunities for tenancies to directly interact with the public realm	Achieve active edges, surveillance and improved character	High
	Emphasise the location of parking on-street and at the rear of buildings	Improve the streetscape setting and activation of shop frontages	High
	Promote additional public open space within centre precinct	Preserve established character and achieve community connections and benefits	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the redevelopment of the centre edges to achieve shop frontages oriented to Wanneroo Road, Morley Drive key intersection and future transit node	Improved pedestrian experience and safety through surveillance and public realm enhancements	High
	Achieve activated and well surveyed street edges for safety and neighbourhood character benefits	High	High
	Promote mixed land use activity in the centre through residential development above retail and commercial floorspace	To achieve a highly active and desirable centre precinct	High
	Introduce development height opportunities within the centre precinct up to 9 storeys. Height shall transition to the adjoining neighbourhood	Community endorsement for building heights of up to 6 storeys within the centre core, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Endorse a combined parking strategy for the centres non-residential land uses, that achieve a reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Investigate the opportunity for roof top parking	To reduce the ground level parking area and increase the building floorspace opportunity	Medium
	Promote non-residential ground floor development within centre core	To achieve a vibrant, activated and sustainable centre environment	High
Achieve successful lower-order neighbourhood centres to ensure increased patronage, a range of retail and commercial offerings and adequate viability (NC Principle 1 and associated strategies NC1.1 – 1.4)	Encourage the retention of the established medical enterprises to maintain diverse range of landuses and community support	Promote a centre plan design that is flexible for the long-term development of this land area	Medium
	Promote shop-top housing opportunities through mixed use buildings located along the two major corridors	Diversified lifestyle and employment opportunities were identified by the local community	Medium

Table 24 - Wanneroo Road / Morley Drive Principles, Strategies and Actions



4.2.3 Northlands - District Centre

The Northlands Centre Precinct is a mixed land use centre comprising many landowners, and land activities. The retail core is presently configured centrally within a large carpark area with limited building relationship to the surrounding streets due to a large setback, in particular to Wanneroo Road. The design engagement process resulted in a medium to long term strategy for redevelopment of some elements of the centre surrounds to achieve benefits to the public realm as well as the centre's overall configuration. It is envisaged that with the support of the City of Stirling, through land assembly arrangements, a staged redevelopment of the overall centre precinct can be achieved.

Fundamentally, the reconfigured centre shall deliver an enhanced public realm environment for the community through the re-orientation of buildings and their active frontages to all adjacent streets and promote an enhanced mixture of land uses and building heights. The indicative concept design acknowledges the complexities of the ownership structure of the large extent of this centre and purposely responds to established vehicle networks, development arrangements and consolidated parking outcomes. The introduction of residential development in potential standalone development and located above the commercial ground floor podium identifies the long-term vision for this centre precinct.

Moderate building heights ranging from 3-6 storeys have been identified for the greater part of the centre precinct, increasing to a 9-storey maximum framing Wanneroo Road. This accords with the community and centre stakeholder sentiment.

Northlands Indicative Concept Plan (see appendices) represents the design sketches discussed and refined at the centre specific engagement and workshop sessions. The concepts illustrate a potential outcome for the Centre, and demonstrate how redevelopment can achieve the fundamental principles and objectives identified in table 25. The concept identifies the location of public realm priorities, land use types, desirable building heights, development locations and the organisation of the centre.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Promote public plaza experiences adjacent Amelia Street and to provide connectivity to Gallucio Reserve	Achieve greater interaction, surveillance and benefits from adjacent amenity	High
	Redevelop southern extent of centre building to achieve interface to Amelia Street and plaza	Achieve greater interaction, surveillance and celebrate opportunities from adjacent amenity	Medium
	Provide opportunities for existing and new tenancies to directly interact with a variety of public realm environments	Achieve active edges, surveillance and improved character to public realm	High
	Emphasise the location of parking on-street and at the rear of buildings	Improve the streetscape setting and activation of shop frontages	High
	Investigate the issues and benefits for redeveloping the Northlands Centre car park – acknowledging the potential offered by the topography for undercroft parking	Improve centre access to the adjacent neighbourhood and functionality of the public realm	High
	Promote the redevelopment of the centre aspects east of Wanneroo Road to achieve shop frontages oriented to Wanneroo Road and Gallucio reserve	Improved pedestrian experience and safety through surveillance and public realm enhancements	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the medium to long term redevelopment of the centre edges to achieve shop frontages oriented to Wanneroo Road, introduced public realm and to the Amelia Street 'Main Street'	Achieve activated and well surveilled street edges for safety and neighbourhood character benefits	High
	Promote mixed land use activity in the centre precinct through residential development above retail and commercial floorspace	To achieve a highly active and desirable centre precinct	High
	Introduce development height opportunities within the centre precinct up to 9 storeys. Height shall transition to the adjoining neighbourhood control	Community endorsement for building heights of up to 9 storeys within the centre core, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Endorse a combined parking strategy for the centre precinct's non-residential land uses, that achieve an overall reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
	Investigate the opportunity for undercroft parking scenario below the retail building	To reduce the ground level parking area and increase the building floorspace opportunity. Attainable through benefits of the natural site topography	Medium
	Promote a centre plan that considers the long-term redevelopment of various land owners to achieve consolidated outcome	To achieve appropriate densification and appropriate housing diversity	Medium
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote a variety of retail tenancies to satisfy the diverse employment and ownership needs of the local community	Diversified lifestyle and employment opportunities were identified by the community	Medium
	Staged redevelopment opportunity by utilising existing carpark land for Stage 1 relocation	Improve likelihood for centre redevelopment	Medium
Reinforce the public realm as central to the place experience (DC Principle 1 and associated strategies DC1.1 – 1.4) Support the role of district centres as a thriving urban hub and a focal point within the community (DC Principle 2 and associated strategies DC2.1 – 2.7)	Promote pedestrian connection through the centre area from Wanneroo Road to Gallucio Reserve	Improve pedestrian legibility and ease of movement through the development site	Medium
	Formalise on-street parking arrangements to introduced local streets and access ways	Improved parking access, active retail frontages and streetscape character	High
	Promote new vehicle connection between Wanneroo Road and Vincent Ave (proposed northerly extension)	Improve centre precinct access to the adjacent neighbourhood	High

Table 25 - Northlands District Centre Principles, Strategies and Actions



4.2.4 Stirling Central - District Centre

The Stirling Central Centre Precinct is a mixed land use centre comprising many landowners, and land activities. The retail core is presently configured centrally within a large carpark area with limited building relationship to the surrounding streets due to a large setback, in particular to Wanneroo Road.

The reconfigured centre shall deliver an enhanced mixed use district centre through the introduction of additional buildings with their active frontages oriented to all adjacent streets to promote an enhanced public realm, a wider mixture of land uses and variance in building heights. The indicative concept design acknowledges the complexities of the ownership structure of the large extent of this centre and purposely responds to established vehicle and pedestrian networks, development arrangements and consolidated parking outcomes. The introduction of residential development in standalone development and located above the commercial and retail ground floor podiums identifies the long-term vision for this centre precinct.

The public transport benefits of future heavy rail and light rail transit stops within this centre were instrumental in the configuration and response of the centre concept. The location and density of future development specifically responds to the advantages offered by the public transport infrastructure.

Moderate building heights ranging from 3-6 storeys have been identified for the greater part of the centre precinct, increasing to a 9-storey maximum framing Wanneroo Road. This accords with the community and centre stakeholder sentiment.

Stirling Central Indicative Concept Plan (see appendices) represents the design sketches discussed and refined at the centre specific engagement and workshop sessions. The concepts illustrate a potential outcome for the Centre, and demonstrate how redevelopment can achieve the fundamental principles and objectives identified in table 26 below.

The Broadcast Australia site (601 Wanneroo Road, Hamersley) provides ABC radio broadcasting services. Taller buildings in the vicinity of the tower may have an impact on the operations of broadcasting however this is yet to be fully demonstrated and more information is required. A notional height limit of 12m for surrounding property has been advised by the operating company. Accordingly, the rezoning of properties within 1.5km of the broadcasting tower should be deferred until such time as these potential impacts can be fully understood. This will affect the D2, A2 and A3 coded properties at Stirling Central and Fieldgate Square Activity Centres and the portion of Wanneroo Road north of Reid Highway.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Grow the economic base of the Better Suburbs project area (Centre Principle 1 and associated strategies 1.1-1.4)	Promote public plaza experiences adjacent Stirling Central Shopping Centre	Achieve greater interaction, surveillance and benefits from adjacent amenity	High
	Promote public plaza experiences adjacent Wanneroo Road	Achieve greater interaction, surveillance and benefits from adjacent amenity	Medium
	Redevelop western extent of Stirling Central Shopping Centre site to achieve interface to Wanneroo Road and plaza	Achieve greater interaction, surveillance and celebrate opportunities from adjacent amenity	Medium
	Provide opportunities for existing and new tenancies to directly interact with a variety of public realm environments	Achieve active edges, surveillance and improved character to public realm	High
	Emphasise the location of parking on-street and at the rear of buildings	Improve the streetscape setting and activation of shop frontages	High
	Investigate the issues and benefits for redeveloping the Stirling Central Shopping Centre car park and other adjacent car parks – acknowledging the potential offered by the topography for undercroft parking	Improve centre access to the adjacent neighbourhood and functionality of the public realm	High
	Promote the redevelopment of landholdings to achieve mixed use building frontages oriented to Victoria Road	Improved pedestrian experience and safety through surveillance and public realm enhancements	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Consolidate land uses and opportunities for exchange in centre precincts (Centre Principle 2 and associated strategies 2.1-2.8)	Promote the long term redevelopment of land areas adjacent Transit nodes to achieve appropriate amenity and density in these locations	Achieve activated and well surveilled street edges for safety and neighbourhood character benefits. Achieve suitable walkable catchments around public transport nodes	High
	Promote mixed land use activity in the centre precinct through residential development above retail and commercial floorspace	To achieve a highly active and desirable centre precinct	High
	Introduce development height opportunities within the centre precinct up to 9 storeys. Height shall transition to the adjoining neighbourhood control	Community endorsement for building heights of up to 9 storeys within the centre core, transitioning to 2-3 storeys on the periphery of the centre precinct	High
	Endorse a combined parking strategy for the centre precinct's non-residential land uses, that achieve an overall reduction in parking quantity	Reciprocity of parking demand has the potential to reduce the land area allocated to parking and achieve increased perimeter building development	Medium
	Investigate the opportunity for under croft parking scenarios below buildings	To reduce the ground level parking area and increase the building floorspace opportunity. Attainable through benefits of the natural site topography	
	Promote a centre plan that considers the long-term redevelopment of various land owners to achieve consolidated outcomes	To achieve appropriate densification and appropriate housing diversity	Medium
Support the vibrancy and diversity of activity within centre precincts (Centre Principle 3 and associated strategies 3.1-3.2)	Promote a variety of retail tenancies to satisfy the diverse employment and ownership needs of the local community	Diversified lifestyle and employment opportunities were identified by the community	Medium
	Staged redevelopment opportunity by utilising existing carpark land for Stage 1 relocation	Improve likelihood for centre redevelopment	Medium
Reinforce the public realm as central to the place experience (DC Principle 1 and associated strategies DC1.1 – 1.4) Support the role of district centres as a thriving urban hub and a focal point within the community (DC Principle 2 and associated strategies DC2.1 – 2.7)	Promote pedestrian connectivity throughout the centre area and in particular over Reid Highway in the vicinity of the potential heavy rail passenger train station	Improve pedestrian legibility and ease of movement through the development site	Medium
	Formalise on-street parking arrangements to introduced local streets and access ways	Improved parking access, active retail frontages and streetscape character	High
	Promote new vehicle connection between Wanneroo Road and Rotherfield Road (proposed northerly extension)	Improve centre precinct access to the adjacent neighbourhood	High

Table 26 - Stirling Central District Centre Principles, Strategies and Actions



4.3 Streets - Nollamara & Westminster

Nollamara-Westminster contains a varied hierarchy of streets including several corridors and other key streets. The design of these corridors and the local access streets have been carefully considered for ways to prioritise the pedestrian experience, enhance the street's function and improve the suburban character.

With a residential density base code of R40, local street verges within Nollamara-Westminster experience stress in terms of visitor parking. This impacts the pedestrian functionality and character of the neighbourhood. The proposed street character types promote on-street parking arrangements that will be considered in strategic locations to benefit the suburban character, safety and functionality.

The design and demands of key corridors (Wanneroo Road, Morley Drive, Nollamara Avenue, Ravenswood Drive, Ameila Street and Flinders Street) will alter over the medium to long term. Corridor design proposals have been formulated for these routes to guide building development and corridor planning.

There is a varied network of existing pedestrian pathways, of varied quality and extent. Upgrades to the verge landscaping and tree canopy coverage along specific routes are critical to the pedestrian experience, the recreational pursuits and the local biodiversity within Nollamara-Westminster.

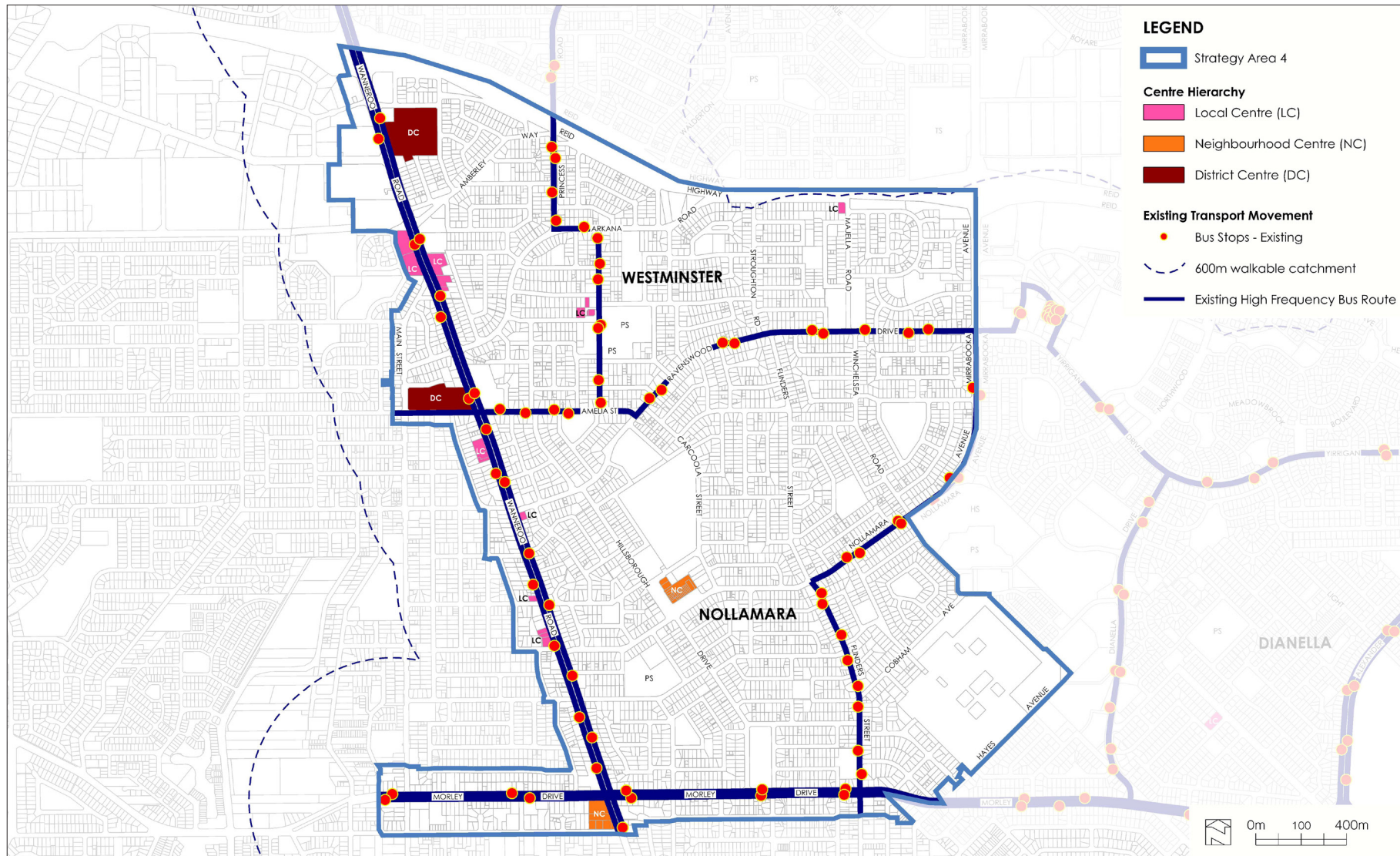
Table 27 list principles, strategies and actions to improve the functionality and safety of streets and benefit the suburban character of Residential R40 areas. Figures 61-64 identify the existing transport patterns and proposed movement network relevant to this strategy area.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4)	Introduce pedestrian paths, landscaping and formalised parking opportunities where demanded – prepare assessment	Assess footpath program, Community Infrastructure Plan priorities and progress a gap analysis to identify priority areas	High
	Relieve parking stress in problem areas through formalised on-street parking designs	Address pedestrian safety and amenity	Medium
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Protect and supplement existing mature trees – propose development controls	Protection of established mature trees which provide suburban character	Medium
	Local street design proposals must include increased quantity of street trees	Beneficial street character and pedestrian comfort	High
	For 7.2m carriageway widths, introduce short length traffic yield arrangements in the form of tree planters for strategic locations	Increase landscape quality of street	Medium

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
	For 6.0m carriageway widths, introduce short lengths of parking embayment's partly indented into the verge	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Introduce formalised on-street parking within the street for 7.2m wide carriageways	These satisfy additional parking demand whilst achieving traffic yield arrangements	Medium
	Crossovers ideally paired between adjacent developments	To minimise disruption to the pedestrian pathway and maximise street tree landscaping	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety	High
	Introduce green trails to all principal pedestrian routes through landscaping, street trees and shared pathways	Improve pedestrian experience. Achieve a hierarchal pedestrian network with significant tree canopy cover for pedestrian protection	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium
Improve accessibility and reduce transport costs (Streets Principle 1 and associated strategies 1.1-1.4) Improve pedestrian experience	Increase the width and functionality of pedestrian paths along street boundaries	Provide flexibility for shop interfaces and alfresco opportunities	High
	Implement on-street parking adjacent centres	Support the redevelopment of centres into street based mixed use activity hubs	High
	Promote awnings and canopies to non-residential development	Pedestrian comfort and public realm activation	High
	Promote widened and upgraded footpaths	Community request for high amenity pedestrian environments, given limited car ownership	High
	Supplement existing pedestrian pathway network with missing connections identified on footpath plan	Certain parks do not have pathway connections from adjoining streets	Medium
Increase safety and improve health (Streets Principle 2 and associated strategies 2.1-2.4)	Implement street design recommendations to reduce traffic speed and increase pedestrian amenity	Provide for appropriate building interfaces	Medium
	Promote surveillance through appropriate building orientation to the street	Pedestrian safety and public realm activation	High
	Promote development forms that minimise the number of crossovers to the street	Maximise the building interface with the street	High

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Maximise integration and connectivity to and between places (Streets Principle 3 and associated strategies 3.1 – 3.11)	Establish a Transit Boulevard typology specific to road classification and roles	Determine appropriate street demands	High
	Design streets to accommodate future changes for rapid bus and light rail public transport	Future proof development responses to road corridor	Medium
	Review existing high frequency bus routes	Improve walkable access to high frequency bus stops by proposing refinements to existing bus routes where achievable and beneficial	High
	Implement flexible road designs that provide for dedicated bus movement in peak periods but revert to parking provision in off peak	Improve public transport functionality and street functionality	Medium
	Provide for future transit stops/stations along transit boulevards when considering street design planning	Inform land use planning and public realm upgrades	Medium

Table 27 - Key Streets Principles, Strategies and Actions



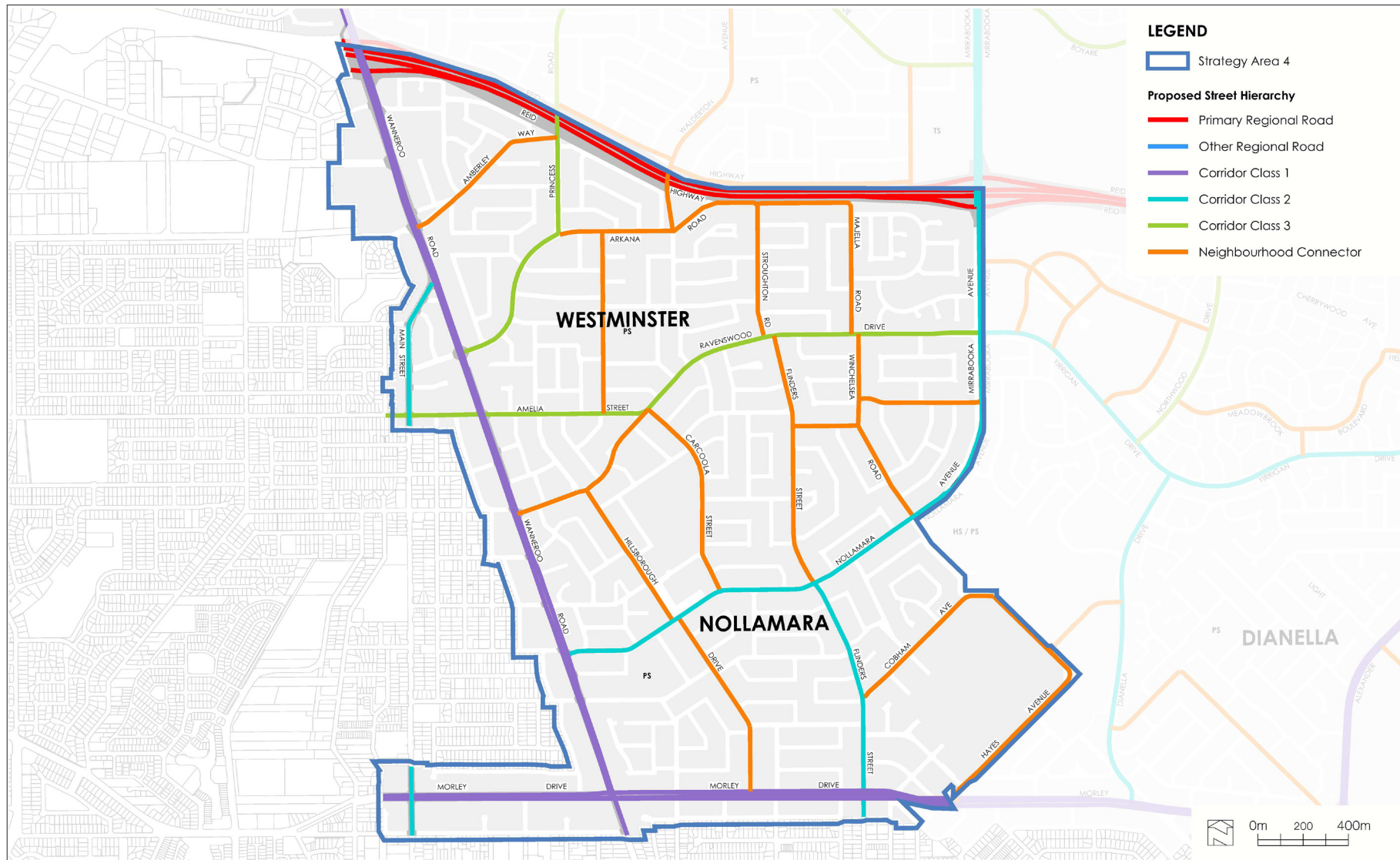


Figure 62 - Proposed Street Hierarchy

4.4 Community Parks - Nollamara & Westminster

The Nollamara-Westminster Strategy Area consists of a diverse range of established parks incorporating a wide range of recreation areas and centres however due to increased population over the last 20 years there are a number of catchment gaps and the public open space provision is currently below 10% of residential area which is considered the industry standard.

It is vital to enhance the public realm experience within Nollamara-Westminster to ensure that residents have access to diverse and lively local recreation and social spaces.

Table 28 identifies the principles, strategies and actions required to enhance parks within the community. Figures 65-67 depict the existing open space hierarchy and tree canopy density and coverage throughout the strategy area.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Enhance the quality of the public realm (Community Principle 1 and associated strategies 1.1-1.3)	Reconfigure and supplement public open space areas within centre precincts	Provides a consolidated park area with increased retention of significant trees and improved amenity	High
	Tree planting program and species selection shall be prioritised along other key pedestrian routes linking all activity nodes within Nollamara-Westminster, including public open space and centres	Community reliance on shaded pedestrian environments. Provide a legible pedestrian network that interconnects key parks and centres	Medium
Enable Cultural Expression (Community Principle 3 and associated strategies 3.1-3.3)	Provide pocket parks and public plazas at Centres to diversify meeting spaces	Achieve a diversity of spaces for the recreation demands of an increased residential population and supplement the existing recreational spaces with a set of alternate urban spaces	Medium

Table 28 - Community (Parks) Principles, Strategies and Actions

4.4.1 Options for Nollamara and Westminster

There are four options to improve the provision of public open space in Nollamara and Westminster and these are detailed in the Community Infrastructure Plan and summarised below:

Option 1 - acquire sufficient land to achieve a minimum of 10% public open space and fill catchment gaps, and acquire as much land as possible to work towards 40m² per person.

Option 2 - acquire sufficient land to achieve a minimum of 10% public open space and fill catchment gaps.

Option 3 - acquire sufficient land to fill catchment gaps.

Option 4 - No acquisition.

All four options include negotiation with State Government agencies to permit shared use of some publicly owned land. This will assist in working towards 40m² per person but it cannot be counted towards 10% as they will not be accessible all the time. The catchment gap will also not be filled as the locations of shared use opportunities are remote from the catchment gap. All four options also include upgrades to achieve a minimum of 'Average'.

Option 2 is the minimum required to ensure that two out of three of Quantity, Equity and Accessibility will be achieved, as will be achieved in the other three strategy areas of Balga, Mirrabooka and Dianella. Option 3 and four will not achieve any of the three.

Nollamara	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	District
Future (2031)	11%	12m2	Some gaps or No gaps under Options 1-3	Achieve a minimum of 'Average' through upgrades		
POS Measure Achieved	Yes	No	No/Yes	Yes		

Table 29 - Public Open Space Benchmarks for Nollamara after upgrades

Westminster	Quantity	Equity	Accessibility	Quality		
Benchmarks	10%	40m2	400m	Local	Community	District
Future (2031)	8% or 10%-11% under Options 1 and 2	10m2 or 10m2-14m2 under Options 1 and 2	No gaps	Achieve a minimum of 'Average' through upgrades		
POS Measure Achieved	No/Yes	No	Yes	Yes		

Table 30 - Public Open Space for Westminster after upgrades

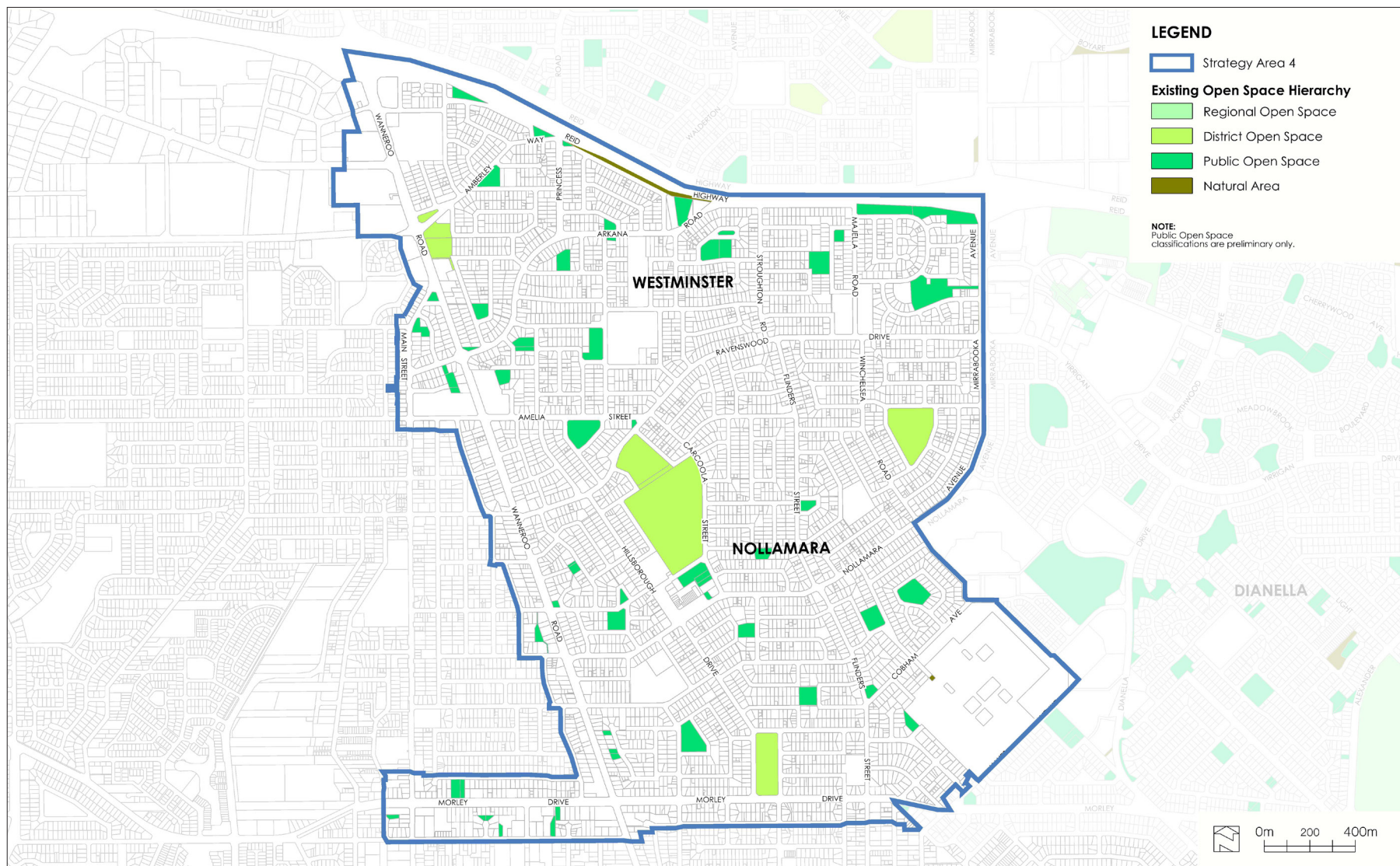


Figure 65 - Existing Open Space Hierarchy

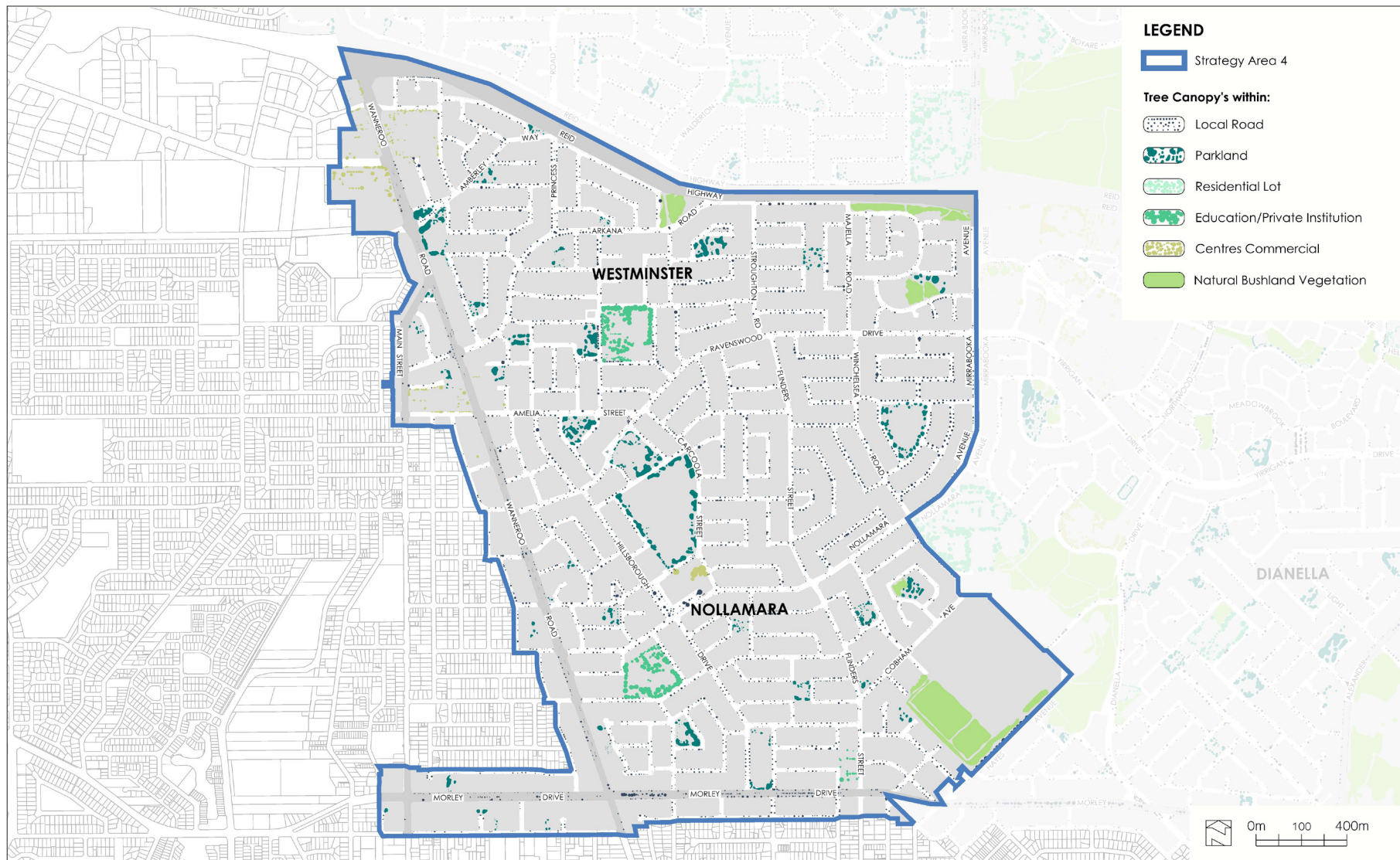


Figure 66 - Existing Tree Canopy Density / Coverage

4.5 Community Facilities - Nollamara & Westminster

The City's existing community facilities within this strategy area as identified in the draft Better Suburbs Community Infrastructure Plan are shown in Figure 67.

The strategies and actions required to deliver community facilities for the future population are included in the draft Better Suburbs Community Infrastructure Plan.

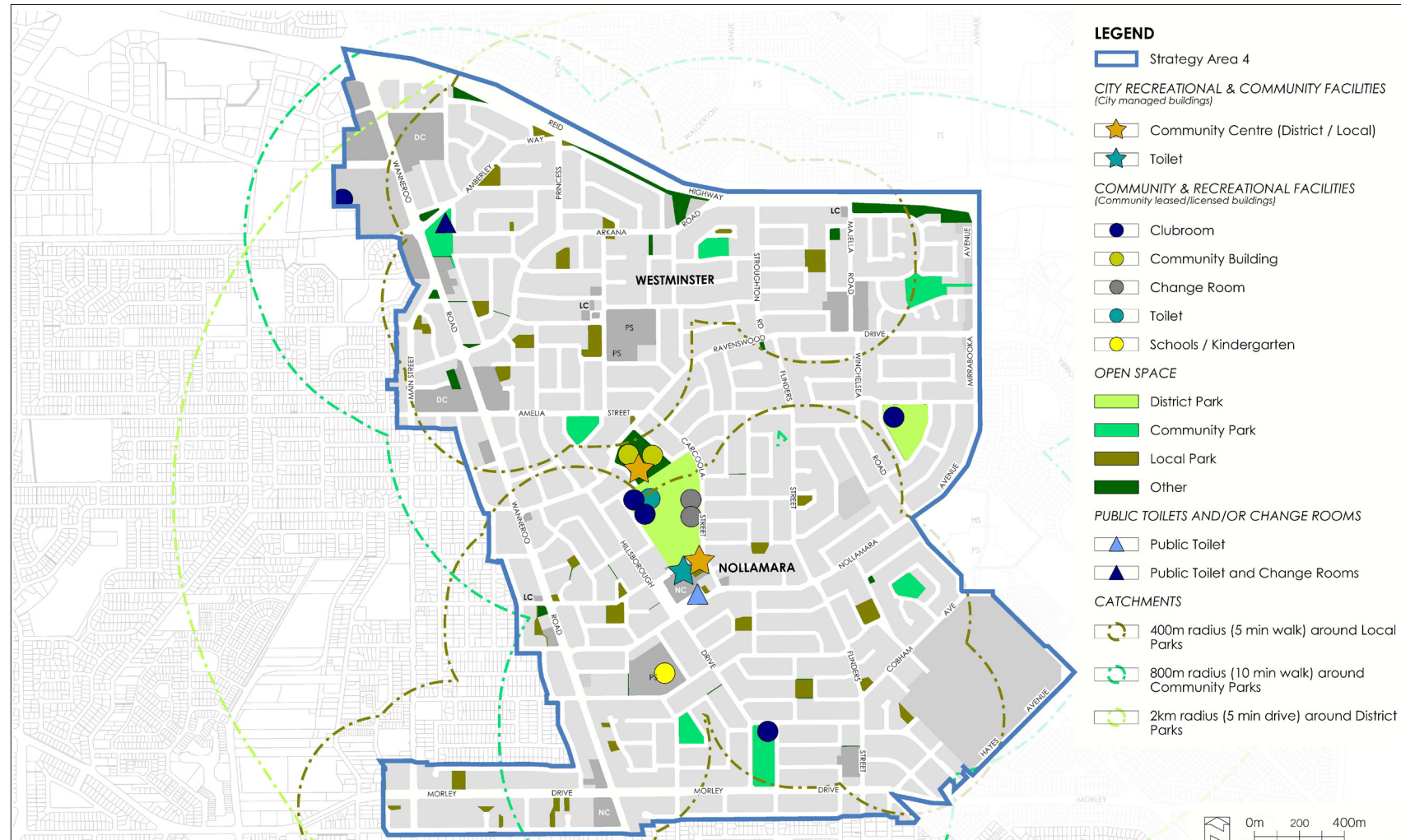


Figure 67 - Existing Open Space and Community Facilities

4.6 Homes Within Suburbs - Nollamara & Westminster

The principles guiding new residential development within this strategy area are aimed at increasing the performance of the dwellings, achieving tree retention and to meet the diverse demands for alternative housing forms.

Nollamara-Westminster has a base density of R40 for the majority of the suburb and has been redeveloped in the form of triplex villa formats for a large part of the strategy area.

This strategy recommends actions to alter the controls for this form of development to achieve better forms of development and balanced landscape outcomes.

PRINCIPLE	RECOMMENDED ACTIONS	REASON	PRIORITY
Reinforce the character of homes within the suburbs through the retention of trees and encourage additional tree planting (Homes Principle 1 and associated strategies 1.1-1.2)	Promote suitable interfaces to the street through setbacks, surveillance and landscaping	Achieve beneficial outcomes for the public realm. Promote CPTED requirements	High
	Requirement for significant trees to be retained onsite through site specific dwelling design responses	Biodiversity benefits	High
	Protect existing tree canopy on undeveloped lots in Dianella and require performance-based design responses	Manage the tree loss in suburb	High
Develop an inclusive society (Homes Principle 6 and associated strategies 6.1-6.5)	Provide a variety of housing options to address specific demands of the community	Provide diversified dwelling options in the suburb	Medium
	Provide multiple dwelling/apartment living options generally along corridors with high frequency public transport	Minimise reliance on car transport and associated parking stress. Take advantage of building height opportunities	High
	Provide townhouse development generally in-between the corridors (the suburbs), in a form that reduces the size of ground level building footprints	Achieve private open space opportunities for particular dwelling forms to support family living demands	High
	Provide more intense development in proximity to the four established centres	Improve access to daily convenience, employment and transport	Medium
	Provide improved access to public transport by locating more intense development along relocated high frequency bus route of Camberwell and Balga Avenue	Provide flexible transport options for residents	High

Table 31 - Homes Principles, Strategies and Actions

PART FOUR: IMPLEMENTATION



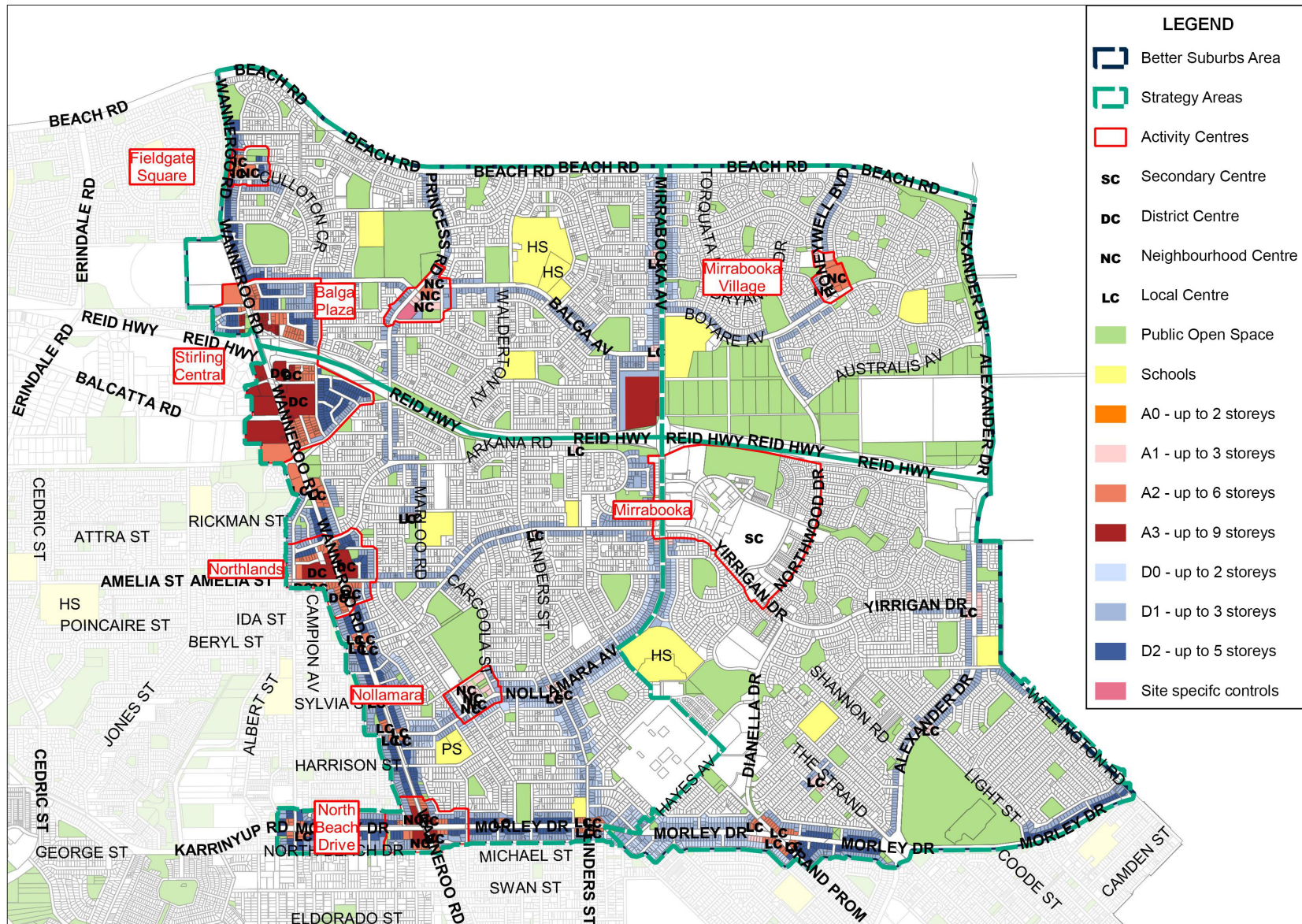
1.0 OVERVIEW

This implementation section outlines the actions required to deliver the Strategy. These actions have been divided into 9 sections that are aligned with the Local Planning Strategy Actions, as outlined below.

	Actions		
	Short 0-5 Years	Medium 5-10 Years	Long 10+ Years
Physical, natural	Create local development plans for each centre and each corridor to ensure development will provide sufficient space for landscaping and tree canopy	Plant trees along activity corridors and other green corridors	
Population and Housing	Undertake rezoning of properties to allow for greater development potential		
Economy & Employment	Undertake rezoning of properties to create new local centres and expand neighbourhood and district centres		
Retail and Commercial	Design and cost plan for Nollamara Town Square	Create mixed use land on car park for Nollamara Town Centre	
	Deliver Nollamara Town Square		
Tourism and Visitors			
Recreation and Community Facilities	Establish a funding model to finance upgrades of Community Infrastructure	Design and cost upgrade to Mirrabooka Library	Deliver additions to Mirrabooka library
	Design, cost and deliver short term park upgrades identified in the Community Infrastructure Plan		
	Design and cost medium term park upgrades identified in the Community Infrastructure Plan	Deliver medium term park upgrades	Deliver long term park upgrades
Urban Design & Heritage	Create local development plans for each centre and each corridor to ensure development will achieve the aims of the Better Suburbs Strategy		

	Actions		
	Short 0-5 Years	Medium 5-10 Years	Long 10+ Years
Traffic and Transport	Create Planning Control Area for road widening on Wanneroo Road	Deliver transit lanes on Wanneroo Road (2025)	Deliver Light Rail on Wanneroo Road (2035+)
	Establish funding model to finance transit lanes	Deliver transit lanes on Morley Drive (2030)	Deliver Light Rail on Morley Drive (2050+)
			Deliver transit lanes on Mirrabooka Ave, Nollamara Ave (2040+)
Infrastructure and Utilities		Undergrounding of power lines as transit lanes are delivered	

Table 32 - Better Suburbs Project Actions Aligned with Local Planning Strategy Actions



LEGEND	
	Better Suburbs Area
	Strategy Areas
	Activity Centres
SC	Secondary Centre
DC	District Centre
NC	Neighbourhood Centre
LC	Local Centre
	Public Open Space
	Schools
	A0 - up to 2 storeys
	A1 - up to 3 storeys
	A2 - up to 6 storeys
	A3 - up to 9 storeys
	D0 - up to 2 storeys
	D1 - up to 3 storeys
	D2 - up to 5 storeys
	Site specific controls

Figure 68 - Better Suburbs Strategy Map

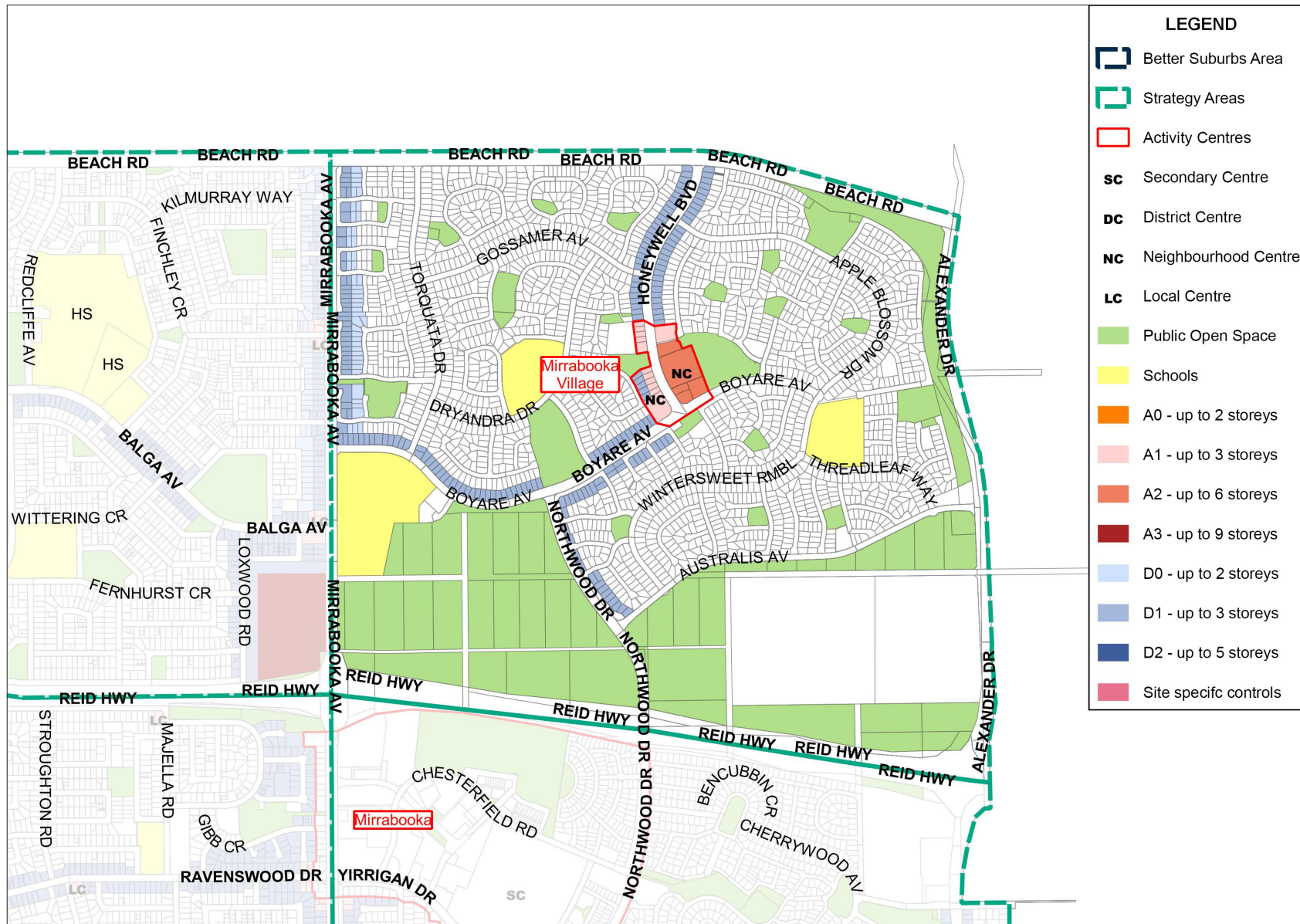


Figure 70 - Better Suburbs Strategy Map - Strategy Area 2 - Mirrabooka

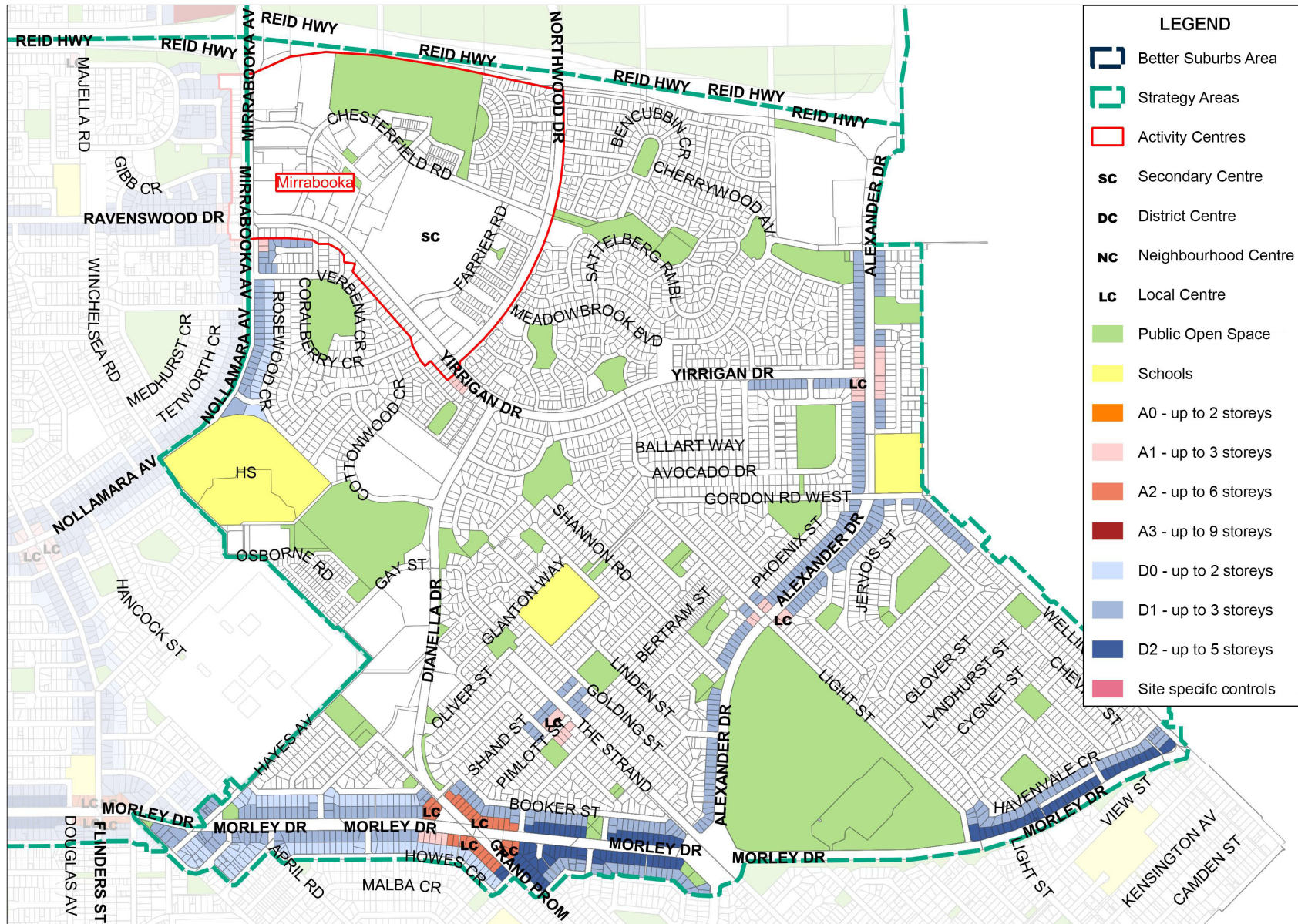


Figure 71 - Better Suburbs Strategy Map - Strategy Area 3 - Dianella

2.0 SCHEME AMENDMENT/S

2.1 State Planning Framework

2.1.1 Metropolitan Region Scheme

In the current MRS, the Better Suburbs project area is predominantly zoned Urban with a small portion of the Stirling Centre District Centre in Balcatta is zoned as Industrial. There are reservations for Public Purposes for high schools and Balga TAFE and Parks and Recreation reserves including Bush Forever areas east of Balga High School, Dianella Open Space and an area bounded by Mirrabooka Avenue, Boyare Avenue, Northwood Drive, Australis Avenue, Alexander Drive and Reid Highway.

Key roads of Wanneroo Road, Morley Drive and Reid Highway are identified as Primary Regional Roads (red roads) and Beach Road, Mirrabooka Avenue between Beach Road and Reid Highway, and Alexander Drive are identified as Other Regional Roads (blue roads).

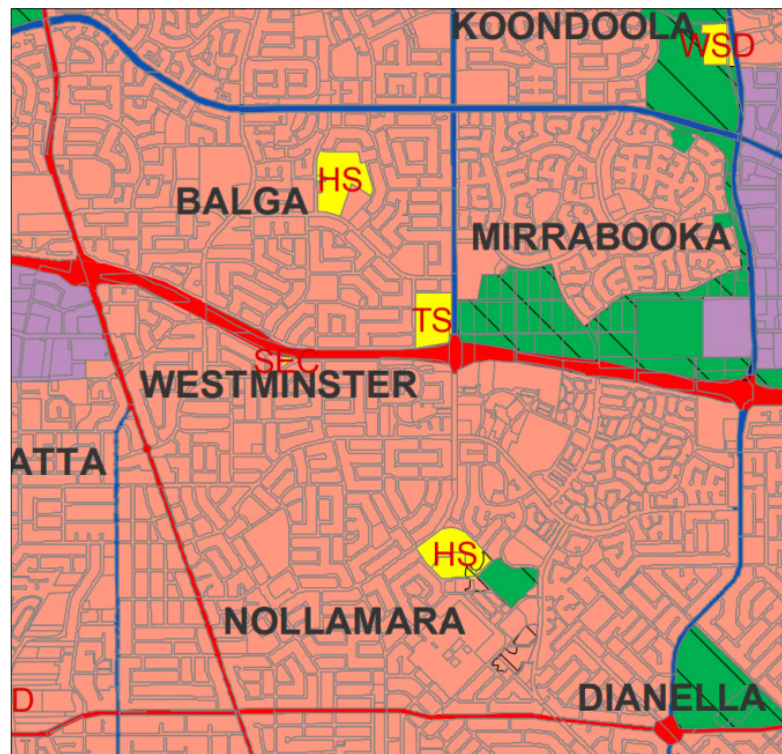


Figure 73 - Metropolitan Region Scheme, source WAPC, June 2018



It is unlikely that any additional amendments will be required to the MRS in terms of Urban zones and reservations for Parks and Recreation as a result of the Strategy.

It is possible under the Planning Reform agenda that Wanneroo Road and Morley Drive at the adjoining intersection and possibly Reid Highway could be identified as an Urban Corridor. An Urban Corridor is a new category of reservation, with coordination by the DoT. The Planning Reform Green Paper also identifies the need for the State Government to undertake a review of regional road reservations to accommodate road widenings for Urban Corridors.

It is also possible that under the State Government's Metronet Phase 2 that some additional land adjacent to highway reservations (red and blue roads) and land required for stations may be required for the proposed heavy rail and light rail routes.

It is equally possible that with new heavy rail and light rail technologies and the potential for underground stations that the new transit network could be integrated into the existing road reservations. Depending on the final location of a potential rail station adjacent Stirling Central District Centre, it may be required that the MRS is amended to rezone a small part of Balcatta Industrial area to the Urban Zone.

At this time there is limited information available to determine what the statutory planning outcome will be, but one recommendation of the Strategy is to maintain the liaison between the City and the relevant State Government planning and implementation agencies regarding the Metronet project.

The State Government is also actively reviewing land which is currently reserved for Public Purposes and Regional Road reservations and which are surplus to requirements.

2.1.3 R Codes - Volumes 1 and 2

SPP 3.1 has allowed large tracts of development for multi-unit and grouped housing on small sites throughout the City of Stirling and noticeably in the Better Suburbs project area. It is precisely this outcome which has led the City to develop the Strategy and highlights the need to vary SPP 3.1 / SPP 7.0 until such time as alternate and more appropriate controls come into place.

At present the R-Codes are embedded in the City's Scheme by virtue of the

Regulations, are designated on the Scheme map and explained in the Local Planning Strategy and Housing Strategy. Where there are individual needs, the R-Codes will need to be augmented by local planning policies or local development plans.

The assignment of a particular R-Code to a given area will normally mean that all the varying housing types (such as single, grouped and multiple) included in that R-Code under tables 1 or 4 will be permissible, or at the very least, discretionary within that area.

A clause may be inserted in the Scheme text which may restrict development in accordance with local character. For example, the City may decide that it wishes to allow for some increase in residential density but retain the particular appearance and character of the area and so a clause may be inserted in the scheme text which reflects the restriction on single or grouped development subject to achieving a minimum lot frontage and/or presentation to the street.

Expanded coding or dual coding is also an option where the City may wish to permit specific dwelling types not included in the selected code under tables 1 or 4 of the R-Codes. In this instance the City may determine that a particular part of the residential zone should comprise primarily single houses on lots with a minimum lot area of but it is also prepared to consider, on its merits, applications for the construction of a pair of grouped dwellings, notwithstanding that grouped dwellings are prohibited in the zone as a whole, provided a lot has a minimum area.

There may also be positive planning advantages if there is a requirement for two or more lots to be amalgamated for redevelopment. For example, the City may decide that an R20 density code is generally appropriate but it would be prepared to accept an higher code if certain criteria were met such as the retention of character properties, significant trees or to amalgamate or remove accesses to major roads.

Planning by precincts is particularly relevant in established residential areas, places where redevelopment or infill development is taking place or where there is a mix of land uses and activity which present valued living experiences for residents. In such cases, precinct or locality-based planning provides the best basis on which to allocate R-Code density, as well as identifying local character differences and responding to these with focused objectives.

The R-Codes provide for the City to designate an area as an activity centre or area requiring development standards to be set out in a structure plan or LDP under the R-AC codes.

The activity centre codes cater for the various centre types and centre precincts in order to promote differing scales and land use intensity. R-AC zonings are proposed to be employed to deliver variation in the scale of built form from the middle of a centre to transition zones where the level of activity and land use context changes.

It is not expected or desired that one R-AC zone should be flatly applied to particular activity centres. Activity Centre plans are required for most activity centres and the R-AC zoning will greatly assist in providing a readily available set of built form conditions for higher density residential or provide a useful starting point for further modification as the centre evolves over time.

This is the most appropriate mechanism for the planning of the District Centres. It is also the most appropriate mechanism for the remainder of Wanneroo Road although at this time an Activity Corridor classification or zone does not exist. An Urban Corridor classification is flagged for the future planning framework of the MRS.

The recent Planning Reform Green Paper flags the need for a simplified 'deemed to comply' and fast track process where only minor variations to the R-Codes are proposed for single houses.

In the future, the Design WA suite of documents will also replace the R-Codes for varying medium density or grouped dwelling typologies.

2.1.4 State Planning Policy 7 - Design WA

SPP 7.0 recognises the 10 principles of good design that should be used by those delivering projects including – context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics. It is an overarching framework under which the various documents within the suite of Design WA will sit. Its focus is on integrating quality design principles, skills and quality review of proposals.



Phase 1 of the development of Design WA included the Residential Design Codes for Apartments - SPP 7.3 Vol 2 which was gazetted on 24 May 2019. The policy relates to apartments and mixed-use developments (including multi storey aged-persons accommodation and student housing) at a density over R40 and replaced the Multi-Unit Housing Code provisions of the R-Codes (Part 6). It is largely based on the NSW SEPP 65 Policy. The Policy guides the design of multiple dwellings within their immediate and broader context, and with an increased focus on liveability. Key new features include different provisions for detached and attached dwellings, separating side and rear setbacks, increasing building height allowances, introducing planting zones, introducing deep soil areas for landscaping, and introducing building separation provisions.

- Different multiple dwelling types are defined – with preferred use of space and the potential retention of existing vegetation. Encouragement of this type of development is by way of more generous design controls
- Greater flexibility in the provision of carparking and other forms of transport is provided
- Requirements such as cross ventilation, solar penetration, deep root zones are good principles but may not be achievable in all circumstances

Future additions to the suite of Design WA documents will be 'the missing middle' – design codes for grouped dwellings, and possibly simpler provisions for single houses (also flagged in the Planning Reform Green paper), and the inclusion of the revised Liveable Neighbourhoods and/or Precinct design and Neighbourhood design codes. These documents will be released for comment in due course.

SPP 7.3 (Vol 2) is applicable to the Strategy, however there are also some reservations about the potential built form outcomes related to the desired outcomes of Better Suburbs, therefore a level of variation to the provisions of SPP 7.3 Vol 2 is recommended to suite the City's needs and characteristics. Variation to the components of SPP 7.3 (Vol 2) may be implemented via the City's Scheme, Structure Plans or LDPs, noting that the Scheme will have more weight in the decision-making process (unless the structure plan is afforded the force and effect of the Scheme in the future through planning reform). Variations recommended are outlined in full in Appendix 1 and summarised as follows;

- Plot ratio
- Building heights
- Street setbacks
- Side & rear setbacks
- Tree canopy
- Deep Soil Areas
- Public Domain Interface
- Car and Bicycle Parking
- Vehicle access

2.2 Local Planning Framework

2.2.1 Local Planning Scheme No.3

The LPS controls the types of uses and development allowed in different zones and sets out the requirements for planning approval, enforcement of the Scheme provisions and non-conforming uses. The current LPS across the Better Suburbs project area and for each suburb or strategy area can be seen in Figures 68-72.

The current LPS establishes the following zones which may be applicable to the project with a summary of the intent as follows:

- Business Zone, for limited small scale commercial development compatible with residential development, and range of housing compatible with mixed use development;
- Civic Zone, for limited range of community facilities compatible with the surrounding development;
- Development Zone, to provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development and to avoid development in a manner likely to detract from the amenity or integrity of an area;
- District Centre Zone, to provide for an extended range of shopping, commercial and community services to meet the weekly needs of a catchment and contribute towards local employment and to ensure appropriate design, siting, safety and amenity;
- Local Centre Zone, to provide for a limited range of small scale retail, commercial and community facilities to meet day to day needs of the immediate neighbourhood and safe and convenient access and attractive streetscapes;
- Mixed Business Zone, to facilitate development mix of showrooms and service industry of a high aesthetic quality on major traffic routes;
- Mixed Use Zone, to provide for a wide variety of active uses on street level compatible with residential and other non-active uses on upper levels and to facilitate the creation of local employment and a high standard of design; and
- Residential Zone, to provide for residential development and a range of densities, type and size to meet community need.

Additional zones for Industry, Hotel, Regional Centre and Special Use are not apparent or likely to be relevant in the future in the project area. The use of a Service Station zone and Private Institution zone should also be carefully

considered so that incompatible development does not impede the future redevelopment of the area.

Much of the project area is in the Residential Zone density range of R20 – R40 with some R50. Future concentrations of higher density residential development over R40 will be provided for and promoted in the centres and activity corridors, which is reflective of the community's aspirations for the area.

The City's Local Planning Scheme is presently lacking a Neighbourhood Centre zone and a number of the Neighbourhood Centres within Better Suburbs have a mix of different land zonings. It is recommended that a Neighbourhood Centre Zone be introduced into the Scheme to provide an appropriate mix of land use permissibilities and objectives suitable to neighbourhood centres. It is recommended that rezoning of neighbourhood centres occurs as part of detailed planning into each centre.

Amendment No.109 to Local Planning Scheme No. 3 will rezone three neighbourhood centres to implement Phase 1 of the Strategy, including the introduction of a Neighbourhood Centre Zone.

2.2.2 Local Planning Scheme No.4

To implement the remaining phases of this Strategy, the City's new Local Planning Scheme No. 4 will incorporate the changes in zoning to implement this Strategy. This will include all remaining centres and corridors where properties will be rezoned. It will also include the implementation of the necessary funding models to fund the infrastructure upgrades identified in the Strategy.

2.2.3 Local Development Plans and Local Planning Policies

Phase 1 of the implementation of the Strategy includes the preparation of a new Local Development Plan for the three Neighbourhood Centres being rezoned by Amendment No. 109.

Additional Local Development Plans will be required to implement this Strategy and will be completed as part of Local Planning Scheme No. 4. These LDPs will cover the remaining centres and urban corridors.

Table 33 outlines the specific and general LPPs in the current City Policy Manual which may be applicable to the project area.

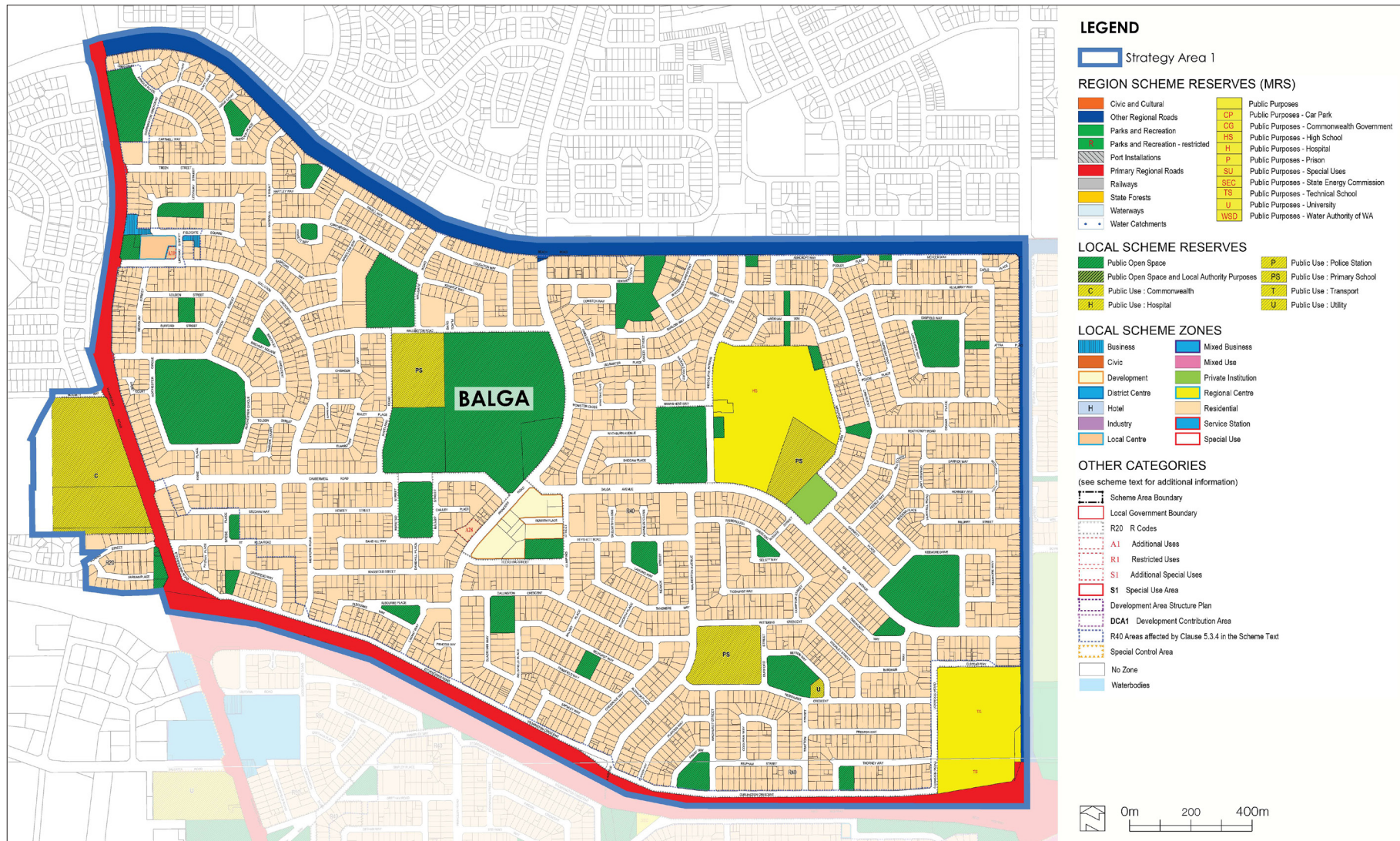


Figure 74 - Current Town Planning Scheme - Strategy Area 1 - Balga

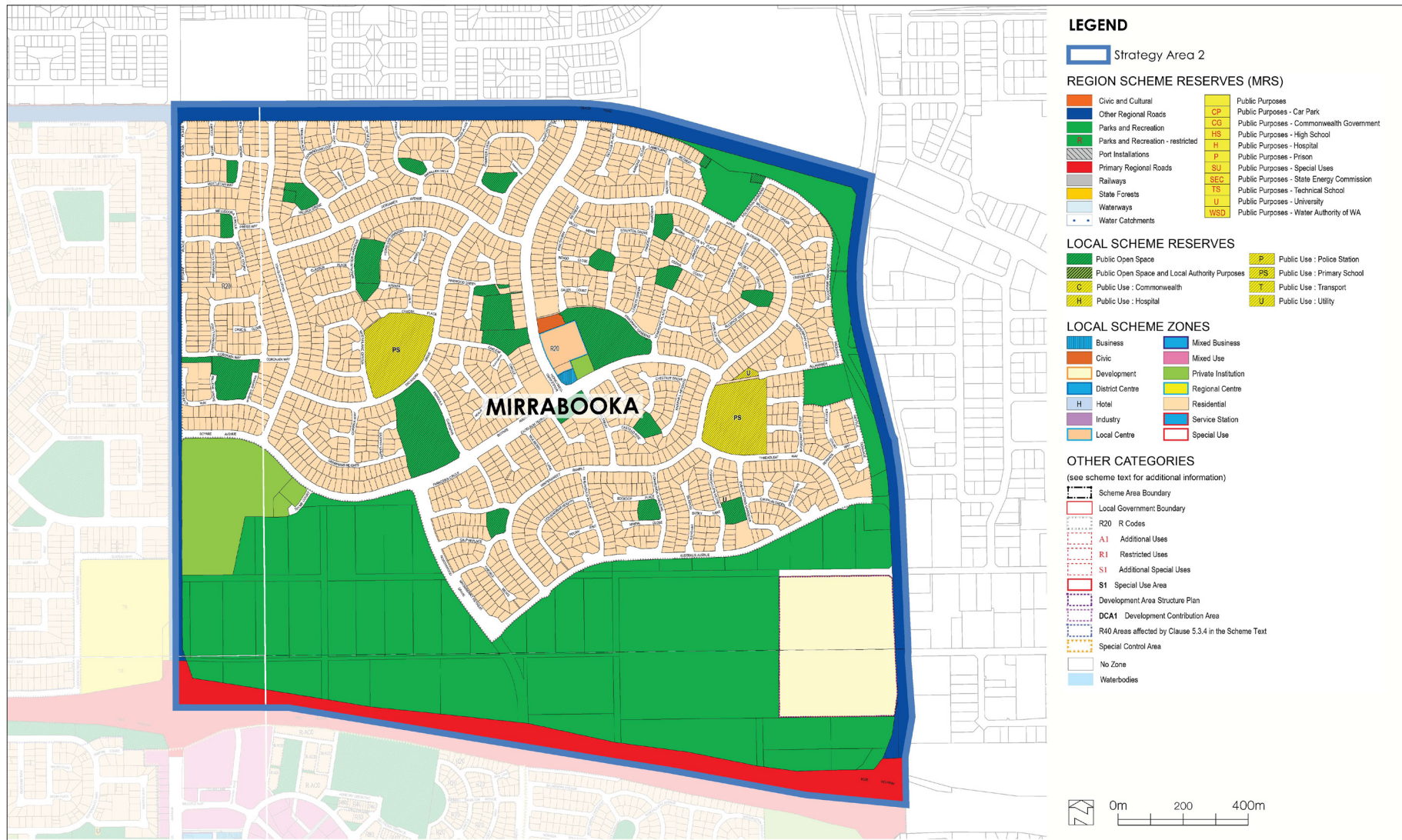


Figure 75 - Current Town Planning Scheme - Strategy Area 2 - Mirrabooka

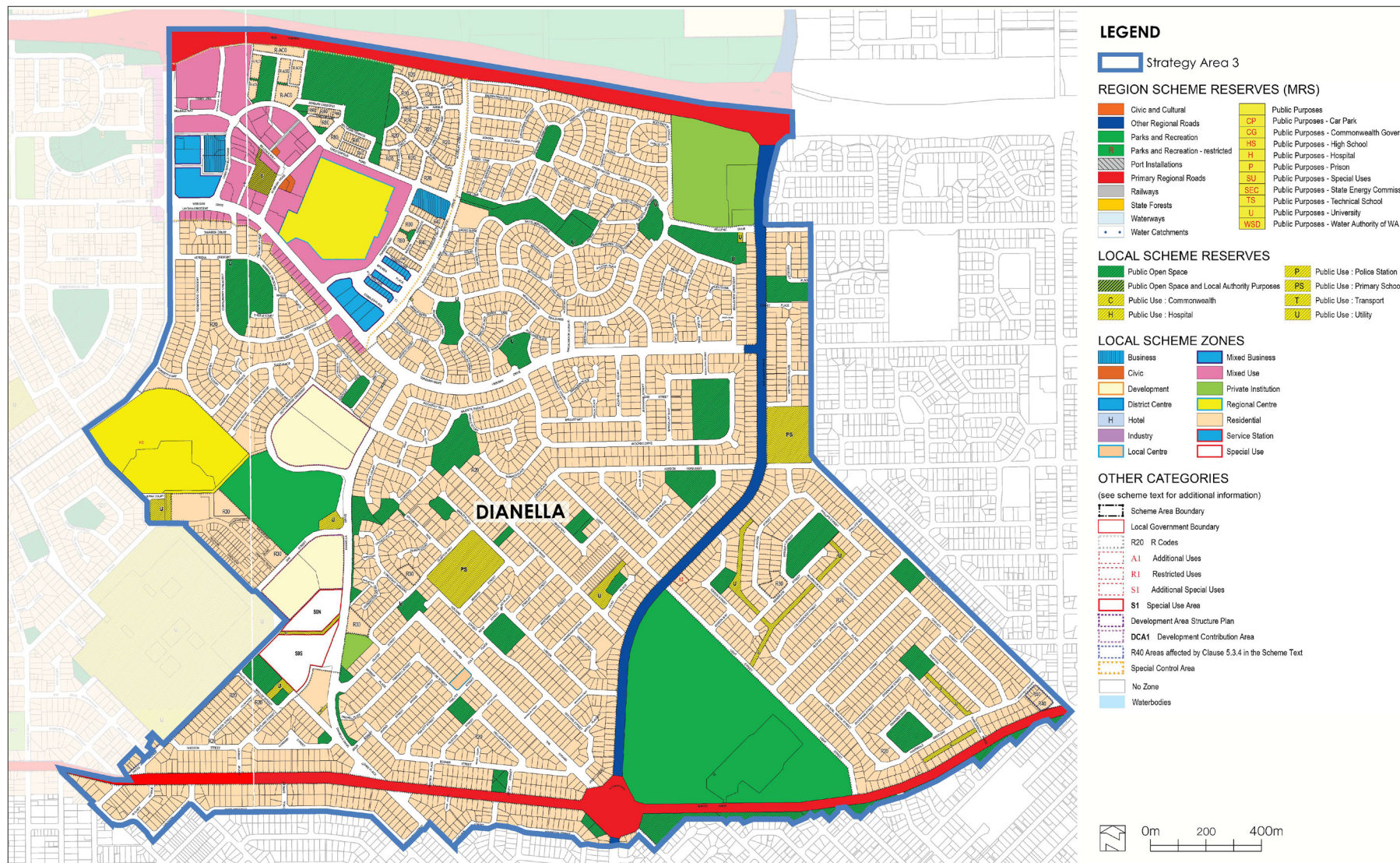


Figure 76 - Current Town Planning Scheme - Strategy Area 3 - Dianella

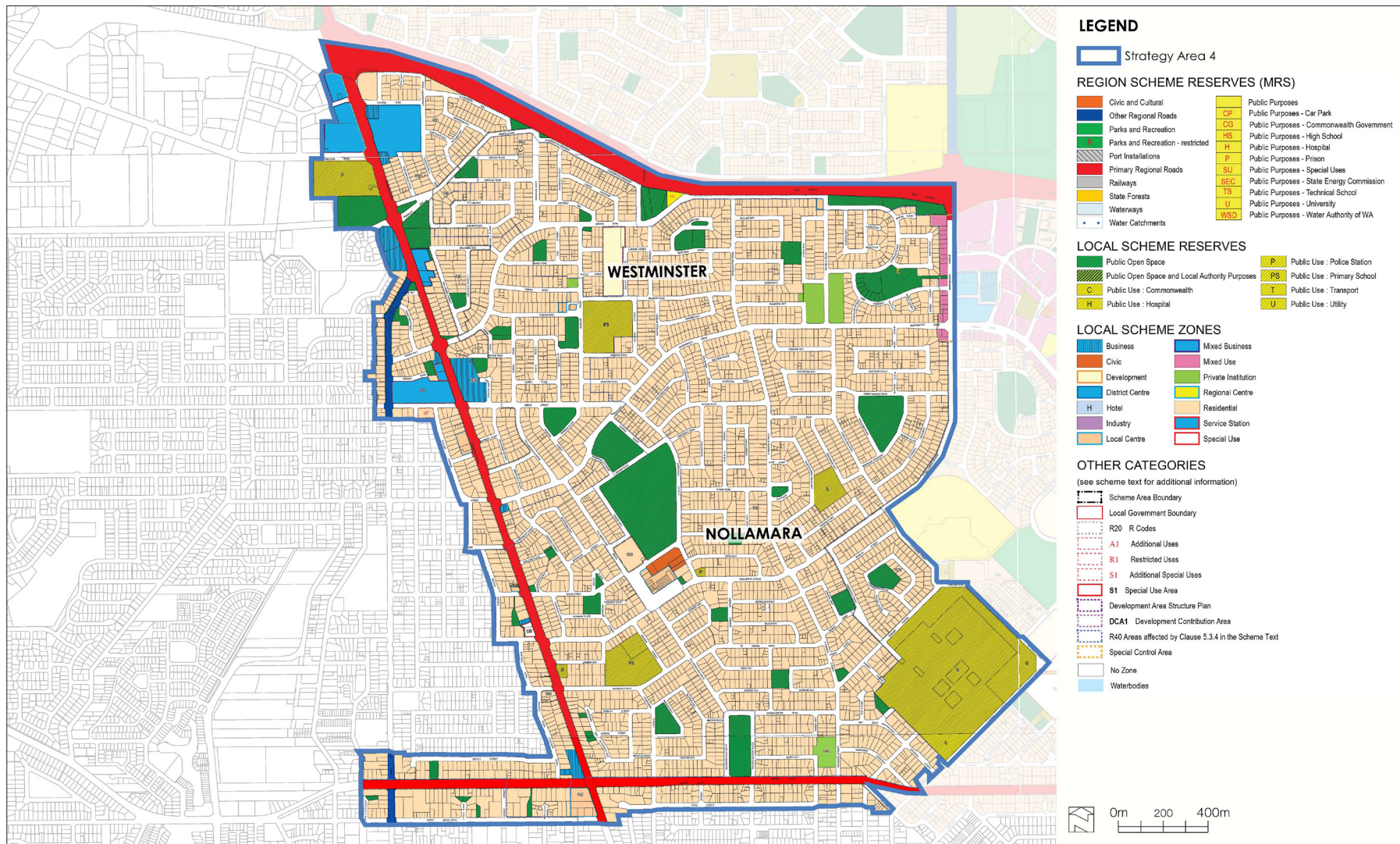


Figure 77 - Current Town Planning Scheme - Strategy Area 4 - Nollamara-Westminster

Local Planning Policy	Applicability to Better Suburbs
2.3 Bed and Breakfast Accommodation	Applicable in current form
2.4 Home Office, Home Occupation and Home Business	This may need to be revoked or reviewed potentially for the purpose of Better Suburbs location
2.5 Parking of Commercial Vehicles	Applicable in current form
2.6 Residential Building Heights	Definitions of various calculation methodologies may need to be assessed against SPP 7.0
2.8 Multiple Dwellings	Variations to SPP 7.0 may need to be adopted as part of a scheme amendment where minimum or maximum standards are required or where the level of discretion needs to be defined and limited. Ultimately this policy may not apply in the project area and replaced with SPP 7.0 and or alternate LPPs in the interim.
4.1 Reserves and other Zones Design Guidelines	Built form guidance should be reviewed as specific guidelines for the project area are developed
4.2 Mixed Use and Commercial Centre Design Guidelines	Much of the policy is applicable however the LPP restricts height which may not be applicable to certain larger district centres in the project area. Specific guidance may be created for the which will mean this LPP will not apply.
4.4 Mixed Business Design Guidelines	May not be applicable in part to the project area as it promotes showrooms and service industry along major traffic routes such as Wanneroo Road which is flagged to be an activity corridor with a strong residential mix. The proposed 20 metre set back to primary streets and fencing up to 2 – 2.5 metres may also be at odds with more intensive use of the corridor and requirement for passive surveillance of the proposed pedestrian friendly environment. Other aspects of the policy regarding amenity, landscape and parking may be applicable and can be integrated into specific design guidelines for the corridor
4.5 Private Institution Design Guidelines	Specific guidelines for the project area in the form of LDPs for specific sites may be required.
5.9 Mirrabooka Town Centre Parking	Applicable in current form
6.1 Advertising Signs	Applicable in current form
6.2 Bicycle Parking	Applicable in current form, although may require review if new transit stations are developed and additional bicycle parking is required in the catchment areas

Local Planning Policy	Applicability to Better Suburbs
6.3 Bin Storage Areas	Applicable in current form
6.4 Child Day Care Centres	Applicable in current form
6.5 Developments and Subdivisions Abutting Rights of Way	Applicable in current form although rights-of-way (ROW) less than 5-6 meters may be able to be widened through a negotiated outcome/development contribution as a result of the development intensification in a particular location.
6.6 Landscaping	Applicable in current form although likely to be supplemented by the Better Suburbs detailed design guidelines particularly for centres, corridors and streets.
6.7 Parking and Access	Applicable in current form, although may require review if new transit stations are developed and parking is capped as a result of the desire to promote the use of public transport over independent car use. It is also likely that the disruption of automated vehicles will impact this policy standards over the time frame of the Better Suburbs Strategy
6.8 Satellite Dishes	Applicable in current form
6.11 Trees and Development Policy	Applicable in current form

Table 33 - Better Suburbs Project Actions Aligned with Local Planning Strategy Actions

3.0 INFRASTRUCTURE AND FUNDING

To facilitate the future growth as envisaged by the Strategy, it will be necessary to invest in a significant amount of infrastructure development and / or upgrade. The fragmented and established nature of the existing area presents challenges for the funding and integrated delivery of such infrastructure, and it is therefore necessary to develop a funding strategy to ensure an equitable and integrated approach.

3.1 Community Infrastructure Plan

A draft Community Infrastructure Plan has been prepared to inform the funding model for Better Suburbs. This is also a prerequisite under SPP 3.6, where development contributions are sought to fund infrastructure.

The document provides an informative analysis of the population and demographic profile of the existing communities within the project area, as well as population projections based on low, medium and high growth scenarios. The report also identifies the network of existing community facilities and has tabulated the additional facilities that would be required based purely on the forecast additional population.

This analysis has, to date, progressed in the absence of any data on the current state of the existing facilities network, and the assessed needs have been estimated based on a “greenfields” approach, which assumes that the new population will generate need for new community facilities, i.e. there is neither a deficiency or surplus in the existing facilities provision/supply. In order to produce a more accurate picture of future infrastructure needs, additional information is required in respect of:

- Current state of existing facilities – age of buildings, need for upgrades, replacement or expansion;
- Any deficiencies or surplus in the capacities of the existing network; and
- Any current plans for upgrade, replacement or expansion of existing facilities, or new facilities to meet existing or emerging deficiencies.

In addition to this information, the Strategy needs to be further advanced so that the CIP can provide spatial guidance as to where the infrastructure is most needed. This will be important in informing the DCP (refer below).

The Community Infrastructure plan will be finalised prior to the finalisation of Local Planning Scheme No. 4.

3.1.2 Public Open Space

The Community Infrastructure Plan has identified that upgraded and new parks will be required. There are a number of mechanisms that the City can use to both fund upgrades and acquire land for new parks. Park upgrades and acquisition can be funded through Cash-in-lieu contributions upon subdivision of property that creates 3 or more new dwellings. All sites within Better Suburbs that are identified for rezoning will be able to create 3 or more new dwellings. Land for new parks can be acquired through reserving under the Local Planning Scheme.

3.1.3 Community Facilities

The Community Infrastructure Plan identifies a number of new / upgraded facilities that will be required over a 35 year period to cater for the increase in population.

It is envisaged that a community infrastructure development contribution plan will be implemented as part of Local Planning Scheme No. 4 to partially fund these new / upgraded facilities.

3.2 Other Infrastructure

3.2.1 Roads

It is envisaged that a proportion of the funding required for these new / upgraded roads that upgraded and new parks will be required. There are a number of mechanisms that the City can use to ensure local roads will need upgrading of local roads can be funded through cash-in-lieu contribution at the time of development applications. A street-cross section type will be required for all roads requiring upgrade and developers can either upgrade their portion of the street at the time of development or contribute cash-in-lieu of undertaking the works. It is recommended that this be included into each local development plan and as a standard condition of subdivision / development approval.

3.2.2 Public Transport

Road widening along the length of Wanneroo Road will be required to facilitate public transport lanes / light rail. Widening at intersections will be required on Alexander Drive, Mirrabooka Avenue and Morley Drive to facilitate public transport lanes / light rail.

To secure land for road widening on these roads for public transport lanes / light rail a Planning Control Area in the interim will be required and in the longer term a Metropolitan Region Scheme Amendment will be required.

The construction of transit lanes on public transport corridors can be funded through a number of mechanisms including:

- Development Contribution Plan; and / or
- Rates Quarantining.

3.3 Options for Infrastructure funding

3.3.1 Funding Strategy

The following infrastructure is required to be funded in the Better Suburbs area:

- Local Road and Path Upgrades
- Wanneroo Road upgrades (excluding regional transport related requirements)
- Public Open Space land acquisition
- Public Open Space landscaping
- Local Community Facilities

The following funding sources are being investigated and prior to the completion of Local Planning Scheme No. 4 a combination of the following funding models may be implemented, including:

1. Development Contribution Plans;
2. Rates Quarantining;
3. Special Area Rates or Differential Rates;
4. Commonwealth or State Government Grants;
5. General revenue;
6. Loan funding; and
7. Lotteries Commission grants.



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