

Mandurah Strategic Centre - Precinct Structure Plan

June 2024



Part One – Implementation



Endorsement

This Precinct Structure Plan is prepared under the provisions of the City of Mandurah Local Planning Scheme No. 12 (in accordance with Part 4 of the *Deemed Provisions for Local Planning Schemes*)

IT IS CERTIFIED THAT THIS PRECINCT STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

20 January 2025

Signed for and on behalf of the Western Australian Planning Commission

.....
an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose in the presence of:

Witness

Date: 21 January 2025

Date of Expiry 21 January 2035



Table of Amendments

Amendment No	Summary of Amendment	Amendment Type	Date Approved by the WAPC



Executive Summary

This Precinct Structure Plan has been prepared in accordance with the City of Mandurah Local Planning Scheme No 12, Part 4 of the Deemed Provisions (as published as Schedule 2 to the *Planning and Development (Local Planning Schemes) Regulations*); and State Planning Policy (SPP) 4.2 Activity Centres for Perth and Peel.

The Precinct Structure Plan includes the following parts:

- Part One** Comprises the Precinct Structure Plan maps and statutory planning provisions and requirements.
- Plan 1** Provides for the context of the Precinct Structure Plan outlining the key urban form, public spaces and movement network for the Plan Area;
- Plan 2** Outlines the land use precincts for the purpose of regulating land use within the Precinct Structure Plan Area;
- Plan 3** Outlines the minimum and maximum building heights within the Precinct Structure Plan Area;
- Plan 4** Outlines additional development controls as required by the Precinct Structure Plan Area;
- Part Two** Contains background information and should be used as a reference to guide interpretation and implementation of Part One.

The boundary of the Strategic Centre has been determined through consideration of existing and future development within the Strategic Centre with the key driver to his plan being to consolidate existing precinct plans and structure plans and outlines development requirements to guide the future development of Mandurah's Strategic Centre.

Precinct Plans and Outline Development Plans be superseded by the Precinct Structure Plan include:

- City Centre Precinct Plan;
- Inner Mandurah Precinct Plan;
- Mandurah Terrace Precinct Plan;
- Mandurah Ocean Marina Structure; and
- Mandurah Junction Structure Plan

It is acknowledged that the progression of this Precinct Structure Plan was advertised as the 'Central Mandurah Activity Centre Plan' however has transitioned into a Precinct Structure Plan to ensure consistency with the current planning framework provided by the Deemed Provisions.

Further, the approval of this Precinct Structure Plan is considered a first stage of work within the Mandurah Strategic Centre as further reviews and refinements are required as an outcome of further analysis of housing needs, public infrastructure requirements, streetscape and movement improvements and built form requirements to align this Precinct Structure Plan to SPP7.2 – Precinct Design.



Precinct Structure Plan Key Statistics

Item	Data
Total Area Covered by the Precinct Structure Plan	448 hectares
Area of Each Land Use Proposed	
• Regional Open Space	35 hectares
• Residential / Mixed Use	223.8 hectares
• Commercial / Mixed Business	36.3 hectares
• Net Development Area	332.0 hectares (Residential and Mixed-Use Areas inclusive of Roads/POS)
Estimated Number of Dwellings	8500
Estimated Residential Site Density	37 dwellings per hectare
Estimated Population	14,000
Number of High Schools	0
Number of Primary Schools	1
Estimated Commercial Floor Space	270,000 square metres gross lettable area
Estimated Area and Percentage of Public Open Space	30 hectares (9%)
• District Open Space	15 hectares (Rushton Park)
• Neighbourhood Parks	6.3 hectares
• Local Parks	8.5 hectares
Estimated Percentage of Natural Area	0 hectares



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1. Introduction

1.1 Precinct Structure Plan Area

This Precinct Structure Plan, once endorsed, becomes the development control plan for the Mandurah Strategic Centre, providing subdivision, land use and development standards for the Centre as required by the local planning scheme.

This Precinct Structure Plan shall apply to the land contained within the inner edge of the line denoting the Structure Plan Boundary as shown in Plan 1.

1.2 Objectives

- (a) Provide for a range of land uses and development which reinforce Mandurah as a Strategic Metropolitan Centre with the capacity to develop into a Primary Centre;
- (b) Facilitate the development of the Mandurah Strategic Centre as a well-planned major commercial, employment and tourist activity centre within the Peel Region;
- (c) Ensure the Mandurah Strategic Centre is supported by neighbourhood development within and around the centre, all of which are well linked by safe and efficient travel systems, including public transport;
- (d) Provide a sustainable, attractive, and safe environment that enhances the quality of life for residents, attracts local tourism and protects key environmental features; and
- (e) Provides for the provision of affordable and accessible housing as a key infill redevelopment precinct.

1.3 Operation

This Precinct Structure Plan shall operate in conjunction with the relevant provisions of the City of Mandurah Local Planning Scheme No 12 and Part 4 of the Deemed Provisions. Where an inconsistency arises between a provision of this Precinct Structure Plan and a provision of the Scheme, then that provision of the Scheme shall prevail to the extent of the inconsistency.

Unless otherwise specified in this part, the words and expressions used in this Precinct Structure Plan shall have the respective meanings given to them in Local Planning Scheme No 12 ('Scheme 12').

This Precinct Structure Plan comes into effect on the date the Plan is approved by the Western Australian Planning Commission pursuant to Clause 28 of the Deemed Provisions.

The Mandurah Strategic Centre Precinct Structure Plan is valid for 10 years from the date of approval unless otherwise extended in accordance with Clause 28(2) of the Deemed Provisions.

The Mandurah Strategic Centre Precinct Structure Plan has been prepared to fulfil the requirements of an Activity Centre Plan as required by State Planning Policy 4.2 (Activity Centres for Perth and Peel) and Part 4 of the Deemed Provisions.

1.4 Staging

Staging will progress as per market demands for additional retail floorspace and medium density residential within the Precinct Structure Plan Area.

Urban Form

- City Centre
- Mixed Use Precinct
- Mixed Use Corridor
- Local Centre (Existing and Potential)
- Medium Density Residential
- Residential Density Subject to Review
- Service Commercial
- Marina Service Area

Public Spaces

- Regional Open Space
- Local Open Space
- Public Infrastructure

Transport Network

- Major Road (City Entrance Roads)
- District Integrator (City Connectors)
- Neighbourhood Connectors
- Access to be Provided
- 'Green' Streets (Active Transport Connectors)
- Street Transit
- Traffic Signals
- Key Public Parking Nodes
- Walkable Catchment to Transit & Centres

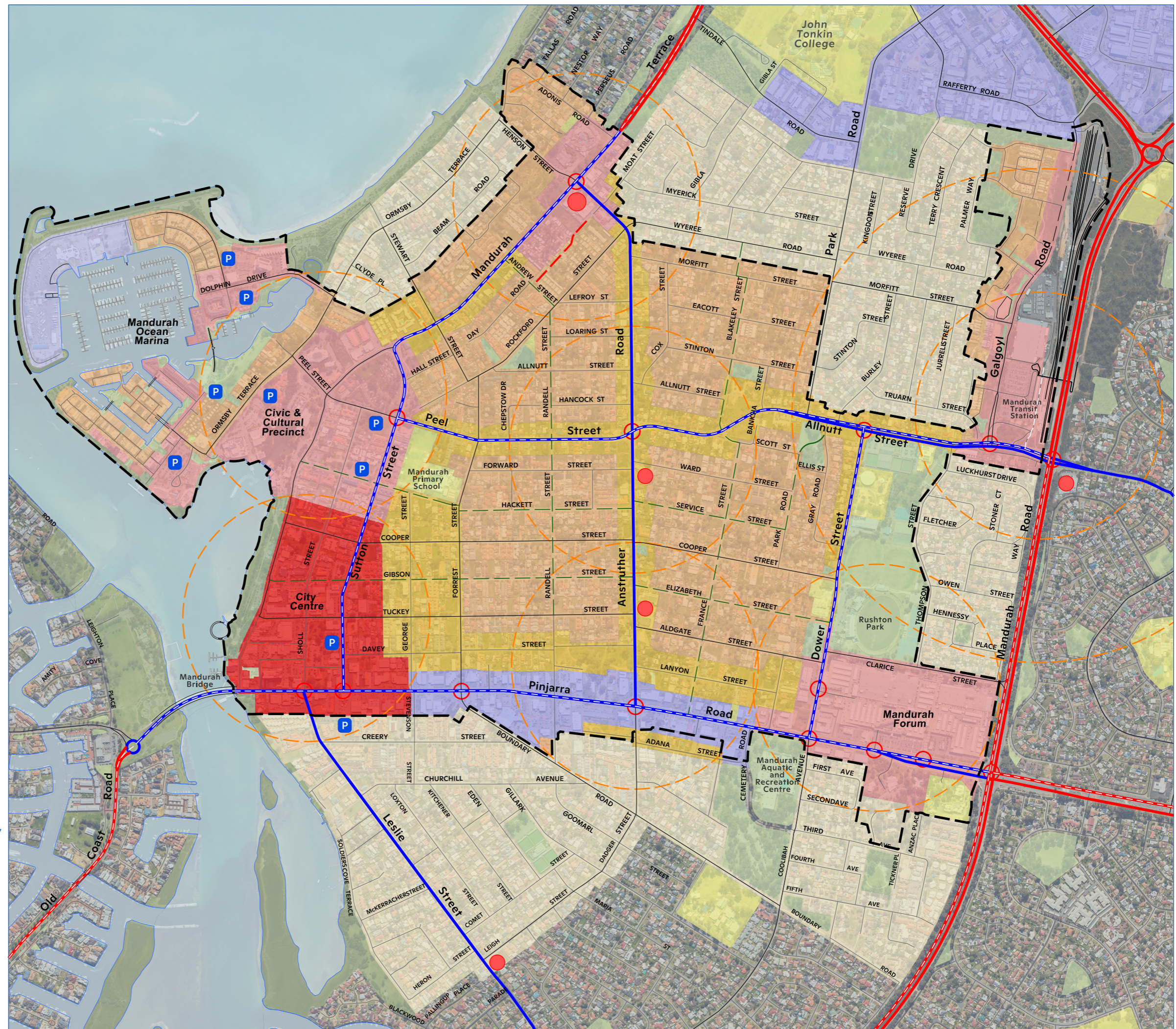
Precinct Structure Plan Boundary

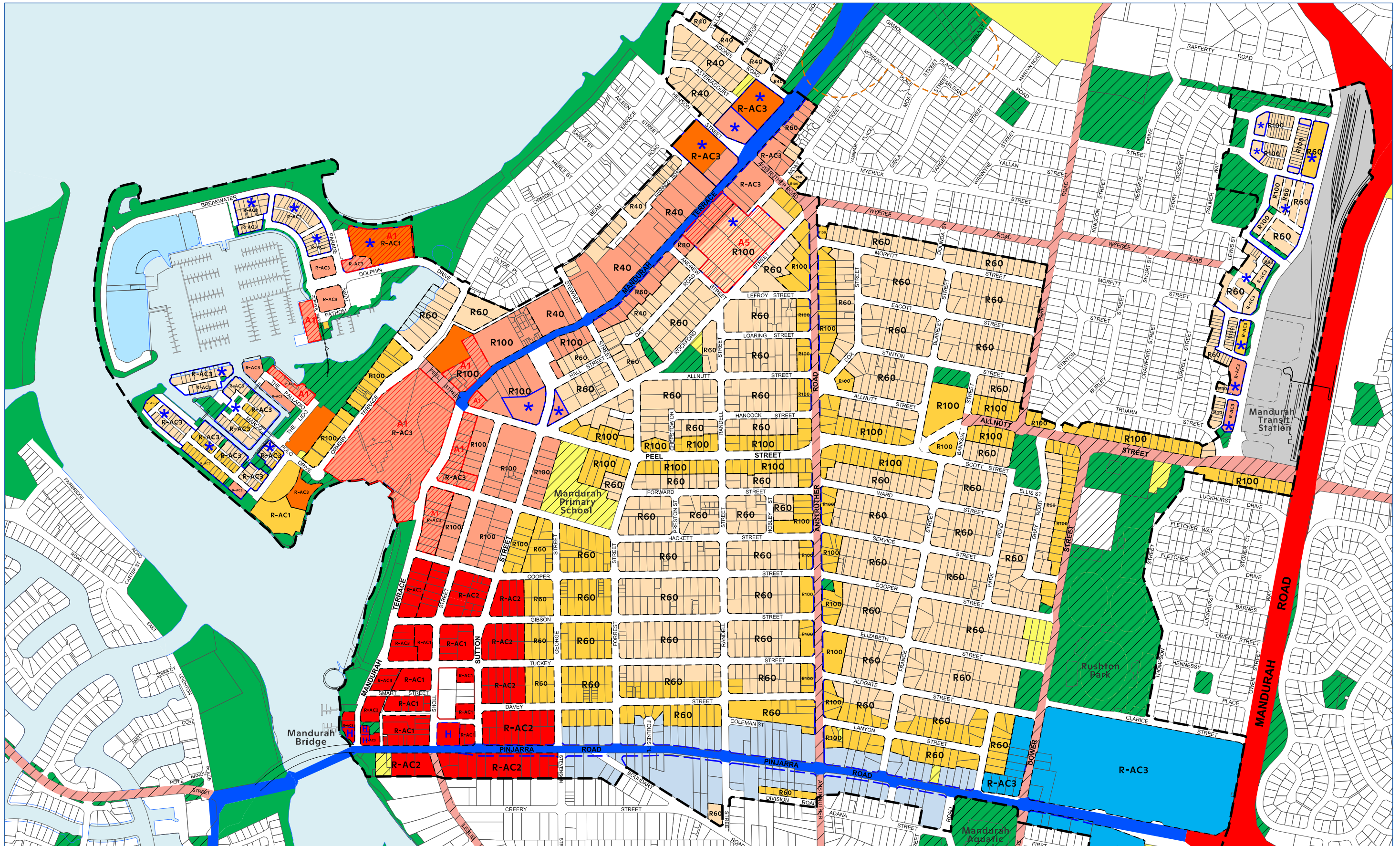
Details shown on the Precinct Structure Plan that are outside the Structure Plan boundary are indicative only.

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Mandurah Strategic Centre Precinct Structure Plan





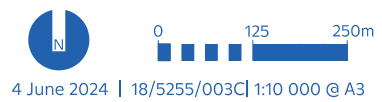
- Peel Region Reserved Land**
- Regional Open Space
 - Primary Regional Roads
 - Other Regional Roads
 - Waterways
 - Railways
 - Public Purposes
- Precinct Structure Plan Boundary**

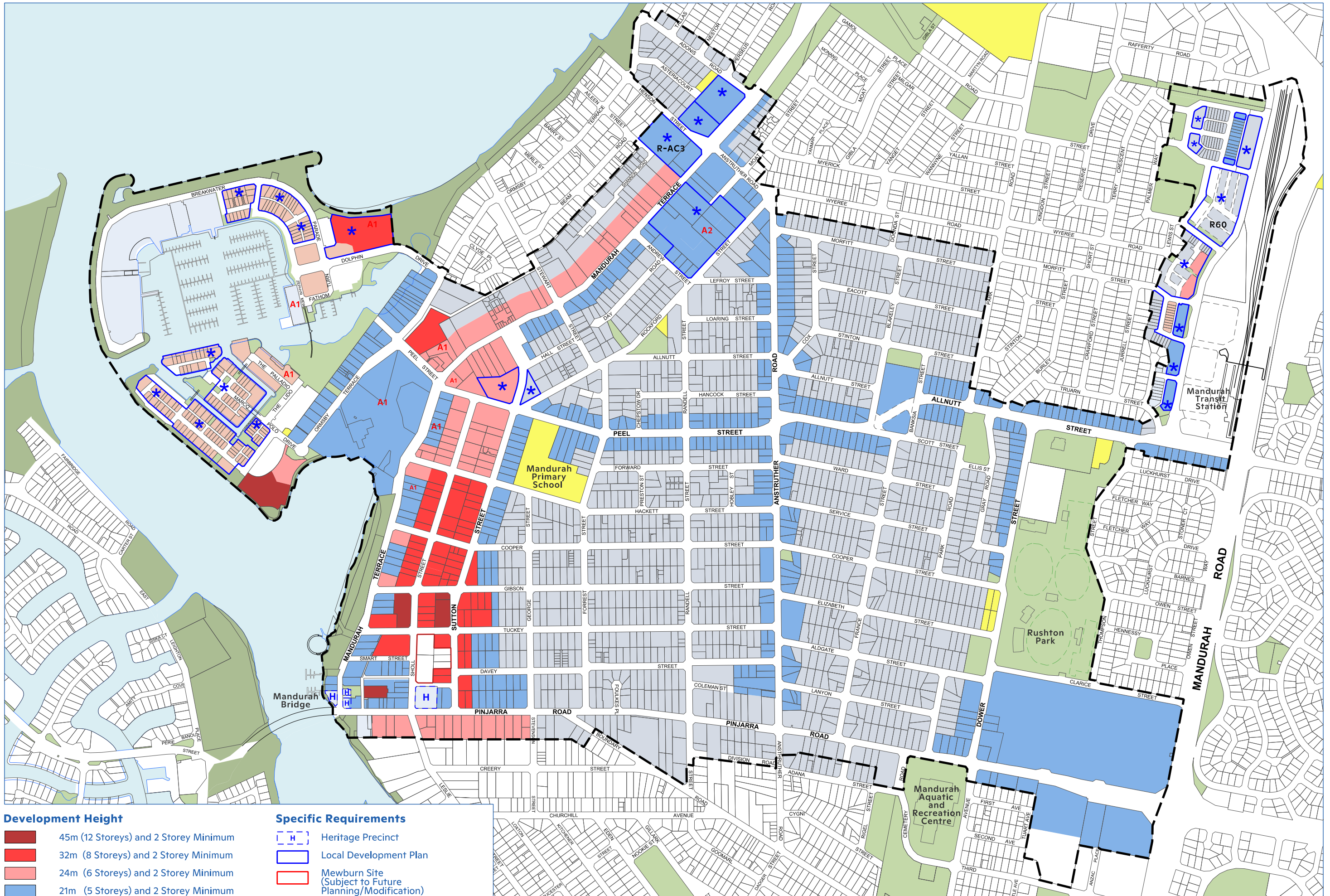
- Local Reserved Land**
- Public Open Space
 - Public Purposes
 - Local Distributor Road

- Precincts**
- City Centre
 - Commercial
 - Commercial Mixed Use
 - Residential Mixed Use
 - Residential
 - Tourism
 - Service Commercial
 - Marina Service

- Overlays**
- Residential Density Code
 - Heritage Precinct
 - Bushfire Prone Area
 - Local Development Plan
 - Road Widening
 - Additional Use
 - Mewburn Site (Subject to Future Planning/Modification)

Mandurah Strategic Centre Precinct Structure Plan Plan 2 Precinct Structure Plan

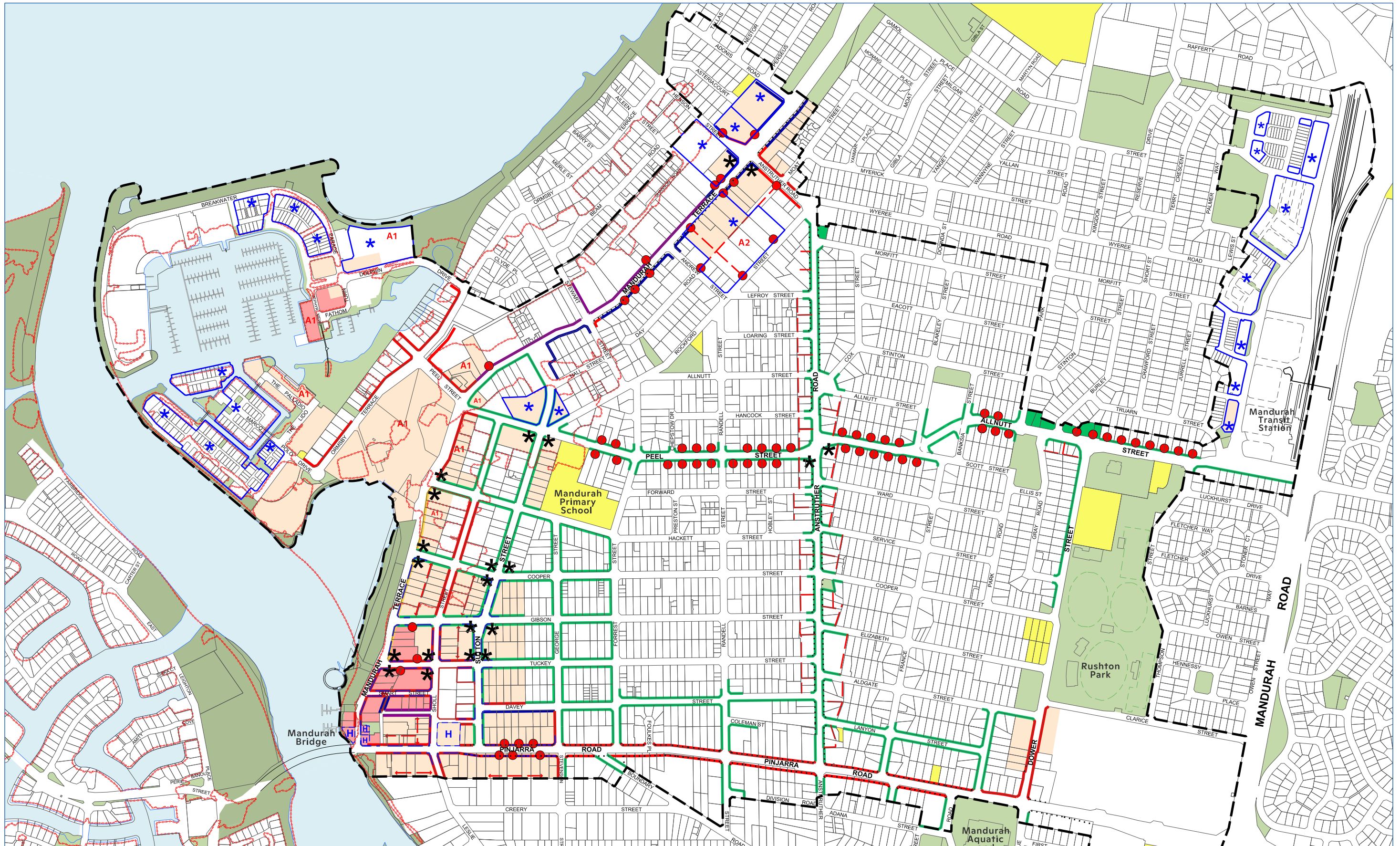




Mandurah Strategic Centre Precinct Structure Plan

Plan 3 Development Height Plan





Ground Floor Land Use (Cl. 2.4)

- Active Street Frontage
- Semi-Active Street Frontage

Vehicle Parking and Access (Cl. 3.2)

- Shared Access Laneway
- Preferred Shared Access Location
- Restricted Access / Crossovers

Street Setbacks (Cl. 3.2)

- 0m (nil) minimum
- 1.5m minimum
- 2.0m minimum
- 2.5m minimum
- 4.0m minimum
- Power Lines (cl.3.2.2)
- * Corner Lots (cl.3.2.3)

Specific Requirements

- Local Development Plan (cl.5.2)
- Heritage Precinct (cl.6.1)
- Road Widening (cl.6.2)
- Mewburn Site (cl.6.4)
- Scheme 12 Special Control Area 1 (Flood Fringe)
- Precinct Structure Plan Boundary

**Mandurah Strategic Centre
Precinct Structure Plan**

Plan 4 Additional Development Controls







2. Land Use and Subdivision

2.1 Precincts

For the purposes of providing specific details relating to subdivision and land use requirements within the Mandurah Strategic Centre, the Precinct Structure Plan Area has been broken down into eight Precincts as shown in Plan 2. Specific objectives for the land use precincts are provided in Table 1.

Table 1 Land Use Precinct Objectives & Desired Urban Form

Precinct	Objective & Desired Urban Form
<p>City Centre</p>	<p>Historically based around a public foreshore and a grid of central streets, the City Centre will be a key employment, retail and entertainment destination for the wider region. Residential land uses should not dominate outcomes necessary to ensure office, retail and entertainment land uses prevail. The built form will reflect the retail nature of the area, with shopfronts along streets. All streets will have a high quality streetscape character, defined by street trees and awnings, particularly Sholl Street and Tuckey Street, and will be focused to the pedestrian’s experience and a slow speed traffic environment.</p> 
<p>Commercial Mixed Use</p>	<p>The Commercial Mixed Use precinct provides for a mix of residential, commercial and entertainment uses in key entry locations and tourist precincts forming vibrant local centres.</p> 

Precinct

Objective & Desired Urban Form

Commercial

The Commercial precinct incorporates the Mandurah Forum shopping centre and surrounds. Development should be based on a 'main street' model with multistorey development focused on an upgraded streetscape.



Residential Mixed Use

The Residential Mixed Use precinct focuses on the key connector streets whereby existing buildings can be adapted for commercial use, with new mixed use/low rise development evolving over time.



Tourist

The Tourist precinct will provide for high quality tourist accommodation and mixed use development. The Tourist precinct provides for a range of land uses which complement and reinforce the tourism nature of these locations.



Precinct

Objective & Desired Urban Form

Residential

Currently a predominantly single residential development, this precinct seeks to provide for grouped and multiple unit infill development in a manner that fronts the street. Reduced front setbacks, upgraded streetscapes and parking located behind development will contribute to a more active street space.



Service Commercial

The Service Commercial precinct will provide for a mixture of office and car based retail development. Located either side of Pinjarra Road the Service Commercial precinct will feature a hard edge streetscape, shared access ways, reciprocal access to car parking and the use of laneways to deal with an upgraded Pinjarra Road which includes widening, streetscape upgrades and public transport upgrades.



Marina Service

The Marina Service precinct facilitates the service area of the Mandurah Ocean Marina including boat stacking, commercial fishing and associated marine safety and community uses.

2.2 Land Use Permissibility

- 2.2.1 Land use permissibility within the Precinct Structure Plan area shall be in accordance with Table 2.
- 2.2.2 Where a land use is proposed that has not been specifically referred to in the Land Use Table and cannot reasonably be determined as falling within a use class referred to in the Table, Council may consider the use in accordance Clause 3.3.4 of Scheme 12.
- 2.2.3 Land Uses shall be taken to have the same meaning as defined within the Scheme and Appendix 1 of the R-Codes.
- 2.2.4 Land uses within all public spaces shall be determined as per the reserved land of the Scheme.

2.3 Change of Use Requiring Development Approval

Notwithstanding Clause 61(2) of the Deemed Provisions, within the Precinct Structure Plan, Development Approval is required in the following circumstances:

- (a) Change from one type of Licensed Premises (for the land uses marked in Table 2) to another type of Licenced Premises; or
- (b) Increase or expanded trading hours or licensed area of a Licensed Premises;

Reference shall be made to Clauses 3.7 and 3.8 in dealing with applications for development approval in these circumstances.

2.4 Ground Floor Land Use

- 2.4.1 Ground floor land use shall be non-residential for new development along areas identified within on Plan 4 as having an:
 - (a) Active Street Frontage
 - (b) Semi-Active Street Frontage
- 2.4.2 Where a site is identified on Plan 4 having an active street frontage, the ground floor shall be one of the following land uses to ensure that an active city centre is achieved:
 - (a) Shop;
 - (b) Restaurant/Café;
 - (c) Small Bar; or
 - (d) Other similar continuous business or retail use that attracts pedestrian traffic.
- 2.4.3 Non-residential uses must occupy the ground floor of new development along areas identified within Plan 4 as having a semi-active frontage.
- 2.4.4 Ground floor land use within the Commercial Mixed Use Precinct may be residential where no active or semi-active street edge has been identified, subject to the ground floor at the front of the lot being designed to accommodate potential future commercial uses as outlined in Clause 4.2.2.



Table 2 Zoning Table

	Precincts	City Centre	Commercial Mixed Use	Commercial	Residential Mixed Use	Tourism	Residential	Service Commercial	Marina Service
amusement parlour		P	P	P	X	IP	X	D	X
bed and breakfast		P	P	P	P	IP	P	D	X
betting agency		D	D	D	X	IP	X	A	X
brewery		D	D	D	X	IP	X	A	X
bulky goods showroom		X	X	D ¹	X	X	X	P	X
caravan park		X	X	X	X	D	X	X	X
car park		P ¹	P	P ¹	P	P	A	P	P
child care premises		D	D	P	D	IP	A	D	X
cinema / theatre		P	P	P	X	X	X	X ²	X
club premises		P	P	P	X	IP	A	D	X
commercial vehicle parking		X	X	P	X	X	X	P	P
community purpose		D	D	P	D	IP	A	D	P
consulting rooms		P ¹	P	P ¹	P	P	A	P	X

¹ Refer to Clause 2.4 for Ground Floor Land Use Requirements;

² Refer to Clause 2.5 for Additional Uses in the Precinct Structure Plan Area;

P – Permitted; IP – Incidental; D – Discretionary; A – Discretionary Requiring Advertising; X – Not Permitted;



	Precincts	City Centre	Commercial Mixed Use	Commercial	Residential Mixed Use	Tourism	Residential	Service Commercial	Marina Service
convenience store		P	P	P	P	IP	X	P	X
educational establishment		D	D	P	D	IP	A	D	X
family day care		P	P	P	P	IP	P	X	X
fast food outlet		X	X	P	X	X	X	X ³	X
funeral parlour		X	X	P	X	X	X	P	X
grouped dwelling		P ⁴	P ⁴	P ⁴	P	I	P	X	X
holiday accommodation		D	D	P ⁴	P	P	A	X	X
holiday house		P ⁴	P ⁴	P ⁴	P	I	P	X	X
home business		P ⁴	P ⁴	P ⁴	I	I	I	X	X
home occupation		P ⁴	P ⁴	P ⁴	I	I	I	X	X
home office		P ⁴	P ⁴	P ⁴	I	I	I	X	X
hotel		D	D	D	X	I	X	X ³	X
liquor store- large		D	D	D	X	I	X	X ³	X

³ Refer to Clause 2.5 for Additional Uses in the Precinct Structure Plan Area;

⁴ Refer to Clause 2.4 for Ground Floor Land Use Requirements;

P – Permitted; IP – Incidental; D – Discretionary; A – Discretionary Requiring Advertising; X – Not Permitted;



	Precincts	City Centre	Commercial Mixed Use	Commercial	Residential Mixed Use	Tourism	Residential	Service Commercial	Marina Service
liquor store - small		P	P	P	D	I	X	X ⁵	X
market		P	P	P	D ⁵	I	X	D ⁵	A
medical centre		P ⁶	P	P ⁶	P	I	A	D ⁵	X
motel		D	D	P ⁶	A ⁵	P	A	X ⁵	X
motor vehicle, boat or caravan sales		X	X	X	X	X	X	P	P
motor vehicle repair		X	X	D	X	X	X	D	P
motor vehicle wash		X	X	P	X	X	X	P	P
multiple dwelling		P ⁶	P ⁶	P ⁶	P	D	P	X	X
nightclub		A	X	X	X	X	X	X	X
office		P ⁶	P	P ⁶	P	I	A	D ⁵	IP
place of worship		D	D	P	A	I	A	D	X
reception centre		P	P	P	X	I	X	D	D
recreation - private		P	P	P	X	I	X	D	P

⁵ Refer to Clause 2.5 for Additional Uses in the Precinct Structure Plan Area;

⁶ Refer to Clause 2.4 for Ground Floor Land Use Requirements;;

P – Permitted; IP – Incidental; D – Discretionary; A – Discretionary Requiring Advertising; X – Not Permitted;



	Precincts	City Centre	Commercial Mixed Use	Commercial	Residential Mixed Use	Tourism	Residential	Service Commercial	Marina Service
restaurant/cafe		P	P	P	X	I	X	D	P
restricted premises		X	X	X	X	X	X	X ⁸	X
residential aged care		P ⁷	P ⁷	P ⁷	P	I	P	X	X
service station		X	X	P	X	X	X	D	X
serviced apartments		D	D	P ⁷	A	P	A	X	X
shop		P	P	P	D ⁸	I	X	I ⁸	P
single house		X	X	X	P	X	P	X	X
small bar		P	P	P	X	I	X	I	X
tavern		D	X ⁹	D	X	I	X	X ⁸	X
telecommunications infrastructure		P	P	P	D	D	D	P	P
tourist development		D	D	P ⁷	A ⁸	P	A	X ⁸	A
veterinary centre		D ⁷	X	D ⁷	X	X	X	P	X

⁷ Refer to Clause 2.4 for Ground Floor Land Use Requirements;

⁸ Refer to Clause 2.5 for Additional Uses in the Precinct Structure Plan Area

⁹ Refer to Plan 2 and Clause 2.5 for Additional Use Locations where Taverns are an 'A' use;

P – Permitted; I – Incidental; D – Discretionary; A – Discretionary Requiring Advertising; X – Not Permitted;



2.5 Additional Use

Notwithstanding the provisions of Clause 2.2 and Table 2, Table 3 and Plan 2 sets out classes of use that may be permissible in their location, subject to the conditions outlined in this Table.

Table 3 Additional Uses for Land in the Precinct Structure Plan Area

No	Precinct / Site	Additional Use	Conditions
A1	Commercial Mixed Use (for the area shown on Plan 2)	A Uses: <ul style="list-style-type: none"> Tavern 	The provisions of Clauses 3.7 and 3.8 shall apply to any proposed use and development.
A2	Residential Mixed Use	P Uses: <ul style="list-style-type: none"> Market Motel Shop Tourist Development 	
A3	Service Commercial	A Uses <ul style="list-style-type: none"> Tavern D Uses: <ul style="list-style-type: none"> Cinema / Theatre Fast Food Outlet Hotel Liquor Store – Large Liquor Store – Small Motel Restricted Premises Tourist Development 	The provisions of Clauses 3.7 and 3.8 shall apply to any proposed use and development for licensed venues.



No	Precinct / Site	Additional Use	Conditions
		P Uses: <ul style="list-style-type: none">• Medical Centre• Market• Office• Shop	
A4	Mandurah Coastal Holiday Park site (for the area shown on Plan 2)	P Uses: <ul style="list-style-type: none">• Caravan Park	

2.6 Subdivision Requirements

2.6.1 The subdivision and development of all land within the Precinct Structure Plan area shall have due regard to the Precinct Structure Plan and any applicable Local Development Plan or Local Planning Policy.

A decision maker, in its consideration of an application for subdivision or development approval is to have regard to the objectives and intent of the Precinct Structure Plan. Applications for subdivision and/or development approval which undermine the intent of the Precinct Structure Plan may not be supported by the decision maker.

2.6.2 Having regard to Clause 2.6.1, where an application for application for subdivision approval is proposed on a corner lot that does not have a standard truncation, the local government shall recommend to the Western Australian Planning Commission that land be set aside for a truncation generally in accordance with any relevant road planning policy of the Commission and shall be ceded free of cost to the Crown as a condition of subdivision approval.

In the consideration of an application for development approval, the local government may require land to be set aside for a truncation, to be ceded as part of a future application for subdivision approval.

2.6.3 Where an application for subdivision approval is proposed that would incur public open space contributions in accordance with the *Planning and Development Act 2005* and the WAPC's *Development Control Policy 2.3 - Public Open*

Space in Residential Areas (or any relevant policy of the WAPC on this matter) and where the resultant public open space contribution would be too small of an area to be of practical use, the local government prefers the use of cash-in-lieu. In this regard, the local government may recommend to the WAPC that a condition requiring a cash-in-lieu contribution for public open space to imposed of a condition of subdivision approval.



3. General Development Requirements

3.1 Application of the Residential Design Codes

- 3.1.1 Residential density codes applicable to land within this plan are outlined in Plan 2 of the Precinct Structure Plan.
- 3.1.2 The provisions of the R-Codes shall apply to all residential development within the Precinct Structure Plan area. Where the provisions of the Precinct Structure Plan are inconsistent with the provisions of the R-Codes, the provisions of the Precinct Structure Plan shall prevail.
- 3.1.3 As per clause 61(1) of the Deemed Provisions, a single house and ancillary development are exempt from development approval where the development satisfies the deemed to comply requirements of the R-Codes. This includes satisfying any requirement of this Precinct Structure Plan that amends or replaces a deemed to comply requirement as set out in this Plan.

3.2 Street Setbacks

- 3.2.1 Street setbacks at ground level shall be determined as per Plan 4 or as otherwise detailed within an approved Local Development Plan. Where no minimum street setback has been identified, setbacks shall accord with the R-Codes.
- 3.2.2 The front setback for lots on the northern side of Allnutt Street between Dower Street and Park Road, as marked on Plan 4, shall be determined on a case-by-case basis in consultation with Western Power, due to constraints imposed by an existing 132 kV power line in this location.

- 3.2.3 Notwithstanding the provisions of Clause 3.2.1, a minimum setback of 6 metres shall apply to all building elements higher than 16m ('Podium Setback'), with the exception of the street walls of identified corner buildings. For the identified corner buildings, the 6m setback shall only apply to building elements higher than 21m, within 20m of a street corner.

- 3.2.4 Where cantilevered, balconies may extend into the designated front setback up to the front boundary within the City Centre Precinct, or by up to 1m within remaining precincts, unless otherwise specified.

A minimum height clearance of 3m shall be maintained below all balconies within the front setback area.

Note: *Where a requirement for road widening has been identified within Plan 4 setbacks are to be determined from the boundary of the proposed road reserve.*

3.3 Non-Street Setbacks

- 3.3.1 A 15m minimum separation distance, between building elements higher than 21m above ground level, is required.
- 3.3.2 All other setbacks shall be determined as per the R-Codes (Volume 1 and Volume 2).

3.4 Building Height

3.4.1 Building heights shall be in accordance with the heights identified by Plan 3.

3.4.2 Applications for minor extensions of an existing development or applications for a change of use where there is no proposed increase in net leasable area may be exempt from the minimum height requirements, at the City of Mandurah's discretion.

Note: Outcomes prescribed within the Precinct Structure Plan relating to height provides the maximum potential for each site, however actual outcomes for individual lots may differ due to the configuration, size and shape. Amalgamation may be required to generate the maximum development potential.

3.4.3 Plan 3 identifies a number of corner lots which serve as key markers within Central Mandurah. As result, the following provisions will apply:

- (a) Buildings in identified corner locations are expected to display a high standard of building design and incorporate distinctive architectural features to all street fronts, which will contribute to the overall character and quality of the public realm;
- (b) These sites are required to be developed with elements to celebrate corners to roads or similar features to give prominence to these buildings and corners. Examples include:

- (i) Distinctive roof form
- (ii) Articulation of corner elements
- (iii) Special balcony treatments.

(c) For development in these locations, the street wall height may be increased by an additional storey up to 20m from the street corner.

3.5 Vehicle Parking and Access

3.5.1 A key objective of the Precinct Structure Plan as it relates to vehicular access arrangements is to minimise the number of access points onto key road networks as identified on Plan 1 and facilitate the creation of shared access points where possible to facilitate the creation of a high quality streetscape. In this respect, Plan 4 identifies the City of Mandurah's preferred access locations.

In the consideration of a planning proposal (subdivision and/or development), the decision-maker is to have regard to the intent and objectives of the Precinct Structure Plan as it relates to the minimisation of access points.

3.5.2 Restricted Vehicle Access/Crossovers

Where subdivision and/or development is proposed on land that is shown on Plan 4 as subject to access restrictions, the decision maker is to have regard to the intent and objectives of the Precinct Structure Plan by restricting vehicular access from the primary street frontage, unless it can be demonstrated that:

- (a) the crossover/access point will provide access to a shared laneway at the rear of the development;
- (b) the crossover/access point can be shared between two or more lots; or
- (c) the provision of access to a shared laneway or the sharing of crossovers is considered impractical to the satisfaction of the decision maker; or
- (d) the crossover/access point remains generally consistent with the intent and objectives of the Precinct Structure Plan, specified in Clause 3.5.1.

3.5.3 Shared Access Laneway / Shared Crossovers

- (a) Consistent with the intent and objectives specified in Clause 3.5.1, Plan 4 identifies the location of preferred crossovers/access points.

Subdivision and/or development of land shall have regard to the intent and objectives of the Precinct Structure Plan.

The placement of crossovers and access points that vary from the location of Plan 4 can be contemplated where it does not result in a detrimental streetscape outcome.

- (b) Where a proposal involves a residential component and the creation of a shared access, access is to be provided in accordance with the R-Codes.
- (c) Where the R-Codes do not apply, access is to have regard to the requirements of Clause 2 Schedule 1 of Scheme 12 and is to be in the form of:
 - (i) a minimum 3 metre driveway;
 - (ii) buildings are to be setback a minimum of 1 metre from the access driveway, which is to be landscaped and provided with suitable lighting;
 - (iii) fencing is not to be provided between the edge of the accessway and a proposed building(s) to ensure an uninterrupted separation between adjoining developments;

- (iv) buildings are required achieve a minimum height clearance of 3.5 metres from shared accesses;
 - (v) where access is available via a rear laneway or access, all car parking shall be accessible via the rear laneway; and
 - (vi) where access is to be shared with an adjoining development, the landowner/applicant is to enter into a deed of agreement with the City of Mandurah by way of an easement in gross to ensure reciprocal rights of access. Alternatively, where appropriate, the City of Mandurah may require the dedication of the land as a Right of Way.
- (d) Further to (c) above, should residential development be proposed that is reliant on shared access with an adjoining landowner, the landowner/applicant is to enter into a deed of agreement with the City of Mandurah by way of an easement in gross to ensure reciprocal rights of access.
- (e) Where development is accessible from two street frontages, development is to incorporate vehicular access to car parking areas from the secondary frontage as deemed by the City of Mandurah.

3.5.4 Car Parking Ratios

- (a) Car parking is to be provided as per Table 4.

Table 4 Car Parking Requirements

Land Use Categories / Specific Uses	Standard Provision (per GLA)
Residential Development	As Per R-Codes
Shop / Food & Beverage (Inc. restaurants, music venues)	3 bays per 100m ²
Service Commercial	1 bay per 40m ²
Office	1 bay per 70m ²
Tourist Accommodation	1 bay per room or accommodation unit
Place of Public Worship	1 bay per 3 seats

- (b) The City of Mandurah may accept shared car parking arrangements, or in the case of a car parking shortfall, cash-in-lieu of parking , in accordance with Part 9A of the Deemed Provisions.

3.5.5 Car Parking Design

- (a) The design and layout of parking spaces shall be in accordance with the relevant Australian standard, including those required for universal access;
- (b) On-site parking shall not be located within the front setback area and should be located internally within a development, behind the building line;
- (c) Car parking areas shall be designed to address security and lighting, shelter, traffic and pedestrian access, signage, landscaping, universal access, bicycle parking and end of trip facilities and integration with adjoining development;
- (d) Lighting is to be provided in all parking and open spaces that may be subject to night time use;
- (e) Multi storey car parks are to be screened from all street frontages and sleeved with other uses such as offices, retail and residential development; and
- (f) Car parking structures above ground floor are to be screened from adjoining properties through the use of innovative wall detailing, decorative screening, patterning and vegetation.

3.5.6 Bicycle Parking

- (a) Bicycle Parking and end of trip facilities shall be integrated into the development for employees and residents as per Table 5 and Table 6.

Table 5 Bicycle Parking Space Requirements

Land Use Categories / Specific Uses	Standard Provision (per GLA)
Residential Development	As Per R-Codes
Shop / Food & Beverage (Inc. restaurants, music venues)	1 space per 500m ² above 1000m ² of floor space
Service Commercial	1 space per 500m ² above 1000m ² of floor space
Office	1 space per 250m ² above 1000m ² of floor space

Table 6 End of Trip Facility Requirements

Long Term Bicycle Parking Spaces Required	End of Trip Facilities (Showers/Change rooms)
0-2	0
3-5	1
6-10	2 (1 male, 1 female)
11-20	4 (2 male, 2 female)
Above 20	4 + additional 2 per 10 bicycle parking spaces above the first 20 bicycle parking spaces provided.

- (b) Facilities, in addition to showers, should include change rooms and clothing lockers, ideally close to the long-term bicycle parking facilities, in a safe and secure location;
- (c) The design of bicycle facilities should be convenient and secure, and generally be one of the following:
 - (i) Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or
 - (ii) Fully enclosed individual lockers; or
 - (iii) Devices to which the bicycle frame and wheels can be in a locked position, close to and directly visible from inside the place of employment.

3.5.7 Pedestrian Access

- (a) The design of exterior spaces, including car parks, is to reflect a priority for pedestrian passage, with footpaths being continuous over driveways; and
- (b) Consideration is to be given to designing access suitable for people with impaired mobility where possible.

3.6 Landscaping

Where the R-Codes do not apply, the following provisions will be applicable to new development:

- (a) A minimum of 10 per cent of the site shall be landscaped;
- (b) A minimum of one shade tree per 4 uncovered car parking bays shall be provided (minimum 45 litre for exotics and 11 litre for natives);
- (c) Landscaped areas should be at least 1m wide with a minimum area of 2m² to ensure enough space for plants to grow and to be of any landscape value;
- (d) All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds;
- (e) The provision of new street tree(s) may be required where no street tree(s) currently exist. Species must be approved by the City of Mandurah;
- (f) Vertical green walls and roof top gardens are encouraged. Vertical green walls will be calculated as contributing 1m² of the landscaping requirement for every 2m² of vertical element;
- (g) The retention of existing vegetation is strongly encouraged and the City of Mandurah will consider the varying of standards as required by this Precinct Structure Plan where such a variation would allow for the retention of significant vegetation on a site;

- (h) Where paving within lot boundaries of private land abuts or is visible from the street or public spaces, effort should be made to coordinate the paving with that in the public areas, in terms of colour, scale and texture; and
- (i) In order to increase on site water absorption and reduce run-off, paving which facilitates or promotes these qualities should be used for all hard surfaces.

3.7 Noise Attenuation

- (a) All new development within the City Centre and Mixed Use Precincts shall address the potential adverse impacts of noise intrusion and emissions at the planning and design stage. Development shall incorporate appropriate measures at the time of construction to achieve compliance with AS/NZS 2107 'Recommended Design Sound Levels and Reverberation Times for Building Interiors' and Environmental Protection (Noise) Regulations 1997;
- (b) For residential uses, measures are required to control noise intrusion from ambient noise sources, including:
 - (i) Traffic noise in accordance with State Planning Policy 5.4 (where applicable);
 - (ii) Residual break out noise from lifestyle uses and entertainment venues;
 - (iii) Amplified music particularly low frequency noise;
 - (iv) Street noise;
 - (v) Services vehicles; and
 - (vi) Mechanical plant (on adjoining or adjacent properties).

- (c) For commercial uses, measures are required to control noise emissions generated by a use; including:
 - (i) Noise break out from lifestyle uses and entertainment venues particularly low frequency noise; and
 - (ii) Mechanical plant; and service vehicles through locations of loading bays and access ways.
- (d) All mixed-use buildings that include a residential component must be designed to minimise structural noise transfer between ground floor commercial or retail uses and the residences above.

Where significant noise generators are anticipated as part of the project, double glazing of windows and sliding doors shall be considered to reduce noise impact on residents. Appropriate methods of construction are to be employed to limit the intrusion of airborne and impact noise into dwellings from adjacent dwellings and public areas to within the limits set out in the Building Code of Australia;

- (e) The City of Mandurah may require a detailed acoustic report prepared by an acoustical consultant with relevant qualifications and experience to be submitted along with the development application in order to demonstrate compliance with the above; and
- (f) All measures identified within the above acoustic report or as additionally required by the City of Mandurah shall be implemented prior to occupancy of the development to the satisfaction of the City of Mandurah.

3.8 Licensed Venues

3.8.1 An application for development for any type of land use within the Licensed Premises as identified within Table 2 shall be accompanied by the following information:

- (a) A full set of site and floor plans detailing the proposed use and patron capacity of all areas to be licensed and how the design of the building creates an active street frontage. The plans shall identify:
- The availability of designated seating areas catering for a minimum of 75% of total patron capacity;
 - Proposed waste storage areas;
 - Locations of proposed security lighting in and around the site, CCTV and amplification or speaker systems; and
 - The location of any queuing areas, dance floor areas and areas where live performances may occur if applicable.
- (b) A site analysis plan (covering a 500m radius of the proposed venue) to detail:
- The proximity of the venue to residential and other sensitive land uses;
 - Other licensed venues (including details regarding the services provided);
 - Public transport, taxi ranks and public car parks;
 - The capability of patrons to leave the area (ie, the timing and routes of public transport services and the average wait times at taxi ranks during peak periods).

(c) A detailed management plan addressing:

- Hours of operation; operating style of the venue; the type of music and/or entertainment to be offered (including frequency and hours);
- The number and location of security staff required;
- The ability to provide food up until 1 hour before closing time;
- Complaint and reporting procedures;
- Patron control including how the movement and exit of patrons is to be managed, particularly where there is a requirement to close different sections of the venue at different times; and
- Proposed strategies to reduce anti-social behaviour; and

(d) An acoustic assessment undertaken by a suitably qualified acoustic consultant, identifying all noise sources and proposed methods to be undertaken to control and mitigate noise emissions, to achieve compliance with the Environmental Protection (Noise) Regulations 1997.

3.8.2 The approval of any Licensed Premises shall be subject to the consideration of the potential cumulative impact of existing licensed premises within the locality; existing and potential harm and antisocial behaviour within the locality; physical design; trading hours and other operational characteristics.

3.8.3 A Development Approval may be subject to conditions relating to the provision of seating, provision of food, operating hours, security and noise management.

3.9 Development Adjoining Public Open Space

- (a) Buildings built on properties adjacent to public open space shall address the space and establish an urban edge to overlook it;
- (b) Passive surveillance of the public open space shall be provided through the provision of a major opening from a habitable room addressing the public open space; and
- (c) Where side boundaries abut Public Open Space a minimum side setback of 1m shall apply.

3.10 Built Form

3.10.1 Street Interface

- (a) The street façade of the development shall be designed to promote surveillance of the street and include windows, doors and balconies at upper levels and have their main entrance clearly visible and directly accessible from the street;
- (b) Corner buildings are to address both frontages and should articulate the corner by incorporating a distinctive design feature, such as a tower element or entrance feature;
- (c) Mixed-use buildings should provide separate entries for non-residential and residential uses for legibility of appropriate passages. Residential lobbies are to be clearly delineated, well-lit and safe to access.

3.10.2 Articulation and Detailing

- (a) Buildings are to be articulated, particularly at pedestrian level. At street level this should be at intervals of 6-8m;
- (b) Colour, texture, material and detail are important to provide scale and visual interest;
- (c) A quality architectural design is to be provided. This can be achieved in a variety of ways including but not limited to:
 - The types of materials and colours used;
 - The roof form and pitch, including high pitched roofs, skillion or curved forms;
 - Verandas, porches and architectural features to be provided; or
 - Contrasting and diverse colours to be provided within the design and materials.

3.10.3 On Site Services

- (a) External ducting, air conditioners, plants, pipes, lift over-runs, service doors and similar building services must be screened from public view and adjacent properties and incorporated into the building at the initial design stage.
- (b) On site services, such as post boxes, water, and power meters and power domes are to be located to not impact shared driveways, pedestrian thoroughfares and shall be located behind the street setback line as shown on Plan 4; and
- (c) Service areas shall be discrete with rubbish bins, clothes drying areas, plant and equipment screened from view.

3.10.4 Roof Form

- (a) A variety of roof form is encouraged. Where low pitched roofs are proposed these should be detailed to create the effect of visual lightness. This effect can be achieved by:
- Minimising the visual depth of the roof at the eaves;
 - Upturning the edge of the roof;
 - Utilising broad eave overhangs, either cantilevered or strutted;
 - Forming a visual contrast through material and/or colour, between the roof and the walls;
 - Emphasising the shadow cast by the roof onto the walls; and/or
 - Minimising the visual weight of the wall area between glazed openings and the underside of the roof.
- (b) Roof designs must conceal plant equipment and lift over run structures from view.

3.10.5 Verandahs and Awnings

- (a) A cantilevered verandah, canopy or awning shall be provided to all ground floor tenancies adjacent to an identified active or semi-active street, and to all commercial development, to a minimum height of 3m above the pedestrian footpath, with a minimum width of 2.5m for the full length of the building unless this is physically impractical;
- (b) Awnings should be detailed to appear as thin, lightweight elements. For this reason, bullnose verandas will not be permitted;
- (c) Weather protection is to be provided to entrances of all residential buildings; and
- (d) Appropriate lighting is to be provided under pedestrian awnings

3.10.6 Materials and Colours

- (a) Mandurah is a coastal town in a climate with hot summer days, therefore the choice of external materials should take this into consideration; and
- (b) A schedule of proposed exterior colours and materials is to accompany applications for development approval.

3.10.7 Public Art

- (a) Commercial and mixed-use developments, with an estimated cost of construction of over \$1,000,000 are required to provide a public art contribution to the value of 1% of the total cost of development;
- (b) The public art should be integrated with and specifically designed for the development site on which it is located. It must not be a mass produced or reproduction item;
- (c) Public art may be freestanding or integrated into building exteriors, or it may take the form of unique functional objects (such as seating);
- (d) Public art does not include:
 - Art objects that are mass produced such as fountains, statues or playground equipment;
 - Most art reproductions, (i.e. the copying of an existing artwork without modification or interpretation);
 - Landscaping or generic hardscaping elements that would normally be associated with the project; and
 - Commercial representations of any kind.
- (e) The public art should be designed and located to be clearly seen from the public realm.

3.10.8 Front Fencing

- (a) No front fencing is permitted within the City Centre Precinct.
- (b) Front fencing within the remainder of the Precinct Structure Plan Area shall not exceed 1.2m in height.

3.10.9 Signage

All signage is to be in accordance with Scheme 12 or Local Planning Policy requirements, unless otherwise specified within an approved Signage Concept Plan that accompanies an application for Development Approval.

3.10.10 Crime Prevention through Environmental Design

- (a) Building and landscape design is to avoid the formation of 'blind' spaces, corners or alleys that cannot be seen from within the most used rooms of a building or from approach paths;
- (b) Deterrents to ram raiding, such as raised sills should be considered in the design of ground floor windows in vulnerable buildings such as shops and showrooms;
- (c) Where provided, security screens and grills are to be designed to be integral to the architecture of the development to ensure a high quality streetscape is maintained.

3.10.11 Energy and Resource Conservation

- (a) Attention should be given to the energy efficient design principles and construction materials in the design of buildings and spaces.
- (b) The following elements shall be considered as part of the design and construction process:
 - (i) Low thermal mass materials being used externally, especially on exposed east and west facades;
 - (ii) High thermal mass materials being used for internal construction to retain internal ambient temperature;
 - (iii) Appropriate ceiling insulation and ventilation being provided;
 - (iv) Shade and draught protection for large windows and door openings, particular on the east and west facades;
 - (v) Double glazing being considered for large areas of glass to limit heat transmission and for noise attenuation;
 - (vi) Outdoor living for domestic and commercial purposes being designed and located to provide protection from sun and strong winds; and
 - (vii) Water conservation and recycling opportunities should be explored throughout the building.

3.10.12 Modification to the Public Domain

Alterations to the existing paving, on street parking, lighting, tree planting, street furniture and other elements, will not be permitted unless it can be demonstrated that a superior design solution can be achieved, subject to the upgrades being carried out to the City of Mandurah's specification at the owner's expense.

3.10.13 Short Term Activation

Notwithstanding the requirements of this Plan, the City of Mandurah may grant approval for the temporary activation of vacant land within the City Centre Precinct, for a period of up to 12 months.

Proposals will be considered on their merits and must:

- Be consistent with the land use permissibility for the City Centre;
- Offer a high quality of amenity and appearance;
- Offer a unique sense of place and diverse social interaction;
- Complement the existing businesses and activities within the City Centre;
- Not restrict any car parking required to be provided by a condition of a development consent applying to the land or any vehicular or pedestrian access to or from the land;
- Be covered by a policy of insurance taken out by the person carrying out the development that adequately covers the public liability of the person in respect of the carrying out of the development.



4. Specific Precinct Development Requirements

The provisions outlined in this part are in addition to the general requirements for development set out in Part 3 of the Precinct Structure Plan.

4.1 City Centre Precinct

4.1.1 Design for Flexible Use

The first three floors of any development within the City Centre shall be designed to accommodate flexible land use by incorporating:

- (a) Separation of potential office and residential areas within the building;
- (b) Access for people with disabilities;
- (c) Ceiling heights designed to accommodate commercial development with a minimum ceiling height of 3.3m; and
- (d) Acoustic attenuation measures in accordance with Clause 3.7.

4.1.2 Street Setback

Where a front setback has been designated, the setback shall be designed as if it is an extension of the road reserve and the building shall be designed as if the front setback is 'nil' as described:

- (a) Buildings shall address the street and locate their main entries so as to face the street;
- (b) Ground level frontages for commercial uses shall have large windows to enable a connection between the interior and the street;
- (c) The front setback area shall be protected through a public access easement. The easement will be required as a condition of development approval.
- (d) Other than a pedestrian footpath (3m minimum), the remaining front setback can be used as a formal landscaping area, alfresco dining and other 'active frontage' uses.

4.1.3 Street Wall Height

- (a) A minimum street wall height of 2 storeys is applicable; and
- (b) A maximum street wall height of 16m is applicable with an allowance for elements at street corners to define the edge with an additional storey up to a maximum of 21m.

4.1.4 Development above Street Wall Height

- (a) The uppermost floor of any building shall be articulated as to create a visual interest and clearly distinguish the top of the building from the remaining built mass;
- (b) The design of building elements higher than 16m above ground level shall consider view lines, building massing and 'human scale';
- (c) Any building element above 16m shall have a maximum width of 30m when viewed in a direction perpendicular to Mandurah Terrace; and
- (d) Any building element above 16m shall have a maximum width of 60m when viewed in a direction parallel to Mandurah Terrace.

4.1.5 Built Form

- (a) Buildings should be orientated towards the street creating perimeter block development with enclosed semi private/public space within the interior of the block;
- (b) Buildings are to be articulated (broken down visually into smaller elements to establish a 'rhythm' or 'pattern' particular at pedestrian level). At street level this should be at intervals of 6-8m;
- (c) Elements of public art shall be incorporated into the design of the building, as architectural features, or as part of improved streetscape/ground level design works;
- (d) External lighting must be provided under all awning treatments in accordance with the relevant Australian standards;

4.2 Commercial Mixed-Use Precincts

4.2.1 Site Layout and Development standards

Figure 1 demonstrates a preferred site layout consistent with the provisions of this Precinct Structure Plan for Commercial Mixed Use lots featuring a shared driveway.

Notwithstanding Figure 1, the City of Mandurah may consider alternative site development layouts provided that the proposal is demonstrated to meet the intent of the Precinct Structure Plan (as relevant).

4.2.2 Design for Flexible Use

The front ground floor of mixed use lots shall be designed to accommodate change over time by incorporating the following;

- (a) Larger windows at the front;
- (b) Separation of potential office and residential areas within the building;
- (c) Access for people with disabilities;
- (d) Ceiling heights designed to accommodate commercial development with a minimum ceiling height of 3.3m; and
- (e) Acoustic attenuation measures in accordance with Clause 3.7.

4.2.3 Non-street setbacks

Side and rear setbacks shall generally accord with the standards prescribed in the R-Codes and relevant Local Planning Policy.

Where a non-residential building is proposed, setbacks other than the ground level shall be determined based on an assessment of:

- (a) The proposed impact on streetscape, adjoining site and land uses;
- (b) The width of the lot/building; and
- (c) As a reference, the standards prescribed in the R-Codes and Building Code of Australia.

4.2.4 Interim Development

Where subdivision and/or development is proposed at a density lower than shown on Plan 2, the applicant shall demonstrate to the satisfaction of the decision-maker how the proposal does not prejudice the intended development potential of the land as envisioned by the Precinct Structure Plan.

4.3 Residential Mixed-Use Precincts

4.3.1 Site Layout and Development standards

Figure 1 demonstrates a preferred site layout consistent with the provisions of this Precinct Structure Plan for Commercial Mixed Use lots featuring a shared driveway.

Notwithstanding Figure 1, the City of Mandurah may consider alternative site development layouts provided that the proposal is demonstrated to meet the intent of the Precinct Structure Plan (as relevant).

4.3.2 Non-street setbacks

Side and rear setbacks shall generally accord with the standards prescribed in the R-Codes and relevant Local Planning Policy.

Where a non-residential building is proposed, setbacks other than the ground level shall be determined based on an assessment of:

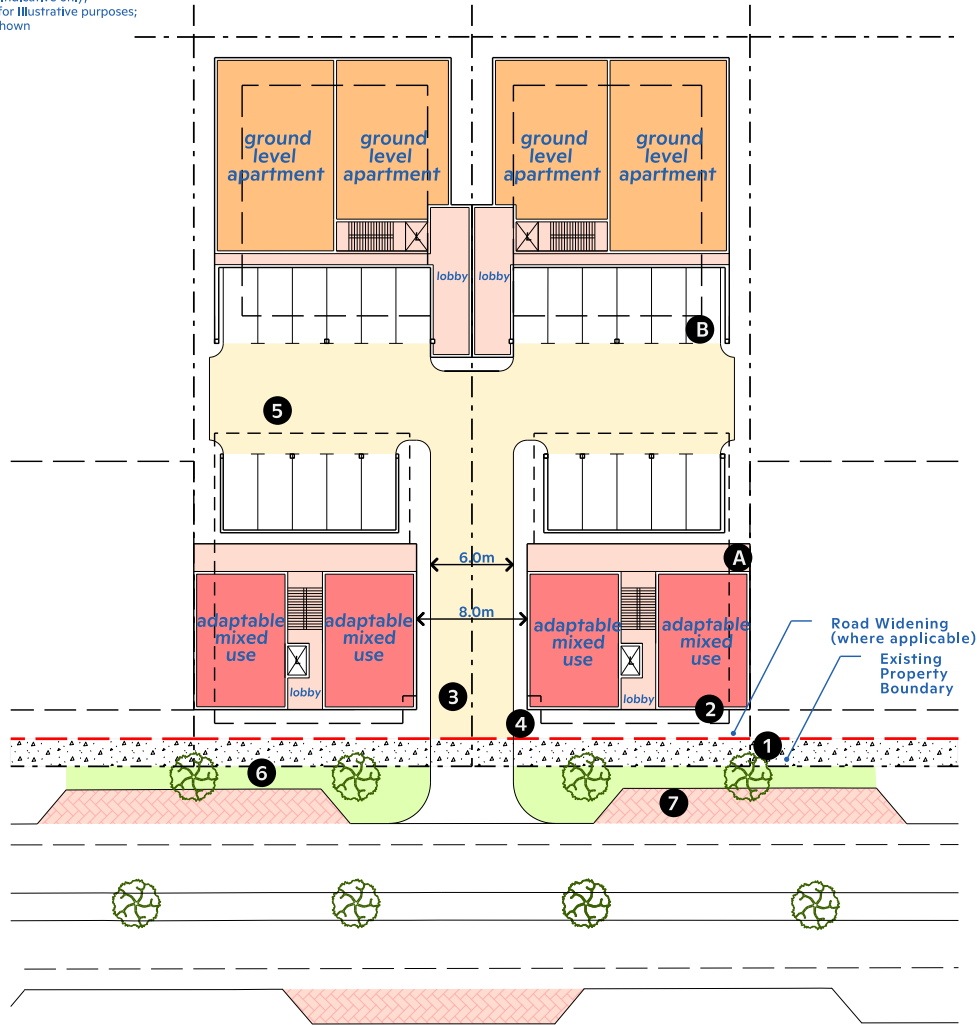
- (a) The proposed impact on streetscape, adjoining site and land uses;
- (b) The width of the lot/building; and
- (c) As a reference, the standards prescribed in the R-Codes and Building Code of Australia.

4.3.3 Interim Development

Where subdivision and/or development is proposed at a density lower than shown on Plan 2, the applicant shall demonstrate to the satisfaction of the decision-maker how the proposal does not prejudice the intended development potential of the land as envisioned by the Precinct Structure Plan.

Site Layout

All details indicative only;
Prepared for illustrative purposes;
Two lots shown



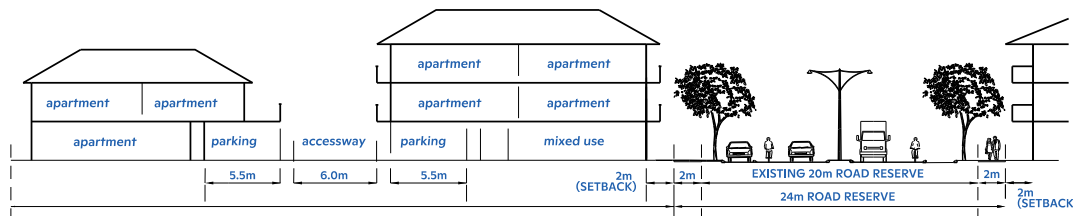
Requirements

- 1 Proposed road widening to be ceded to City of Mandurah upon redevelopment (where applicable) (ultimate location for redeveloped footpath).
- 2 2.0m front setback (measured from boundary after road widening). Balconies permitted 1.0m setback from new boundary.
Setback to be landscaped and front fencing limited to 1.0m in height.
- 3 Shared crossover between two lots. Total Width – 6.0m (3.0m each), and buildings setback 1.0m from driveway, with setback to be landscaped and provided with suitable lighting.
- 4 On-site services (Water / Power metres) to be located adjacent to proposed building.
- 5 Driveway in an 'L' shape configuration, with access to parking from rear portion of access.
- 6 Upgraded street verge, with high quality landscaping treatment, street trees, new footpath.
- 7 Visitor parking provided as potential on-street parking (if constructed; to be to City of Mandurah specifications).

Notes

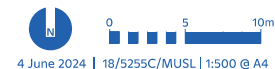
- A Possible extent of upper floor shown dotted
- B Parking provided as 'undercroft' under main building(s)

Cross Section Through Site



Mandurah Strategic Centre Precinct Structure Plan

Figure 1 Preferred Mixed Use Precinct Site Layout



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4.4 Residential Precinct

- 4.4.1 Subdivision and development on land within the Residential precinct shall be in accordance with the R-Codes.
- 4.4.2 Figure 2 outlines the City's preferred site development layout for subdivision and development within the Residential precinct. This notwithstanding, the City of Mandurah may consider alternative site development layouts provided that the proposal is demonstrated to comply with all other requirements of the Precinct Structure Plan (as required).
- 4.4.3 Within the Residential Precinct:
- (a) two storey building scale for dwellings with a street frontage is preferred, single storey development is not preferred;
 - (b) development shall be provided with clearly defined entrances for dwellings with a street frontage; and
 - (c) where development requires vehicular access via an access leg, the development shall:
 - (i) be provided with driveways and access in accordance with the R-Codes;
 - (ii) having regard to Clause 3.5, reciprocal rights of access easements shall be provided where accessways are proposed to adjoin; and
 - (iii) be designed to ensure visual surveillance of any shared accessway.
- 4.4.4 No development shall have an enclosed courtyard/private open space within the front setback area.

4.4.5 Interim Development

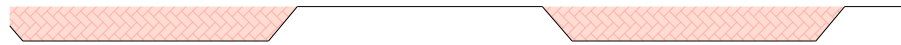
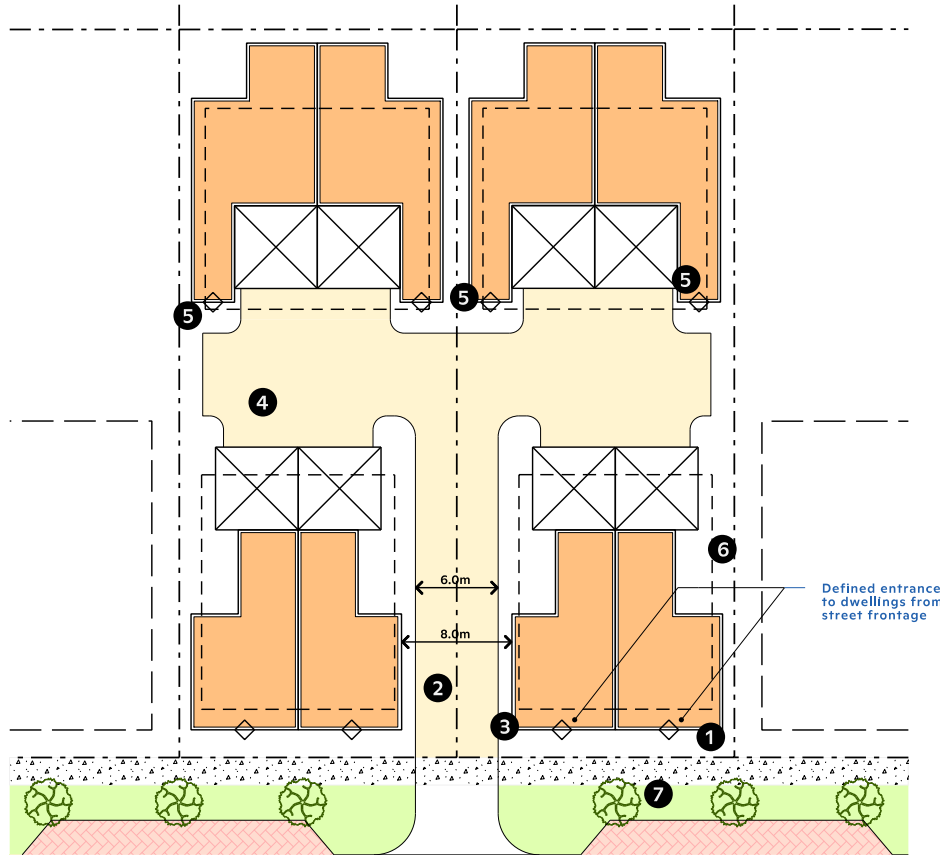
Where subdivision and/or development is proposed at a density lower than shown on Plan 2, the applicant shall demonstrate to the satisfaction of the decision-maker how the proposal does not prejudice the intended development potential of the land as envisioned by the Precinct Structure Plan.

4.5 Service Commercial

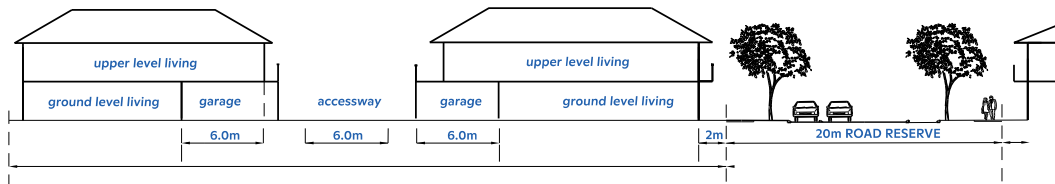
- 4.5.1 All development within the Service Commercial precinct shall be in accordance with the following:
- (a) A minimum building scale of two storeys at the street edge is required;
 - (b) An emphasis shall be placed on providing good quality design outcomes in regard to site layout and architectural design (as shown within **Table 1**) by bringing buildings closer to Pinjarra Road and street corners; and
 - (c) Crossovers and access to Pinjarra Road shall be minimised.
- 4.5.2 As a condition of development, the landowner may be required to enter into a deed of agreement with the City of Mandurah, to grant an easement in gross to ensure reciprocal rights of access to facilitate the movement of vehicles and pedestrians between adjacent properties.

Site Layout

All details indicative only;
Prepared for illustrative purposes;
Two lots shown



Cross Section Through Site



Requirements

- 1 2.0m front setback, with balconies permitted to be 1.0m setback from boundary. Clearly defined entrance to dwelling from street, with no private open space / courtyards at ground level permitted within front setback.
- 2 Shared crossover between two lots with a total width of 6.0m (3.0m each on each lot). Buildings setback 1.0m from driveway.
- 3 Setback to be landscaped and provided with suitable lighting.
- 4 Driveway in an 'L' shape configuration, with all parking off rear portion of access.
- 5 Defined entrances to rear dwellings.
- 6 Possible extent of upper storey element shown dotted. Side boundaries to be as per Residential Design Codes.
- 7 Upgraded street verge, with quality landscaping treatment, street trees and new footpath. Visitor parking may be constructed to City of Mandurah specifications, where suitable or as informal on-street parking.

4.6 Tourist

4.6.1 Application of R-Codes

Units in any development designed primarily for tourist occupation shall not be subject to compliance with the R-Codes in regard to minimum site area required per dwelling (i.e. the relevant R-code shall apply to permanent residential only).

This clause is subject to such units being occupied by any person for a maximum of three months in any 12-month period. This restriction shall be placed on any development approval issued and subsequent management statement of a strata scheme.

4.6.2 Site Specific Provisions

Lot 7 Mandurah Terrace (Silver Sands Resort)

Grouped dwelling and/or multiple dwelling development is possible subject to there being no net loss of short term accommodation on site. The location, design and quality of short term accommodation will be subject to review upon presentation of plans for redevelopment of the site in consultation with Tourism WA.

Lot 11 Henson Street (fmr Lucky Caravan Park)

Grouped dwelling and/or multiple dwelling development is possible, subject to there being at least 50 short term accommodation rooms provided on site.

Development in excess of 3 storeys is dependent upon the provisions of significantly more than 50 quality short term accommodation rooms.

The location, design and quality of short term accommodation will be subject to review upon presentation of plans for redevelopment of the site in consultation with Tourism WA.

Lot 1 Ormsby Terrace (Atrium)

Grouped dwellings and/or multiple dwellings must be developed in conjunction with short term accommodation units. In such a development, no more than 25% of the total number of units shall be used for permanent residential.

Lot 312 The Lido (Chalet Park)

The maximum permanent residential component is to be limited to 25%. This ratio will only apply on the comprehensive redevelopment of the site, and will not be considered for the conversion of the existing chalets to permanent residential.

Lot 1 Dolphin Drive (Seashells)

The permanent residential component is to be limited to 40% of the total number of units in the development.

Lot 1 Marco Polo Drive (The Peninsula Hotel)

Any redevelopment of the site shall be in accordance with a Local Development Plan with no net loss of short term accommodation units.



5. Local Development Plans

5.1 Preparation of Local Development Plan

A Local Development Plan (LDP) is a plan prepared in accordance with Part 6 of the Deemed Provisions that sets out specific and detailed guidance for future development including one or more of the following:

- (a) Site and development standards that are to apply to the development; and
- (b) Specifying exemptions from the requirement to obtain development approval for development in the area to which the plan relates.

5.2 Where a Local Development Plan is Required

- 5.2.1 Local Development Plans shall be prepared for the following locations as identified within Plan 2:
 - (a) Silver Sands Resort Site;
 - (b) Former Lucky Caravan Park Site;
 - (c) Mandurah Coastal Holiday Park Site;
 - (d) Mandurah Ocean Marina Precincts;
 - (e) Mandurah Junction Development Sites;
 - (f) Former Timbertop Caravan Park Site;
- 5.2.2 Each Local Development Plan shall establish detailed and site-specific development standards and will be required to:
 - (a) Ensure the proposed development is suitably integrated into its surrounds;
 - (b) Incorporate the general land uses and access points as shown within the Precinct Structure Plan; and
 - (c) Make provision for building heights, and general development standards.
- 5.2.3 The provisions detailed in the Precinct Structure Plan for the identified sites with regard to height may be varied by the required Local Development Plan.
- 5.2.4 All development shall be in accordance with an approved Local Development Plan.



6. Overlays and Special Requirements

6.1 Heritage Requirements

6.1.1 Heritage Precinct

A Heritage Precinct has been identified within Plan 2.

This Precinct is significant to Mandurah and the wider region as it is indicative of the early settlement patterns of Mandurah where families congregated around the former ferry site adjacent to the Mandurah Bridge. The buildings identified within the Heritage Precinct are of considerable significance.

6.1.2 Heritage List

In addition to the Heritage Precinct, the area subject to the Precinct Structure Plan contains buildings and sites of considerable significance as identified within the City's Heritage List Place Records.

Conservation of these places is highly desirable, and any alterations or extensions should reinforce the significance of these sites.

6.1.3 Specific Requirements

Notwithstanding any Precinct Structure Plan specific development standards, the following applies to any development within the Heritage Precinct or sites listed within the Heritage List:

- (a) A Heritage Impact Statement is to be prepared for any development on a designated Heritage site, except in the case of minor development;
- (b) The Heritage Impact Statement is required to address the potential impact of works on the heritage significance of the place and area, alternatives considered to ameliorate adverse impacts and potential conservation benefits that may offset any adverse impacts;
- (c) Development will generally be restricted to 2 storeys unless it can be demonstrated that additional height will not adversely impact on the heritage significance of the areas; and
- (d) The varying of development standards as required by the Precinct Structure Plan will be considered where such a variation would allow for the preservation of the integrity of heritage listed buildings.

6.2 Street Setbacks and Road Widening

- 6.2.1 Future proposed road widenings are identified on Plan 2 and Plan 4.
- 6.2.2 Unless otherwise acquired by the City of Mandurah through separate agreement, the land identified, including the truncation on corner sites, will be required to be provided to the City of Mandurah free of cost upon redevelopment.
- 6.2.3 Setbacks, fencing, services and other on-site issues are to be measured from the proposed road reserve boundary as indicated on Plan 4, as if it were the front boundary.
- 6.2.4 The development potential (via commercial floor space and/or residential dwelling yields shall be measured from the original lot area (before road widening).

6.3 Significant Trees

Where a development is proposed on a site that contains a tree listed within the Significant Tree Register, or where a listed tree is located within the verge of the subject property:

- (a) The City of Mandurah will require a tree management plan to be prepared and implemented by an independent qualified arboriculturist demonstrating the proposed development will not impact on the health of the tree;
- (b) The varying of developments standards as required by the Precinct Structure Plan will be considered where such a variation would allow for the preservation of the tree on the Significant Tree Register; and

The ring-barking, cutting down, topping, lopping, removing, pruning, transplanting, filling or excavating around a tree listed on the Significant Tree Register requires a development approval under Scheme 12.

6.4 Mewburn Site

Due to the interests in this Precinct, and the various impacts that potential development will have on the City Centre, the Precinct Structure Plan identifies this area as requiring its own planning process to be undertaken to identify development outcomes, land uses, height and scale and community outcomes.

Any redevelopment of the Mewburn site should aim to provide a similar amount of parking and open space to that which currently exists.

The process for the preparation and approval of any future development outcomes will be dealt with as an Amendment to the Precinct Structure Plan as required by Clause 29 of the Deemed Provisions.

Mandurah Strategic Centre - Precinct Structure Plan

June 2024



Part Two – Explanatory Report



Document History and Status

Stage	Version No	Document Date	Approval Date
Submitted to WAPC for Approval with Part One	1	June 2019	
Revised as per WAPC Approval Requirements	2	November 2024	

Schedule of Modifications

No	Description	Version No	Document Date	Approval Date

Acknowledgment of Country

The City of Mandurah would like to acknowledge the Bindjareb people – the traditional custodians of this land – and pay respect to all Elders, past and present. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and the region.



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1. Introduction

1.1 Introduction

Mandurah's Strategic Centre is located at the heart of the Peel Region with the Mandurah Foreshore and Peel Harvey Estuary are significant attractors for visitors and residents alike.

Mandurah's Strategic Centre is a prime example of a traditionally planned mixed use town with strong, physical, social and economic connections to its marine environment context.

It's regional location, historic settlement pattern and origins as a tourist town have all contributed to Mandurah's urban structure and activity mix.

Today, Mandurah is an emerging City. The traditional grid of central streets, proximity to a key public foreshore and water space, and its connections by road and rail to the wider region provide significant opportunities for regeneration and urban renewal within the Strategic Centre.

In June 2002, the Mandurah Inner Area Strategic Plan (MIASP) was adopted by the Western Australian Planning Commission. The MIASP provided an integrated transport and land use plan for the Mandurah Inner Area incorporating Mandurah Strategic Centre, and provided strategic recommendations for further improvements to the City of Mandurah's planning framework and delivery of transport infrastructure.

These recommendations formed the basis of further detailed planning within Mandurah's Strategic Centre including the preparation of a

number of land use based Precinct Plans including the Mandurah Terrace, Inner Mandurah and City Centre Precinct Plans and Mandurah Junction and Mandurah Ocean Marina Outline Development Plans.

The Mandurah Strategic Precinct Structure Plan has been prepared in accordance with the framework provided in State Planning Policy 4.2 Activity Centres for Perth and Peel and seeks to:

- Update and refine the MIASP;
- Review and consolidate the various precinct and spatial plans prepared by the City of Mandurah into one comprehensive and cohesive activity centre plan;
- Identify the infrastructure from the MIASP recommendations that have been completed, those that have been delivered within the recommended timeframes and re-prioritise the remaining infrastructure required.
- Incorporate updated traffic and transport considerations as required by the Western Australian Planning Commission.

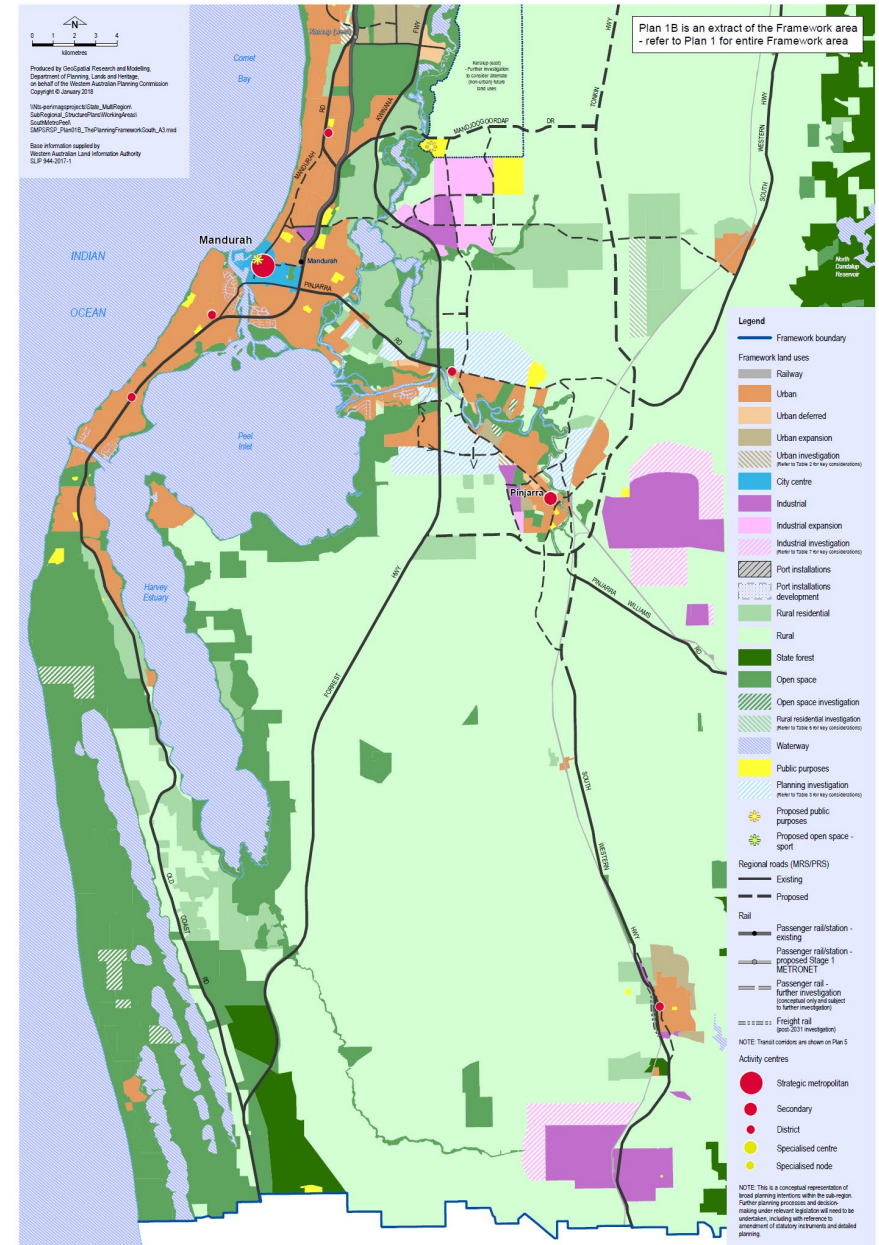
This document represents Part Two of the Mandurah Strategic Precinct Structure Plan (Structure Plan) and should be used as a reference guide for the interpretation and implementation of Part One.

1.2 Location

Mandurah's Strategic Centre is located approximately 70km south of Perth Central Business District. It is connected to the greater Perth region by the Perth to Mandurah Railway line, the Kwinana Freeway and Mandurah Road. Connections to the wider Peel Region are provided by the Old Coast Road, Forrest Highway and Pinjarra Road.

The economic and community services offered in Mandurah serves not only the residents of the City of Mandurah but also the wider Peel region, in particular the adjacent Shires of Murray and Waroona.

In addition, the Mandurah Foreshore and Peel Estuary are major attractors to the City and events such as the Crab Fest, Stretch Festival, Children's Festival, Australia Day Celebration, Christmas and New Year's celebrations draw significant numbers to the City Centre. Tourism continues to be a significant contributor to the City's economy drawing visitors from outside the Peel region.



1.3 Structure Plan Area

The Structure Plan covers an area of 450 hectares and contains a range of activities, land uses and amenities. It consists of all the land within the inner edge of the broken line as identified on the Structure Plan maps.

The historical development of Mandurah has led to a dispersed pattern of development, with the 'Strategic Centre' comprising of a number of sub-precincts including the:

- Mandurah Forum;
- City Centre;
- Mandurah Ocean Marina;
- Mandurah TOD;
- Inner Mandurah and
- Mandurah Terrace precincts.

Development of these precincts has previously been governed by a variety of precinct plans, outline development plans and scheme provisions, however there is a need to prepare a comprehensive Structure Plan for the strategic centre to facilitate and coordinate the redevelopment of the Centre and build on its existing assets and attributes.

Importantly, the Structure Plan considers linkages between individual precincts, coordinates road and transit networks, identifies community needs and open space requirements, identifies service needs, and makes recommendations to coordinate and facilitate land use, sub-precinct zoning and development requirements.

Land has been identified adjacent to the Structure Plan Boundary as being 'subject to further investigation'. These parcels of land have the potential to provide for further infill opportunities, however further detailed investigations into the servicing capacity of these areas as well as consideration of the age and type of existing housing stock are required prior to any increase in density.

Precinct Area

- City Centre
- Mandurah Ocean Marina
- Mandurah Terrace
- Inner Mandurah
- Mandurah Junction
- Mandurah Forum
- Pinjarra Road

Reserved Land

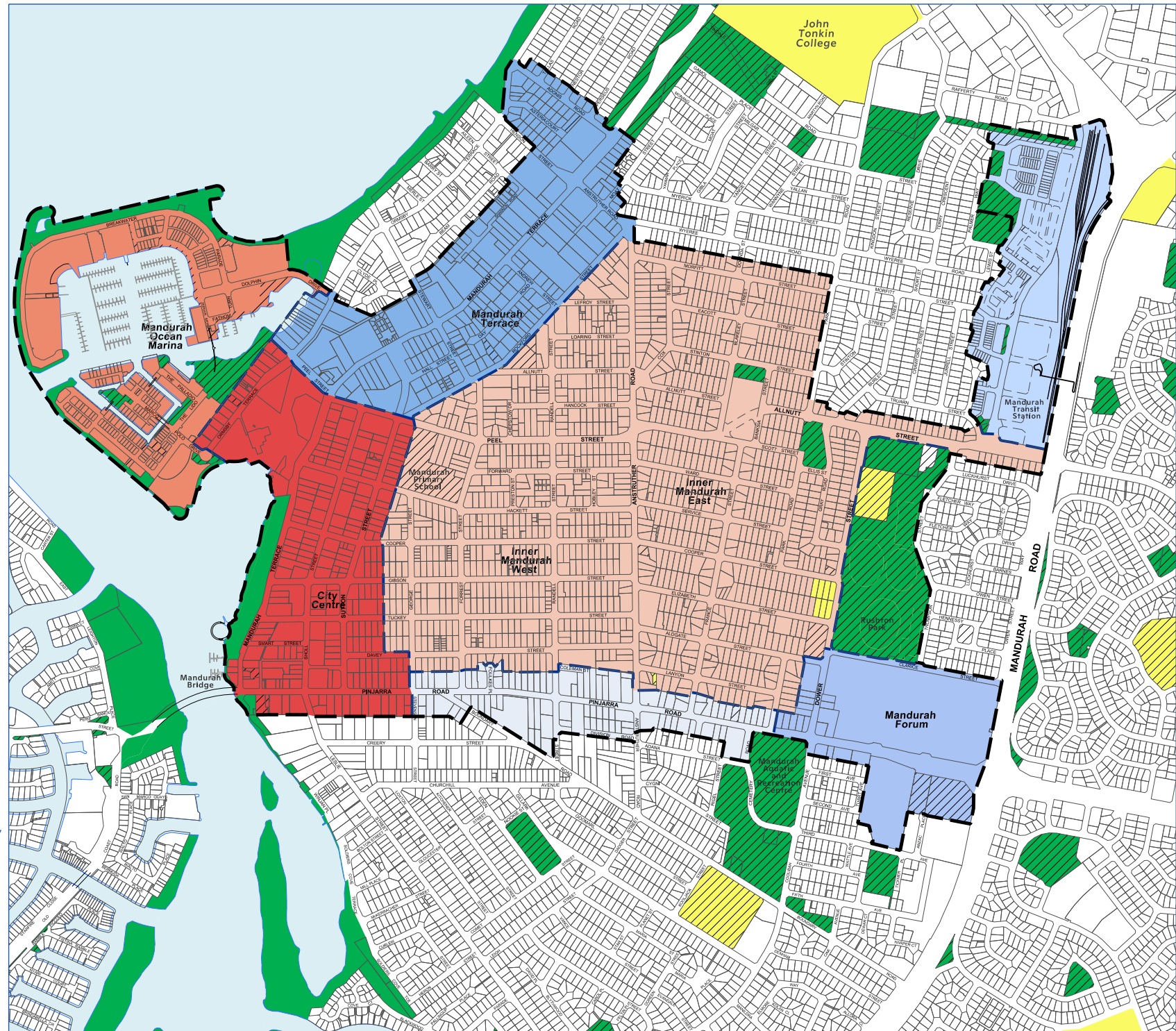
Peel Region Scheme

- Regional Open Space
- Primary Regional Roads
- Other Regional Roads
- Waterways
- Railways
- Public Purposes

Local Planning Scheme 12

- Public Open Space
- Public Purposes

Precinct Structure Plan Boundary





2. Centre Context

2.1 Centre Classification

Mandurah is classified as a Strategic Metropolitan Centre under the hierarchy established under Directions 2031 and beyond and State Planning Policy 4.2 – Activity Centres for Perth and Peel. Strategic Metropolitan Centres are defined under this hierarchy as multipurpose centres that provide a diversity of uses and a full range of economic and community services necessary for communities in their catchment.

The summary below outlines Mandurah’s performance as a Strategic Metropolitan Centre against the functions and performance targets set by SPP 4.2.

Table 1 Strategic Centre Characteristics

Typical Characteristics	Strategic Metropolitan Centres	Mandurah Strategic Centre
Main Role/Function	Strategic metropolitan centres are the main regional activity centres. They are multipurpose centres that provide a diversity of uses. These centres provide the full range of economic and community services necessary for the communities in their catchment.	
Transport connectivity and accessibility	Important focus for passenger rail and high frequency bus networks	The Mandurah Train Station is located within the Strategic Centre however this is not currently supported by a high frequency bush network with the exception of the Mandurah City Centre Circle Route.
Typical retail types	Department store/s Discount department stores Supermarkets Full range of specialty shops	David Jones, Kmart, Target and BigW are all located within Mandurah’s Strategic Centre. All major supermarkets (Woolworths, Coles, Aldi and IGA) are also represented. Specialty shops are provided within the Mandurah Forum and City Centre precincts.
Typical Office development	Major offices State Government agencies	The City of Mandurah Administration, Department of Planning, Peel Development Commission, Department of Water, Department of Sport and Recreation are located within Mandurah’s Strategic Centre.
Future indicative service population (trade) area	150,000-300,000 persons	The City of Mandurah’s population is set to grow from 83099 (2016) to 148,060 by 2050. The strategic centre does however service a much wider catchment including the adjacent Shire of Murray with a population set to grow to 164,250 by 2050.
Walkable Catchment for residential density target	800m	All areas of the Activity Centre are located within 800m of the Mandurah Circle Bus Route.
Residential density target per gross hectare	30 minimum, 45 desirable	

2.2 Centre Profile

2.2.1 Population Growth

Mandurah's 5-year average growth rate between 2006 and 2011 was 4.4 percent, well above the Western Australian average of 2.7 percent.

Using a combination of figures from Perth and Peel @3.5million plan, the Draft South Metropolitan Peel Sub-Regional Planning Framework and the City's calculations, the City of Mandurah as a whole has a population capacity of 120 000.

With Mandurah's population forecast to continue to grow steadily, this means that Mandurah's capacity will be reached sometime between 2031 and 2041, housing an additional 50,000 new residents over the next two decades.

With only small areas of greenfield subdivision remaining, the majority of this population growth will be accommodated through infill development predominantly within Mandurah's Strategic Centre.

This represents a substantial growth in population for the City Centre.

2.2.2 Demographics

The City of Mandurah currently has Western Australia's highest proportion of residents aged 65 years and over (20.4 percent) and this trend is expected to continue. This compares with the current Western Australian average of 12.3 percent, and the national average of 14.0 percent.

With regard to younger demographics, at the 2006 Census, the 20-24 age group comprised only 4.8 percent of Mandurah's total population, but by 2011, it had grown to 5.5 percent.

Similarly, the 25-29 age group comprised only 4.3 percent of Mandurah's population in 2006 but grew to 5.4 percent of total population by 2011. Even with this growth, Mandurah is still significantly under-represented in the young adult category, and to a lesser extent, the middle-age category, while being over-represented in older age groups.

One of the key planning considerations in relation to an aged population is the need to provide diversity in housing choice. As the aged population increases it is expected that there will be an increased demand for:

- Smaller dwellings/accommodation;
- Housing which is adaptive over time to allow people to age 'in-place';
- Housing which is designed to allow extended families to share homes whilst retaining some level of independence; and
- Residential lots which provide a sufficient land area in which to establish affordable, separate dwellings/ accommodation for a range of generations.

Furthermore, access to services, facilities and infrastructure is paramount. In this respect, efficient use of space through increased densities within the strategic centre and an improved public transport system is required.

With regards to the out-migration of youth (between 15-24 years) and the comparatively lower than average proportion of 25 to 54 year olds within Mandurah, consideration needs to be given to attracting and

retaining the 'younger demographic' in order for Mandurah to remain economically competitive and achieve its vision of becoming a vibrant, prosperous, connected and sustainable city.

2.2.3 Employment

Mandurah's unemployment rate is currently 7.0% (December 2017), compared with the WA average of 5.9%³. Mandurah's labour force is currently at around 35,000, or approximately 42% of its total population. This compares unfavourably with neighbouring metropolitan fringe local government areas such as Rockingham (51% labour force participation), Kwinana (51%), and Cockburn (55%).

Whilst Mandurah's low labour force participation can be partly attributed to its popularity as a retirement destination, Mandurah has comparatively low labour force participation levels across all age groups between 25 and 64, with particularly low participation in the 55-64 age group.

Current figures highlight Mandurah's employment self-sufficiency is at 67 per cent with 83 per cent of jobs in the broader region being population driven, which mainly serve the regular basic needs of the population.

Of further relevance to the existing employment context is the numbers of residents within Mandurah which currently commute out of Mandurah and the region (9 950) for employment, compared to the numbers of residents within the region and from outside the region (3 862) that commute into Mandurah for employment.

More recently, Directions 2031 has set sub-regional employment targets and seeks to increase employment self-sufficiency within the Peel Region to 80 per cent by 2031 and advises that 'employment

growth should ideally exceed the population growth rate' within the region. Whilst the population driven economy will continue to grow as the population increases the City will seek to encourage and facilitate local and regional higher order business employment opportunities, particularly within the City Centre.

However, the City needs to identify through relevant economic development strategies its competitive advantages for key growth industries to realise real employment growth that seeks to achieve quality employment rather than reliance on population driven growth.

2.2.4 Challenges

As a result of sustained rapid growth on the urban fringes of Perth, Mandurah's strategic centre faces a range of sustainability challenges, including:

- Creating jobs and improving access to local employment;
- Growing and diversifying the regional economy;
- Improving education and training outcomes;
- Ensuring community health and wellbeing, safety and security;
- Preserving the natural environment and waterways;
- Attracting and retaining young people;
- Meeting community infrastructure needs;
- Improving public transport infrastructure and connectivity;
- Addressing social disadvantage, including affordable and crisis housing needs;
- Maintaining Mandurah's regional identity.

2.2.5 Vision

The City of Mandurah's 20 Year Strategic Community Plan 2017-2037 is the result of extensive community consultation and was prepared to

shape the City of Mandurah's Strategic direction over the next two decades.

More specifically, the following strategies and initiatives as identified within the Strategic Community Plan 2017-2037 are applicable to Mandurah's Strategic Centre.

Environment:

- Protect and ensure the health of our natural environment and waterways.
- Increase our scientific understanding and knowledge of the marine and estuarine environment.
- Encourage and enable our community to take ownership of our natural assets, and to adopt behaviours that assist in achieving our environmental targets.
- Factor climate change predictions into land-use planning, building design and future council decisions.

Social:

- Help build our community's confidence in Mandurah as a safe and secure city.
- Ensure the provision of quality health services and facilities.
- Provide opportunities, services and activities that engage our young people.
- Provide a range of social, recreational, entertainment and learning experiences for our residents and visitors.

Economic:

- Increase the level of regional employment.
- Increase local education and training opportunities.
- Develop a strong and sustainable tourism industry.

Infrastructure:

- Advocate for and facilitate the provision of infrastructure that matches the demands of a growing population.
- Advocate for and facilitate the provision of an integrated movement network.

Identity:

- Encourage active community participation and engagement.
- Embrace Mandurah's identity as a multicultural community.
- Promote Mandurah's identity as a unique regional city, based on its waterways, history and future vision.
- Become known as a city and destination for events, arts, heritage and culture.

Organisational Excellence:

- Demonstrate regional leadership and advocacy.
- Listen to and engage with our community.
- Ensure the City has the capacity and capability to deliver appropriate services and facilities.
- Deliver excellent governance and financial management.
- Build and retain a skilled, motivated and healthy workforce

This Structure Plan provides a mechanism for the implementation of the City of Mandurah's community vision for the Strategic Centre.



3. State and Regional Planning Context

3.1 Directions 2031 and Beyond

The Directions 2031 Spatial Framework for Perth and Peel is the highest level spatial framework and strategic plan for metropolitan Perth and Peel region. The document identifies a preferred growth scenario for the Perth and Peel Regions to 2031 and the key improvements necessary to achieve more balanced growth outcomes.

Directions 2031 identifies Mandurah as a Strategic Metropolitan Centre. The vision, objectives and priorities of this Structure Plan are consistent with the activity centre principles outlined in Directions 2031 as the plan aims to facilitate improved land use and infrastructure efficiencies, greater housing diversity and employment opportunities focused around the City's waterfront identity.

The document also identifies a number of key initiatives required for implementation relating to this Structure Plan including the draft outer metropolitan Perth and Peel sub-regional strategy to guide land release, staging of infrastructure provision and make provision for urban development within the Structure Plan area.

In identifying the hierarchy of activity centres within the Perth and Peel region, Directions 2031 and Beyond acknowledged that some of the identified Strategic Metropolitan Centres would emerge and grow as a Primary Activity Centres, with the lineal nature of the Perth and Peel Region suggesting that such a 'second city' is capable of being developed to the north and to the south of the Perth CBD. Based on the activity centre hierarchy established within Directions 2031 and State Planning Policy 4.2, primary centres should house major institutions and become the preferred location for investment in high

order public and employment generating infrastructure outside the central metropolitan sub region. In order to achieve Primary Centre status, Strategic Metropolitan centres should build on their existing assets and invest in the attributes that influence the location decision of these business, including accessibility, land availability, local amenity, communications and technology and the availability of skilled labour.

This Structure Plan recognises the potential for Mandurah to grow and establish itself as a Primary Activity Centre based on the following:

- the Mandurah City Centre is compact and has sufficient space which is linked by a range of nodes via a quality public transport system;
- Mandurah has the required amenity to support a high order city centre business precinct, including a high quality waterfront position;
- Mandurah and its surrounding sub-regional population (217 000) has the capacity to provide the labour workforce required.
- Mandurah is a sufficient distance from the main centre (Perth CBD) so as not to be overshadowed by it; and
- Mandurah is supported by an active program to promote externally orientated economic activity.

Further detailed planning is recommended to be undertaken for the Mandurah Strategic Centre in a strategic and statutory framework to progress these key economic outcomes.

3.2 South Metropolitan Peel Sub-Regional Planning Framework

The South Metropolitan Peel Sub-regional Planning Framework aims to establish a long-term integrated planning framework for land use and infrastructure to guide future growth across the region. The Framework recognises Mandurah as a focal point for population, commercial and retail activity in the Peel sector, enhanced by the natural attractions of the Mandurah foreshore and waterways. Whilst Mandurah will remain a focal area for retail and commercial development, as well as tertiary education, continued diversification into tourism industries will provide further employment benefits.

Key planning principles identified within the Framework that are fundamental to the future growth and development of the Mandurah Strategic Centre include:

- Develop a consolidated urban form that places emphasis on urban infill and increased residential density - An infill target of an additional 14510 dwellings has been set for the City of Mandurah, the majority of which will be accommodated in Mandurah's strategic centre.
- Facilitate increasing the number of people living close to where they work with the identification of suitable sites for employment within the sub-region, with a focus on attracting strategic economic and employment land use to the sub-region – In addition to the retail and commercial employment opportunities in and around Mandurah, the framework identifies the development of the Nambelup Industrial area as providing for a broad and diversified industry base to boost jobs in the Peel Region.

- Maximise the use of and add value to existing infrastructure, including transport, community/ social and service infrastructure, where there is a concentration of urban and employment opportunities -The Framework highlights the need to ensure transit corridors connect the city centre with the surrounding urban catchment and other key centres, including Pinjarra and Ravenswood as well as the need to consolidate non-residential activities in the city centre.

3.3 Mandurah Inner Area Strategic Plan (July 2002)

The Mandurah Inner Area Strategic Plan (MIASP) was prepared by consultants for the Western Australian Planning Commission and adopted in June 2002.

The Strategic Plan, emanating out of the Mandurah Land Use and Transport Study integrated the transport and the land use considerations for the central Mandurah area into the one document, providing strategic recommendations for further improvements to the City of Mandurah's planning framework and delivery of transportation infrastructure. A review of the status of the recommendations made by the MIASP has been included is shown in Table 1.

The MIASP identified a number of sub-precincts each with its own identity based on the different functions they performed and the services provided including the City Centre, Civic, Mandurah Forum, Transit Station and Pinjarra Road Commercial precincts and proposed the development of more detailed precinct plans to guide future development within the Mandurah Inner Area.

The following Precinct Plans and Outline Development Plans were subsequently developed by the City of Mandurah and endorsed by the

Western Australian Planning Commission, in accordance with the recommendations of the MIASP:

- Mandurah Terrace Precinct Plan (July 2009)
- Inner Mandurah Precinct Plan (March 2011)
- City Centre Precinct Plan (March 2013)
- Mandurah Ocean Marina Outline Development Plan (August 2013)
- Mandurah Junction Outline Development Plan (August 2013)

Table 2 MIASP Road Infrastructure Proposals Status

	Current Status:
2002 – 2006	
1. Allnut St / Fremantle Road (Mandurah Road) traffic light controlled four-way intersection	Completed
2. Allnut Street East-West Link	Completed
3. Mandurah Town (old) Bridge Planning	Completed
4. Mandurah Road / Pinjarra Road - increase capacity of right turn (add second right-turn lane)	Completed
5. Leigh Street / Dadger Street - could be considered for through-connection at any time as the link is for connectivity rather than based on traffic volume needs	Completed
6. Construct new north-south road through the Transit Station Precinct	Work in progress 50% complete
7. Construct Peel Deviation (Kwinana Freeway / Forrest Highway) and Northern Mandurah Bypass (Mandjoogoordap Drive), as recommended in the Main Roads report Peel Regional Road Network Development Strategy	Partly complete. Road B not complete.
2007 – 2011	
8. Pinjarra Road - construction to four lanes in widened reserve between Sutton Street and Dower Street	Four lanes in existing 20m road reserve
9. Anstruther Road - upgrade to two lanes, central median strip plus parking lanes in widened reserve north of Pinjarra Road	No progress other than to allow for Precinct Plan Road Reserve
10. Mandurah Terrace - upgrade to dual carriageway, two lanes in each direction plus turning lanes between Fremantle Road (Mandurah Road) and Anstruther Road	Complete
11. Davey Street / Lanyon Street - construct link, subject to outcome from a detailed precinct review by City of Mandurah	Link previously identified and removed from strategic plans.
12. Construct roundabout entry statement for Mandurah Terrace (City of Mandurah initiative) after construction of Peel Deviation (Kwinana Freeway / Forrest Highway) and Northern Mandurah Bypass (Mandjoogoordap Drive)	No progress

2012 - 2021

13. Second Mandurah Estuary Bridge (to be constructed after 2011 and before 2021)	Under Construction
14. Mandurah Town (old) Bridge - upgrade to provide one additional eastbound traffic lane and provide for pedestrians/cyclists, provided that the bridge remains structurally sound until this time. If not, reconstruct at an earlier date to maintain a safe crossing	Completed
15. Leslie Street - upgrade with streetscape improvements such as kerbside parking in existing reserve	Complete
16. Mandurah Bypass - construct to six lanes from Leslie Street to Northern Mandurah Bypass (subject to further investigation on prevailing transport patterns at the time)	No progress

2022 - 2031

17. Connection through from Northern Mandurah Bypass to Kwinana Freeway	Partly complete. Road B not complete.
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Table 3 MIASP City of Mandurah Planning Proposals Status

Precinct Plan Area	Planning Document	Current Status
1. City Centre Precinct	City Centre Precinct Plan	WAPC Endorsed March 2013
2. Mandurah Forum and Transit Station Precinct	Mandurah and Gordon Road Transit Precinct Unlocking the potential (Mackay Urban Design, January 2006) Mandurah Junction ODP Central Park ODP	Urban Design study endorsed by Council 2006 ODP Approved 2011 ODP Approved 2012)
3. Mandurah Terrace Precinct	Mandurah Terrace Precinct Plan	WAPC endorsed July 2009
4. Pinjarra Road Mixed Use/ Commercial Precinct	No progress to date	No progress to date
5. Neighbourhood Centre Precinct (and other mixed use sites/areas)	Inner Mandurah Precinct Plan	WAPC Endorsed March 2011

3.4 Local Planning Strategy

The City of Mandurah's Local Planning Strategy was approved in March 2021, and provides the strategic basis for Local Planning Scheme No. 12. Key recommendations arising out of the Local Planning strategy that are applicable to the Strategic Centre include:

- Focus sub-regional functions of activity, employment, transport and amenities (including recreation) within the Mandurah Strategic Centre.
- Review existing precinct plans and outline development plans within the 'city centre', reconcile local variations to determine appropriate densities, urban form and servicing requirements throughout the precinct.
- Maximise the potential of the Mandurah Strategic Centre as a key redevelopment area for housing, education, retail, employment and social infrastructure.
- Acknowledge that a variety of housing choices and built form outcomes are required and seek to provide a range of housing types that are affordable to a range of demographic profiles.
- Ensure proposed Precinct Structure Plans for the Mandurah Strategic Centre and Falcon Village Precinct reflect and protect the important tourism functions these areas provide and protect key tourism sites.
- Prepare an integrated Transit Strategy for the Mandurah City Centre.

- Liaise with the Public Transport Authority with regards to improving bus services, having regard to commuter patterns and the demand for travel between the City Centre and local destinations (ie train station, Peel Education Campus, Peel Health Campus, District Town Centres, regional and subregional destinations).
- Liaise with the City of Rockingham, Shire of Murray and State Government on the long term consideration for the delivery of an integrated rapid mass transit system to connect inter-regional destinations such as Rockingham, Mandurah and Pinjarra.
- Liaise with Western Power and Water Corporation regarding the servicing capacity of the Mandurah City Centre for future infill development.

3.5 Local Planning Scheme No 12

Under Scheme 12, the Structure Plan area is zoned Strategic Centre.

Under the previous Town Planning Scheme 3, the Structure Plan area comprised of a number of Development Zones including the Mandurah Ocean Marina, City Centre, and Precinct Development zones along with areas of Commercial, Service Commercial and Residential zoned.

Individual precinct plans have guided development within the Development zones, with a strong focus on built form outcomes.

3.6 Other Relevant Planning Documents

Significant investment has been made into the planning and development of Mandurah's Strategic Centre over the years, resulting in the preparation of key strategies and masterplans. The following documents have been reviewed and considered the preparation of this Structure Plan:

- Mandurah Centre Revitalisation Strategy (February 2009);
- Mandurah Southern City Strategy;
- Mandurah Foreshore Focus 2020 Vision Master Plan (April 2007);
- Mandurah Terrace Precinct Plan (July 2009);
- Inner Mandurah Precinct Plan (March 2011);
- City Centre Precinct Plan (March 2013);
- Mandurah Ocean Marina Outline Development Plan (August 2013);
- Mandurah Junction Outline Development Plan (August 2013); and
- Mandurah Car Parking Strategy.



4. Movement

4.1 Strategic Road Hierarchy

The Mandurah Strategic Centre is serviced by Mandurah Road, Mandurah Bypass-Fremantle Road (with connections to the Kwinana Freeway) and Pinjarra Road, all Primary Distributor Roads under the Main Roads WA Main Roads Functional Road Hierarchy, providing access to the centre from the wider region.

Key entry points into the Mandurah Strategic Centre include Mandurah Terrace from the north, Peel/Allnut Street and Pinjarra Road from the East and Leslie Street and Old Coast Road/Pinjarra Road from the South.

The traditional grid pattern within the Strategic Centre allows for the distribution of traffic throughout the centre. Sutton Street, Anstruther Road, and Dower will provide for key north south links through the City Centre, with Pinjarra Road and Peel/Allnut Street providing east west links.

4.2 Public Transport Infrastructure

Council's Strategic Community Plan seeks to ensure that Council advocates and facilitates the provision of an integrated movement network with strategies to ensure that "access to the Mandurah City Centre caters for all forms of transport".

An efficient and convenient public transport system is key to reducing the reliance on private car travel within the Mandurah Strategic Centre.

Mandurah is serviced by the Perth to Mandurah train line with peak services arriving every ten minutes. The Mandurah Transit Station is removed from the core of the Strategic Centre requiring bus services to provide connections in and around the City Centre. Routes 588 and 589 provide a circle route around the city centre in both directions with a bus departing every 10 to 15 minutes in peak periods.

This route is within 400m distance of the majority of retail and service areas within the Mandurah Strategic Centre. Whilst the Circle route does provide public transport access to the whole of the Strategic Centre, the frequency of services does not coincide with train arrival times.

In addition, apart from the Mandurah Train line, services in and out of the Mandurah Strategic Centre are limited with no high frequency services linking suburban communities to the north, south and east.

To support the delivery of high quality infill and redevelopment within Mandurah's Strategic Centre and to support its role as a key regional centre the following priorities have been identified:

6. *Improvements to the Mandurah passenger rail line that includes:*
 - (a) *an extension to Ravenswood and ultimately Pinjarra;*
 - (b) *further improvements at the Mandurah Transit Station such as additional car parking and promotion of transit orientated development; and*
 - (c) *an additional train station to the north of the existing Mandurah Station to service the northern suburbs of Mandurah,*

acknowledging the current State Government's has committed to a station at Karnup; and

(d) a connection between Cockburn Central and Thornlie that provides connection to the south-east metropolitan area and further connections to between the Forrestfield Airport Link and the Thornlie line.

7. *The development of a high frequency street based transit system to service the central Mandurah area in a staged approach which would ultimately be extended to the Peel Health campus, Halls Head Town Centre, Halls Head Beach precinct and along Mandurah Terrace (north of Peel Street);*

8. *The development of a rapid bus transit system along Mandurah Road, between the northern suburbs of Mandurah to the Mandurah Transit Station; and along Old Coast Road to the southern suburbs of Mandurah and the Mandurah Transit Station.*

4.3 Traffic Analysis

Road network upgrades and recommendation made within the Mandurah Inner Area Structure Plan were formulated using traffic modelling and analysis undertaken by Sinclair Knight Merz (SKM) in January 2002 with the horizon year for modelling undertaken being 2031.

Since this time, a number of major initiatives were completed including the completion of the Perth to Mandurah Rail Line in 2007 and the New Perth Bunbury Highway (Kwinana Freeway / Forrest Highway) in 2008 which changed the transportation patterns at a sub-regional level. In addition, with the Old Mandurah Traffic Bridge coming to the end of its useful life, a review of the land use and traffic modelling was

considered necessary to assist in the decision making process for the future development of the City Centre and the replacement model for the Old Mandurah Bridge.

The City of Mandurah commissioned Transcore to undertake strategic transport modelling for the Mandurah area and to investigate future upgrade requirements for the existing Mandurah Traffic Bridge and Mandurah Estuary Bridge. The modelling was based on land use data provided by the City of Mandurah including forecasted increases in commercial floor space and residential dwelling yield as identified in Mandurah's Activity Centre Strategy and the WAPC's Outer Metropolitan Perth and Peel Sub regional strategy.

The modelling did not however take into account the impact of other significant interventions such as public transport or pedestrian/cyclist facilities in this area in the future, nor the trends indicating a decline in car usage.

Arising out of the Transcore modelling the following upgrades to the road network within the Mandurah Strategic Centre were recommended:

- Extend Sutton Street north to connect with Mandurah Terrace;
- Extend Sutton Street south to connect with Leslie Street;
- Connect Davey street to Lanyon Street to enhance the east west commercial centre;
- Provide a connection to the Marina via Peel Street
- Realign Boundary Road to form a 4-way intersection with Pinjarra Road and Forrest Street; and
- Enhance and improve the standards of Sutton Street, Anstruther Road, Cooper Street, Boundary Road and Dower Street to provide more capacity for the city centre network.

In providing the above recommendations it was recognised that the practicality and timing of these improvements would require further investigations. In addition, in order to reduce congestion and minimise the level of road network upgrades required, effective, integrated and viable public transport, improvements to pedestrian and cyclist facilities and other mechanisms such as the control of parking supply were recommended in order to achieve a viable and vibrant city centre and a balanced transport system.

The northern extension of Sutton Street to Mandurah Road was completed in February 2017 resulting in Sutton Street becoming a key north-south link through the City Centre, reducing traffic along Mandurah Terrace and Sholl Street and creating a more pedestrian friendly environment within the City Centre Core. Pending land acquisition, the southern extension of Sutton Street through to Leslie Street will complete this north south link.

The realignment of Boundary Road to form a 4-way intersection with Pinjarra Road and Forrest Street will provide an additional north-south connector to and from the City aiding the distribution of traffic through the City, and improve the safety of Pinjarra Road given the inadequacy of the current separation distance between the Forrest Road and Boundary Road. The upgrade to this intersection will be progressed pending finalisation of Amendment 011/33 to the Peel Region Scheme.

The connection of Davey Street to Lanyon Street will not be progressed as the cost of the connection far out ways the potential benefits in reduction of traffic along Pinjarra Road, particularly with the connection terminating at Parkview Street. Rather traffic will be managed through the requirement of shared crossovers and reciprocal access agreements across carparks on adjacent lots.

Similarly, the provision of an additional connection between Peel Street and the Marina will not be progressed in the near to medium future as the cost would far exceed the benefits of reduction in traffic along Dolphin Drive at this stage.

4.4 Car Parking Strategy

Strategic planning for the provision of car parking within the City Centre can be used to encourage a shift in commuter expectations and travel behaviours in line with the sustainable growth and development of the City Centre. A key challenge for the Mandurah Strategic Centre is to provide sufficient parking to address mobility, access and economic needs whilst balancing the competing land uses which are necessary to ensure a sustainable, vibrant and thriving pedestrian orientated City Centres.

The City of Mandurah's Car Parking Strategy was finalised in 2011 and provides an analysis of the current and future car parking requirements of the City Centre and sets the strategic direction for the provision of car parking as summarised below.

4.4.1 Long Term Parking

Long term parking, which is expected to largely cater for the future demand of the City's employment centre is proposed to be located at the periphery of the City Centre core. Sites should be located within ten minutes walking distance of key employment destinations connected by safe, attractive and direct pedestrian routes.

The creation of long term parking on the periphery of the City Centre will enable the pedestrian economy and local business to be more broadly activated throughout the City centre. The use of improved way finding signage will be utilised to assist in changing parking

behaviour and breaking the 'park at the door' expectation of commuters.

4.4.2 Short Term Parking

Short term parking is proposed to be prioritised in on-street locations and within the core of the city centre to accommodate short term visitors. Time restrictions ranging from 15 minutes to 2 hours and enforcement of vehicle turnover will be actively applied in these locations to ensure commuters are directed to the most appropriate parking location for their particular duration of stay. In the medium to long term, the introduction of a paid parking system may be used to address demand and turnover.

4.4.3 Car Parking Rates

SPP 4.2 recognises that increasing demands for access, particularly for strategic metropolitan centres, requires a reduced reliance on private cars and a mode shift towards public transport, walking and cycling. Within the City Centre, it is desirable to require reduced parking rates based on:

- A proportion of parking being provided as public parking and therefore available for reciprocal use. Reciprocal parking allows for the most efficient use of available bays whereby uses that have different periods of peak demand can utilise the same parking facilities; and
- Reduced rates of car parking together with improvements to the pedestrian and cycle networks and public transport will encourage alternative forms of transport.

State Planning Policy 4.2 provides the following upper limit parking provisions as a guide – 2 bays per 100m² for showrooms and offices

and 4-5 bays per 100m² for shops. Minimum parking may be required, however there should be some flexibility for proponents to provide less or no parking on site and contribute cash-in-lieu towards facilities and services for common-use parking, public transport and alternative modes.

The following car parking rates are proposed to be utilised within the Mandurah Strategic Centre:

Standard Provision (floorspace in Gross Leasable Area)	
Residential Development	In accordance with the Residential Design Codes
Retail (including restaurants, music venues)	3 bays per 100m ²
Service Commercial	1 bay per 40m ²
Office	1 bay per 70m ²
Tourist accommodation	1 bay per room or accommodation unit

A minimum of 25% of the car parking requirement must be provided on site for those lots greater than 1000m², with a cash-lieu payment being made to the City of Mandurah for the balance.

4.5 Walking and Cycling Access

Increasing population in and around Mandurah's Strategic Centre will result in an increased need to embrace sustainable transport options such as cycling and walking to reduce congestion within the City Centre. For this reason, improving pedestrian and cycling access and

amenity will be a priority in planning and decision making process within Strategic Centre.

The City of Mandurah's approach to access and movement in the City Centre is to give pedestrians priority. Traffic strategies for the City centre have been designed to promote the City centre as a different traffic environment to the remainder of Mandurah, an environment that is designed for the pedestrian.

The traditional grid pattern of streets within the Strategic Centre provides for a high degree of legibility, with existing footpaths located along the majority of streets.

However a key challenge within the Strategic Centre is the distance between key destinations, with the train station, Mandurah Forum and City Centre all being located on the periphery of the Strategic Centre. Facilitating safe, attractive and convenient pedestrian movements and stronger connections between public transport, car parking and key functions within the strategic centre will be integral to the future success of the centre as a pedestrian priority centre.

A focus on improving the pedestrian experience will be concentrated along key access routes into the city centre through the provision of shade, street furniture, active frontages and alternative road treatments. The location of long term parking on the periphery of the City Centre will also enable the pedestrian economy and local business to be more broadly activated within the City Centre.

Cycling in the Mandurah CBD will also be encouraged by providing clear and safe cycle routes that link to the greater Mandurah cycle network, and through provision of end-of-trip facilities to encourage commuting.

'Green' Streets have been identified separate to District and Neighbourhood connectors. These streets will serve as 'Active Transport Connectors' Routes which connect the City centre, the Mandurah Train station, Western Foreshore and Mandurah Ocean Marina, separate to high traffic District and Neighbourhood connectors, will be prioritised for pedestrian and cycle traffic, through the provision of 'Green' Streets should be encouraged with end to end point services available at all locations. (Bike parking, toilet facilities)

The provision of end of trip facilities, including bicycle parking, showers and lockers assist in the promotion of cycling as an alternative mode of transport. In addition the provision of safe cycle routes, separate from key vehicle access routes, between key locations such as between Mandurah Train Station and the city centre, would support cycling.



5. Activity

5.1 Overview

The City of Mandurah Activity Centre Strategy reviewed projected demand and supply for commercial and office space within the City of Mandurah.

The need to provide a future direction for activity within Mandurah was driven by the following factors (as referenced in the 2013 Strategy):

- Mandurah is anticipated to experience significant residential growth, with the population increasing from 70,000 residents in 2011 to 120,000 residents in 2031
- Directions 2031 and Beyond has set an employment self-sufficiency target of 80% for the Peel Sub-Region by 2031. Within Mandurah this equates to a need for the creation of 30,000 jobs to 2031, a 300% increase from 2006 levels
- Through Southern City Strategy and the Mandurah City Centre Precinct Plan, the City has expressed a renewed desire to strengthen the City Centre precinct with a diverse and intense range of uses
- Through the Southern City Strategy, the City has invested in a vision for a mature economy for Mandurah that achieves Sub-Regional Employment Targets and improves the overall employment quality on offer within the City as well as meeting quantity targets

- The regional road network modifications, including the Kwinana Freeway extension and Forrest Highway, would result in a significant restructure of local economy expenditure
- Population growth within the Shire of Murray will potentially result in the generation of new demand within Mandurah
- The Perth to Mandurah Rail Line is a significant piece of economic infrastructure that may be leveraged by the local economy
- Growth in showroom/large format retail/bulky goods retail across Australia has exceeded growth in shop retail by approximately 4% over the last 5-years, resulting in a significant increase in demand for this offer.

Key recommendations included focusing further retail and commercial activity around the Mandurah City Centre, as well as around existing public transport infrastructure, allowing for the development of diverse, intense nodes of activity that, along with targeted economic development interventions, would foster the development of mature local economies. This focus will be complimented by the further development of locally based retail nodes consistent with the population growth in Mandurah outside of the city centre.

In addition the Activity Centre Strategy recognised the key aims of the Southern City Strategy and Action Plan 208, which identifies the need to ensure the long term economic and employment sustainability of Mandurah and the promotion of Mandurah as the economic hub of the Peel Region

Current figures highlight Mandurah's employment self-sufficiency is at 67 per cent with 83 per cent of jobs in the broader region being population driven, which mainly serve the regular basic needs of the population.

Of further relevance to the existing employment context is the numbers of residents within Mandurah which currently commute out of Mandurah and the region (9 950) for employment, compared to the numbers of residents within the region and from outside the region (3 862) that commute into Mandurah for employment.

The City through its economic development strategy is seeking to identify its competitive advantages for key growth industries to realise real employment growth that seeks to achieve quality employment rather than reliance on population driven growth. Importantly, the City recognises that necessary infrastructure is required to facilitate a commuting workforce.

Data identifies the adjacent local government areas as large employers (City of Rockingham 6.7% and Shire of Murray 5.8%), and the Nambeelup Industrial Park is anticipated to provide further employment opportunities. The Strategy therefore contemplates a public transport network that facilitates access to key employment centres, both intra and inter-regionally.

5.2 Key Precincts

Mandurah's strategic centre is made up of a number of sub-precincts which have established due to the geographic nature of the centre long with the historical development patterns. Each of these sub-precincts have different roles to perform to make up a complete strategic centre varying from tourism and visitor destinations, employment and retail centres, other retail or bulky good centres or as

a major road and transport links to support medium to high residential densities.

5.2.1 City Centre Core

The City Centre Core is the historical centre of Mandurah, and is based around a key public foreshore and water space, and a grid of central streets. The City Centre Core has historically been seen as the primary retail, entertainment and employment centre for the region. However, due to previous planning for Mandurah being based predominately around a car based suburban network, there has been little investment in retail and commercial space within this central core for a considerable time, with a preference for low scale, commercial centres outside the city centre. Restaurants and entertainment venues dominate the Mandurah Terrace portion of the City Centre. These uses shall be encouraged with active and semi-active frontages identified to enhance the vibrancy and amenity of key pedestrian links by encouraging pedestrian activity, improving passive surveillance and increasing public security. The City is also undertaking redevelopment of both the western and eastern foreshores which will improve connections between the City Centre and the foreshore.

Further employment, retail and entertainment uses should be focused in the City Centre Core and Marina precincts. Residential development will be permitted within this precinct above the ground floor, however residential land uses should not dominate outcomes necessary to ensure that office, retail and entertainment uses prevail. The City's Alcohol Management Policy supports the provision of smaller licenced venues as the preferred drinking venue. In order to encourage these venues over large venues, the Structure Plan provides for a more streamlined process for smaller "low risk" venues, with higher risk venues such as Taverns requiring a more detailed assessment through the provisions.

5.2.2 Mandurah Forum

The Mandurah Forum Precinct includes the existing Mandurah Forum site, the adjacent service commercial areas west of Dower Street and south of Pinjarra Road and civic centres including the Mandurah Aquatic and Recreation Centre, Public Library, Courthouse and Police Station. Land use and development is currently governed by the various zonings under Scheme 3.

The Mandurah Forum provides the central hub to this precinct and is adjacent to high-frequency bus services and benefits from being within 1km of the Mandurah train station.

Originally opened in in the early 1980's, the Mandurah Forum initially operated as a stand-alone internally focused shopping mall with little relationship to the surrounding precinct.

Recent expansions to the centre have improved connections to both Dower and Pinjarra Road. This provides further opportunities for improving the streetscape and connecting to the surrounding commercial land to create one large retail precinct reflective of its central location from a 'sub-regional' perspective. Retail development that could not otherwise be accommodated within Mandurah City Centre maybe appropriately located in this sub-precinct

Key issues within this precinct include but are not limited to urban form and design, road and traffic movements, public transport, pedestrian movement and amenity, landscape and community development.

5.2.3 Transit Precinct

The Mandurah Junction Transit Precinct is the key arrival point to the strategic centre. Original planning for the precinct sought to maximise the opportunities for residential development within walking distance of the train station and integrate new commercial/mixed use development within the precinct.

The vision for Mandurah Junction has largely not been realised with limited demand for medium to high density development within the precinct. Proximity to the train station has not translated to a strong desire to live nearby, and the availability of commercial and mixed use developments within the wider strategic centre together with mandatory ground floor commercial development requirements within Mandurah Junction, has affected viability of new mixed use developments.

Under the Structure Plan, increased flexibility has been provided for. The northern development parcels have been included within the residential mixed use zone which will permit mixed uses which are more in keeping with the residential nature of these lots. In addition, inclusion within the residential mixed use zone allows for residential housing only developments. Mandatory ground floor design criteria will still be applied in the southern development sites, in order to retain the availability for commercial development to meet future market demands.

5.2.4 Pinjarra Road Mixed Business

The Pinjarra Road Mixed Business precinct represents a primarily car based business precinct currently dominated by car dealerships and showroom developments. Traffic demands on Pinjarra Road, given its

status as a district integrator, will increase over time, impacting on access arrangements.

This will be further exasperated by future road widening which has been identified within the Structure Plan in accordance with Peel Region Scheme Amendment No. 011/33 which was advertised and is yet to be finalised. All redevelopment proposals will be required to minimise crossovers and access to Pinjarra Road by encouraging shared access between properties.

The Structure Plan seeks to continue to allow for mixed business and showroom developments along Pinjarra Road with an increased emphasis on providing good quality design outcomes in regards to site layout and architectural design. All new development will be required to be of a minimum two storey scale along the Pinjarra Road frontage.

5.2.5 Silver Sands Neighbourhood Centre

The Silver Sands Neighbourhood Centre currently consists of the Silver Sands shopping centre containing a supermarket and additional small retail/cafe stores, a tavern, service station and mixed use development.

Future development of the centre provides an opportunity to accentuate the intersection at the core of the centre through the following:

- A redeveloped local neighbourhood centre, based on a street-based mixed use village centre, with the potential for a plaza/village square, the existing trees being retained, on-street parking, consolidated rear parking, complimented with residential/tourist uses above the retail/commercial development.

- The remaining section of Anstruther Road between Mandurah Terrace and Rockford Street being refined to create a main street well defined by focal public spaces, street edge buildings, medium density residential and on-street parking.
- The existing tavern redevelopment as a landmark building addressing the corner. Due to the wider road reserve opportunities to provide alfresco and outdoor dining within this road reserve are to be explored to provide a presence on this corner.
- The service station site being redeveloped to include a commercial building addressing the street corner. This will allow a refinement of access points and crossovers to the site, to ensure pedestrian access and safety around the intersection is improved.
- Development on the south western corner of the intersection incorporating a commercial mixed use component on the corner with a similar scale and built form as recommended for the other corners.

5.2.6 Mixed Use Corridors

Mixed use development has been provided for along key distributor roads within the Strategic Centre and surrounding the City Centre core. The Mixed Use zone provides for a transition between the City Centre and the adjacent residential areas, and provides important linkages between activity nodes within the Structure Plan area.



6. Urban Form

6.1 Housing Typologies

In order to accommodate the future growth of the Mandurah in a manner consistent with the State Planning Framework, whilst retaining an urban form that respects Mandurah's history and celebrate its points of difference as a regional city, Council developed the following objectives:

Celebrate Mandurah's Point of Difference

- Due to the natural assets, extensive coast line and waterways (natural and artificial), existing urban form and infrastructure, recognise the need to provide a variety of development outcomes and scale to avoid being a continuation of suburban sprawl.

Consolidate Areas of Future Development

- The Mandurah Central area being a regionally significant redevelopment area for education, retail, employment, transport, infrastructure investment and social infrastructure and therefore being a key area for infill development;
- Continued suburban development that achieves the best possible outcome for Mandurah, respecting the key issues of density targets, the provision of population growth for the region, ensuring that a continuation of suburban sprawl is avoided through urban design, working with the land's existing environmental assets and ensuring that the development integrates with its surrounds;

Areas for Increase Density and Scale

- Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and to support centre facilities.
- Ensure sufficient development intensity and land use mix is provided in centres and corridors to support high-frequency public transport.
- Identify nodes of activity (outside retail based centres) that support density and diversity in housing.
- Support increased density and scale that result in other community benefits, such as bushland protection and/or community infrastructure.

Diversity in Housing Forms

- Acknowledge that a variety of housing choices and built form outcomes are required to support a range of demographic profiles based on household size, age profiles and socio-economic circumstances.
- Seek to provide a range of housing types that are affordable to a range of demographic profiles.

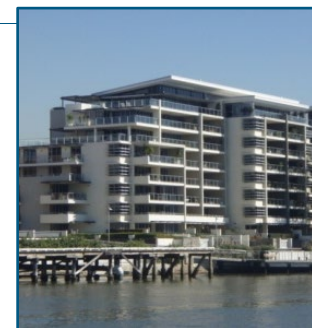
Consideration of these objectives led to the formation of urban development typologies which define development forms for the various activities within Mandurah. Within the Mandurah Strategic Centre these typologies include the City Centre, Mixed Use Precincts, Urban Neighbourhoods, Suburban Infill and Mixed Business. A description of these typologies is provided below.

6.2 Urban Form Hierarchy

City Centre Core

Description and Characteristics	Location(s)	Mandurah City Centre
	Mix of Land Use	A wide range of mixed uses is required for the urban core, however, careful attention is required to ensure that residential uses do not dominate outcomes necessary to ensure employment, retail and entertainment uses prevail.
	Urban Characteristics	Active streetscapes through ground level treatments are necessary to ensure that the area is pedestrian orientated. Buildings up to street edges and parking and servicing areas located behind buildings are necessary.
	Building Scale	The City Centre should be the location for the tallest buildings in Mandurah to demarcate the central area of activity. Taller buildings up to 12 storeys should be located in the urban core, with all buildings retaining a human scale of three to four storeys at the street edge. Therefore, taller buildings will be restricted to larger parcels of land.
	Form of Access	Access should be via a variety of means, however, public transit, cycling and the pedestrian should be given highest priority. Vehicular access to private lots should be restricted to ensure mid-block access.

Implications and Implementation	Mixed Uses (Non Residential)	Yes
	Housing Typologies	Medium and Low Rise Apartments; Mixed Use
	Gross Urban Density	45 dwellings per hectare
	Residential Site Density	100 dwellings per hectare
	Residential Density Codes	R-AC0 – R-AC1 (Activity Centres)
	Building Heights	8-12 Storeys (Max); 3-4 Storeys (Street Level); 2 Storey (Min)
	Lot Sizes	As Existing; Small Lot Subdivision Generally Not Appropriate
	Site Coverage	N/A
	Street Frontages	As Existing
	Street Setbacks	0-2m dependant on street cross section



Mixed Use

Description and Characteristics	Location(s)	Surrounding City Centre Core; Mandurah Junction and Mandurah Ocean Marina
	Mix of Land Use	Commercial: Generally convenience retail and supporting commercial uses that support the residential catchment, however should expand into mixed use locations with medium density residential. Residential: Predominantly residential, with possible mixed use in appropriate locations to support the needs for small scale activity generally in a residential context.
	Urban Characteristics	Medium density living with walk up apartments and townhouses with a strong emphasis on the street edge. Crossovers, garages and private spaces are to be located within sites.
	Building Scale	A range of building scales will be necessary across the urban neighbourhoods due to the broad areas covered; however a general range of 3 to 5 stories is considered an appropriate range. Higher building scales could be considered appropriate where the location's context is suitable and community benefit is derived from development with additional height in that location.
	Form of Access	Commercial: Active main streets as a central point of activity with high pedestrian amenity. Parking areas sleeved behind and separated to encourage pedestrian activity. Residential: Dependant on the location, access points, particularly for apartments and townhouse development should be limited to ensure that pedestrian amenity in streets is maintained.

Implications and Implementation	Mixed Uses (Non Residential)	Yes
	Housing Typologies	Low Rise Apartments; Mixed Use; Town Houses; Small Lot
	Gross Urban Density	20 dwellings per hectare
	Residential Site Density	40 dwellings per hectare
	Residential Density Codes	R40 – R100
	Building Heights	5 Storeys (Max); 2 Storeys (Key Streets); 2 Storey (Min)
	Lot Sizes	As per Residential Density Code
	Site Coverage	60 per cent
	Street Frontages	6m – 20m
	Street Setbacks	0m – 4m dependant on street cross section



Urban Neighbourhoods

Description and Characteristics	Location(s)	Along key transit routes
	Mix of Land Use	Predominantly residential, with possible mixed use in appropriate locations to support the needs for small scale activity generally in a residential context.
	Urban Characteristics	Medium density living with walk up apartments and townhouses with a strong emphasis on the street edge. Crossovers, garages and private spaces are to be located within sites.
	Building Scale	A range of building scales will be necessary across the urban neighbourhoods due to the broad areas covered; however a general range of 3 to 5 stories is considered an appropriate range. Higher building scales could be considered appropriate where the location's context is suitable and community benefit is derived from development with additional height in that location.
	Form of Access	Dependant on the location, access points, particularly for apartments and townhouse development should be limited to ensure that pedestrian amenity in streets is maintained.

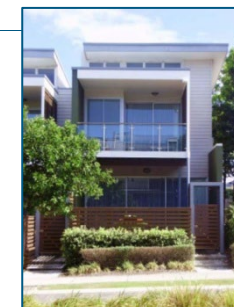
Implications and Implementation	Mixed Uses (Non Residential)	Yes
	Housing Typologies	Low Rise Apartments; Mixed Use; Town Houses; Small Lot
	Gross Urban Density	20 dwellings per hectare
	Residential Site Density	40 dwellings per hectare
	Residential Density Codes	R40 – R100
	Building Heights	5 Storeys (Max); 2 Storeys (Key Streets); 2 Storey (Min)
	Lot Sizes	As per Residential Density Code (allow for variety of outcomes)
	Site Coverage	60 per cent
	Street Frontages	6m – 20m
	Street Setbacks	0m – 4m dependant on street cross section



Suburban Infill

Description and Characteristics	Location(s)	Residential Precincts
	Mix of Land Use	Whilst being predominantly residential, there may be opportunities for small scale non-residential uses, particularly adjacent to higher use roads.
	Urban Characteristics	A transition from existing low density residential where the housing stock is nearing the end of its 'life' and replaced with medium density living with townhouses with a strong emphasis on design at the street edge. Crossovers, garages and private spaces are to be located within sites.
	Building Scale	Generally low rise, with allowances up to 3 storeys, however detailed planning is required to take into account the local amenity, topography and location characteristics.
	Form of Access	Access will be in accordance with the Residential Design Codes and Liveable Neighbourhoods, being predominantly by private vehicles, however the density and form of development will be determined based on the level of public transport available.

Implications and Implementation	Mixed Uses (Non Residential)	No
	Housing Typologies	Low Rise Apartments, Town Houses, Small Lot Houses
	Gross Urban Density	20 dwellings per hectare
	Residential Site Density	40 dwellings per hectare
	Residential Density Codes	R25 – R60 (subject to detailed planning)
	Building Heights	2 – 3 Storeys (subject to detailed planning)
	Lot Sizes	As per Residential Density Code
	Site Coverage	60 per cent
	Street Frontages	6m – 20m
	Street Setbacks	0m – 4m dependant on street cross section



Mixed Business

Description and Characteristics	Location(s)	Pinjarra Road
	Mix of Land Use	Service areas are suitable for large format wholesale and showroom retail, light industrial and storage uses that support the residential development of Mandurah, dependent on the location.
	Urban Characteristics	These areas provide for a working environment with convenient vehicle access, characterised by larger buildings setback behind car parking and landscaping areas.
	Building Scale	A scale of up to two storeys is appropriate for redevelopment.
	Form of Access	Access for private vehicles will be the most important access, with careful consideration required for service and delivery vehicles. Access to regional road infrastructure is a greater priority than high frequency public transport.

Implications and Implementation	Mixed Uses (Non Residential)	Yes
	Housing Typologies	N/A
	Gross Urban Density	N/A
	Residential Site Density	N/A
	Residential Density Codes	N/A
	Building Heights	Up to Two Storeys
	Lot Sizes	Various; Small Lot Subdivision Not Supported
	Site Coverage	70 per cent
	Street Frontages	Various
	Street Setbacks	Various dependant on street frontage and street cross section. Aim to reduce and bring built form to street edges where appropriate



6.3 Public Realm

The creation of lively, vibrant and active spaces within streets and squares is reliant on the establishment of an active relationship to buildings to those spaces. Specifically this means buildings either address the street or they present a shop front edge to a street or square.

Positive	Require Improvement
Well Connected Street Network (Largely Grid Based)	Local Parks and Open Spaces
Well Treed and Vegetated	Appearance
Mix of Dwelling Stock	Convolutated Internal Bus Network
High Amenity Waterfront	Capacity of Core Services for Redevelopment (Sewer, Power)
Transit Based Potential High	Footpaths, Street Trees
High Level of Regional Facilities (Recreation, Sporting & Social)	Cycle Network

6.4 Attributes

6.4.1 Open Space

Central Mandurah has a chronic deficiency in public open space that is within walkable catchments of the population and not part of the foreshore reserve or the sporting facilities either at Rushton Park, Mandurah Bowling Club, Mandurah Tennis Club or netball courts which effectively are private facilities as a result of leasing agreements in place with the respective sporting organisations.

Increases in dwelling densities from R12.5 to R40 and R60 has meant that the pressures on the foreshore reserve are significant. The foreshore reserve is heavily used by local residents, as well as tourists and visitors to Mandurah and its role is widely accepted, however it fails to provide active and passive recreation spaces for the resident population living between Sutton Street and Anstruther Road because of its linear shape and existing recreation purposes and distant location relative to its resident users.(its location is not central to the resident user population) It has a large children’s playground which is heavily utilised as well as picnic facilities including park benches, tables, electric barbecues and water fountains. Market events and the Crab festival are held from this space as well.

There are no pocket parks or local parks that have facilities within 400 metres walking distance that residents would expect from an area which houses significantly more people than many residential suburbs around Mandurah that have far lower dwelling and population densities. In addition this area has many tenants of affordable/social housing that are often forgotten about with regard to the provision of recreational facilities.

There is an identified need for a range of Local Park of approximately 2000m² in area that has park benches and shelters, sizeable children’s playground and sandpit that can provide active and passive recreation space for the local resident population.

There is also the possibility of narrowing streets and using the increased verge size to create pocket parks similar to Woonerf or Homezone Parks, particularly in the area covered by the previous Inner Mandurah Precinct Plan.

6.4.2 Implementation

In order to provide for new public open space, a development contributions scheme may be required in the future in accordance with State Planning Policy 3.6.

Development Contributions for Infrastructure would enable the City to receive a cash payment as a portion of the overall development cost to assist with the construction of infrastructure that will be of benefit to the local community. Such a scheme may also enable the City of Mandurah to receive a cash payment in lieu of the provision of car parking spaces and/or public open space. Funds collected may be used for the following purposes:

- Purchase of land for construction of car parking stations
- Purchase of land and/or upgrading of public open space.
- Provision of on-street car parking and appropriate streetscape works.
- Construction of footpaths and other pedestrian related infrastructure.
- Street landscaping and public art.
- Servicing along laneways and 'Rights of Way' including lighting.
- Undergrounding of overhead powerlines.