

# Local Planning Strategy

March 2021

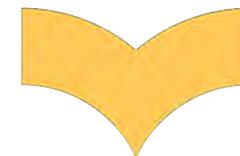


## Record of Adoption

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FINAL	10	March 2021	30 March 2021

## Schedule of Modifications

Stage	Document Version No	Document Date	Approval Date



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<b>1. Introduction</b>	<b>1</b>
1.1 Purpose of the Strategy	1
1.2 Function of the Strategy	1
1.3 Strategy Area	2
1.4 Supporting Documents	2
1.5 Council's Strategic Community Plan 2020 - 2040	2
1.6 State Planning Framework	4

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<b>2. Strategic Elements</b>	<b>7</b>
2.1 Activity Centres	7
2.2 Urban Form and Housing	15
2.3 Environment and Biodiversity	20
2.4 Bushfire Protection	30
2.5 Tourism	36
2.6 Rural Development	41
2.7 Infrastructure	45

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<b>3. Implementation</b>	<b>49</b>
3.1 Summary	49
3.2 Local Planning Scheme 12	53
3.3 Adoption, Review and Modifications	56

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<b>Tables</b>		
Table 1	Activity Centres Summary	11
Table 2	Dwelling Yields	16
Table 3	Urban Form Category Descriptions	18
Table 4	Biodiversity Targets	22
Table 5	Key Tourism Sites	37

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<b>List of Plans</b>		
Plan 1	Strategy Area	3
Plan 2	Environmental Focus Area	27
Plan 3	Strategic Bushfire Assessment	33
Plan 4	Rural Subdivision	43
Plan 5	Local Planning Strategy Spatial Plan	50
Plan 6	Local Planning Scheme No 12 Scheme Map (Summary)	54

## Advertising

The City of Mandurah Local Planning Strategy certified for advertising on 20 August 2018

Signed for and on behalf of the Western Australian Planning Commission

.....  
an Officer of the Commission duly authorised pursuant to the *Planning and Development Act 2005*

Date .....

## Adopted

The City of Mandurah adopted the Local Planning Strategy at the Council Meeting of 23 June 2020.

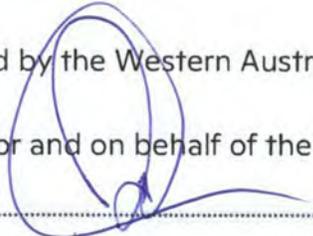
  
.....  
Mayor

  
.....  
Chief Executive Officer

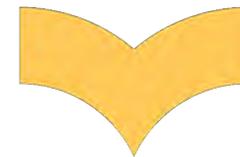
## Endorsement

Endorsed by the Western Australian Planning Commission on 19 April 2022

Signed for and on behalf of the Western Australian Planning Commission

  
.....  
an Officer of the Commission duly authorised pursuant to the *Planning and Development Act 2005*

Date ..... 19 APRIL 2022



# 1. Introduction

*Sets out the purpose and function of the Strategy and the core focus areas of the Strategy*

## 1.1 Purpose of the Strategy

A Local Planning Strategy provides the framework for planning within a local government area and sets the strategic basis for a Local Planning Scheme.

The *Planning and Development (Local Planning Schemes) Regulations 2015* states that a Local Planning Strategy must:

- set out the long term planning directions for a local government;
- apply any State and Regional planning policies that are relevant to the strategy; and
- provide the rationale for zoning or classification of land under the local planning scheme.

The Strategy has been prepared in accordance with these provisions, with the primary intent to provide the basis for a new local planning scheme and update the existing local planning framework.

The Strategy will be referenced in Local Planning Scheme No. 12, and therefore future planning determinations under the Scheme are to be consistent with this Strategy.

In order to ensure that the Strategy remains relevant and consistent in planning decision making, it will be updated as strategies, plans and proposals by the State Government and Council are considered on identified issues.

*The Local Planning Strategy ('the Strategy') comes into operation once endorsed by the Western Australian Planning Commission in accordance with Section 15(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.*

## 1.2 Function of the Strategy

The Strategy has been prepared to fulfil the following functions:

- to ensure the efficient use of land in Mandurah;
- to consolidate and simplify the existing planning framework in Mandurah;
- to provide a spatial plan for Mandurah arising from endorsed strategic plans;
- to promote and encourage design based outcomes;
- to ensure Mandurah's role in the region is clear; and
- to assist Council in its planning decision making.

### 1.3 Strategy Area

The Strategy covers the City of Mandurah's Local Government Area which has an area of 173.5 square kilometres, and extends from Madora Bay and Lakelands in the north to Herron and Lake Clifton in the south.

The City's Local Government Area is approximately 50km long, yet only 8km wide at its widest point.

The Strategy area is depicted within *Plan 1*.

### 1.4 Supporting Documents

The context of this local planning strategy is set out in the supporting parts to the Strategy, such as:

- Activity Centres
- Urban Form and Housing
- Tourism Planning
- Biodiversity
- Social Infrastructure
- Southern Rural Structure Plan

These strategies form the background to this Local Planning Strategy.

### 1.5 Council's Strategic Community Plan 2020 - 2040

Council's Strategic Community Plan 2020 - 2040 provides a framework for ensuring that the activities and services that the City delivers are prioritised in line with the expectations and aspirations of the community.

The Strategic Community Plan advises how to confront the major challenges Mandurah will face in the future including addressing climate change and environmental pressures, improving education and economic outcomes, providing essential community infrastructure, and ensuring that we maintain the social fabric that makes Mandurah such a great place to live.

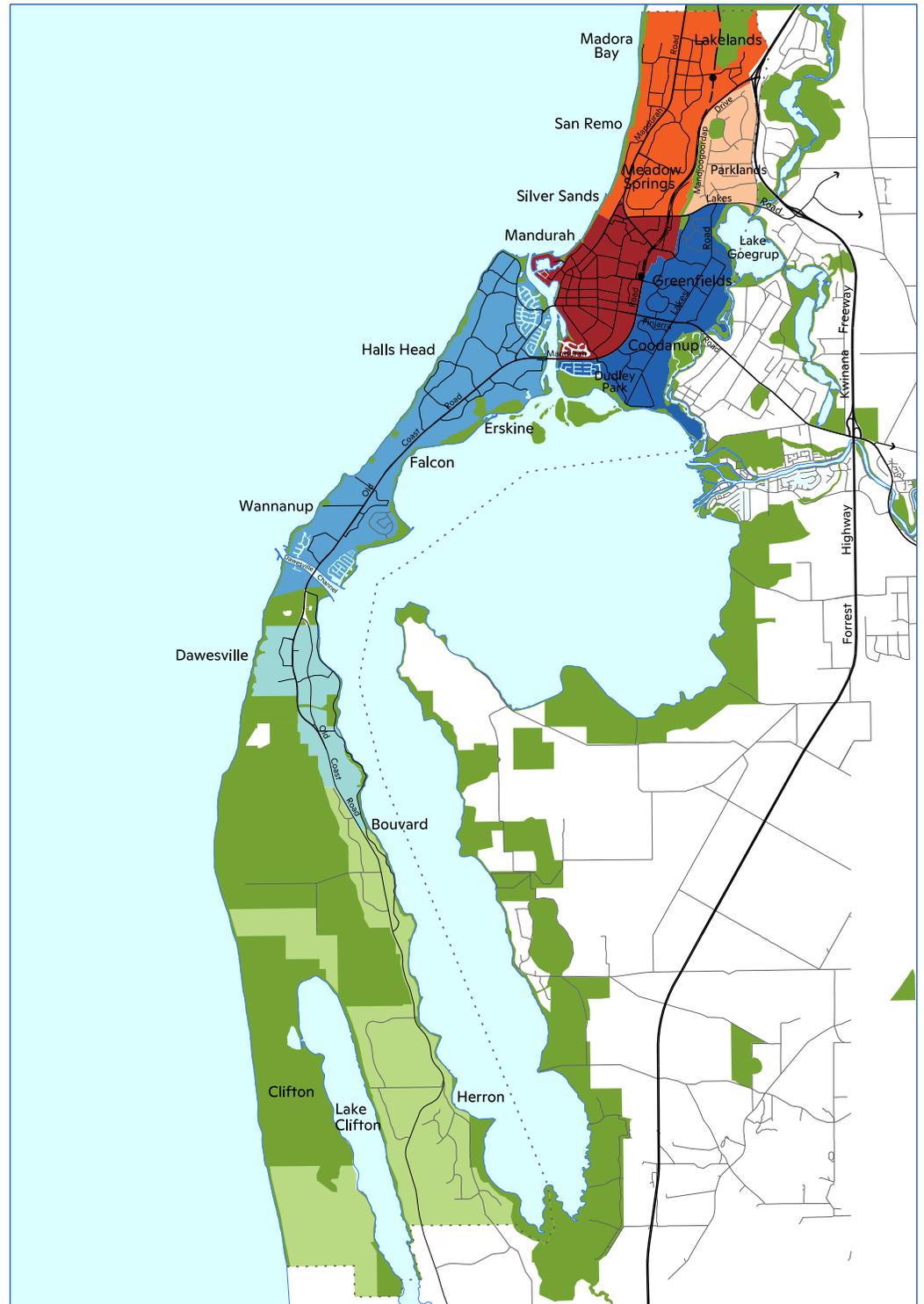
The Local Planning Strategy and Local Planning Scheme provide a mechanism for implementing the Council's community vision.

Within each section of the Local Planning Strategy, strategies and initiatives of the Community Strategic Plan relevant to the future planning of the Mandurah have been identified.

The aim of the Strategy is to provide the land use planning framework necessary to achieve the Place Aspiration, Place Vision and deliver the objectives of the Key Focus Areas for Mandurah as stated in Council's Strategic Community Plan 2020 – 2040:

# Plan 1 - Strategy Area

- Mandurah North
- Mandurah Central (Strategic Centre)
- Mandurah East
- Mandurah Island
- Dawesville
- Parklands
- Southern Rural
  
- Regional Open Space
- City of Mandurah Boundary**



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## Place Aspiration:

*"Woven by waterways, a city with a village heart"*

## Place Vision:

*"We are built in nature - a meeting place surrounded by unique waterways, where the wellbeing of our people and our environment are nurtured; where business in the community can thrive and entrepreneurship is celebrated.*

*We will be the place where a thriving regional city and the heart of a village meet. This is our Mandjoogoordap."*

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## Key Focus Areas:

*Economic: Growing our economy;  
Social: Creating a better community;  
Health: Creating a healthy community;  
Environment: Nature has a voice at the table in all decisions*

## Underpinned by Organisational Excellence:

*City of Mandurah being a high performing organisation.*

## 1.6 State Planning Framework

This Local Planning Strategy has been prepared in consideration of the following as components of the State Planning Framework that are applicable to Mandurah:

- Directions 2031 and Beyond
- Draft Perth and Peel @ 3.5 million
- South Metropolitan Peel Sub-Regional Framework
- Peel Region Scheme
- SPP 1.0 State Planning Framework
- SPP 2.0 Environment and Natural Resources Policy
- SPP 2.1 Peel-Harvey Coastal Plain Catchment
- SPP 2.4 Basic Raw Materials
- SPP 2.6 State Coastal Planning
- SPP 2.5 Rural Planning
- SPP 2.8 Bushland Policy for the Perth Metropolitan Region
- SPP 2.9 Water Resources
- SPP 3.0 Urban Growth and Settlement
- SPP 3.7 Planning in Bushfire Prone Areas
- SPP 4.2 Activity Centres for Perth and Peel
- SPP 5.4 Road and Rail Noise
- DC 1.1 Subdivision of Land – General Principles
- DC 1.2 Development Control – General Principles
- DC 1.3 Strata Titles
- DC 1.5 Bicycle Planning



- DC 1.6 Planning to Support Transit Use and Transit Oriented Development
- DC 1.7 General Road Planning
- DC 1.8 Canal Estates and Artificial Waterway Developments
- DC 1.9 Amendment to Region Schemes
  
- DC 2.2 Residential Subdivision
- DC 2.3 Public Open Space in Residential Areas
- DC 2.4 School Sites
- DC 2.6 Residential Road Planning
- DC 3.4 Subdivision of Rural Land
  
- DC 4.1 Industrial Subdivision
- DC 4.2 Planning for Hazards and Safety
- DC 4.3 Planning for High-Pressure Gas Pipelines
  
- DC 5.1 Regional Roads (Vehicular Access)
- DC 5.3 Use of Land Reserved for Parks and Recreation and Open Space.





## 2. Strategic Elements

*Sets out the key strategies and actions for the future land use planning of the City of Mandurah.*

### 2.1 Activity Centres

Mandurah's activity centres are consistent with the hierarchy set out in SPP4.2. Mandurah's Activity Centres have a clear aim of focusing further retail and commercial activity within identified activity centres allowing for the development of diverse intense nodes of activity that, along with targeted economic development interventions, will foster the development of mature local economies.

**Table 1** provides a summary of the hierarchy of centres within Mandurah and key priorities for future development.

#### 2.1.1 Strategic Metropolitan Centre

Under SPP4.2, Mandurah has been identified as a Strategic Metropolitan Centre providing for a mix of retail, office, community, entertainment, residential and employment activities.

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 been governed by a variety of precinct plans, outline development plans and scheme provisions, however there is a need to prepare a comprehensive Precinct 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 Precinct Structure Plan should consider linkages between individual precincts, coordinate road and transit networks, identify community needs and open space requirements, identify service needs, and make recommendations to coordinate and facilitate land use, sub-precinct zoning and development requirements.

In order to give effect to the Precinct Structure Plan, a 'Strategic Centre' zone will be created within Scheme 12 consistent with SPP4.2.

#### Future Growth Potential

*Directions 2031 and Beyond* anticipated that some of the identified Strategic Metropolitan Centres would emerge and grow as Primary Activity Centres and that the lineal nature of the Perth and Peel Region suggests that a 'second city' is capable of being developed to the north and to the south of the Perth CBD.

The Activity Centres Hierarchy as detailed in *Directions 2031 and beyond*, states that 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.

Mandurah has the potential to establish itself as a 'second city' based on the following factors:

- 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) have 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.

In order to support the continued development and growth of Mandurah's Strategic Centre sub-regional functions of activity, employment, transport and amenities (including recreation) should be focused within the Strategic Centre.

## 2.1.2 District Town Centres

SPP4.2 Activity Centres Policy identifies three 'district centres' within Mandurah - Lakelands, Halls Head and Falcon.

District town centres generally serve the main weekly household shopping, service and community needs of the district. District centres are predominantly retail focused, but may include a limited mix of other uses such as offices, medical and professional services, hospitality and entertainment and housing.

Currently the three identified District Centres are zoned either Urban Development or Precinct Development with Precinct Plans providing land use and development guidance.

Consistent with SPP4.2, the Lakelands, Halls Head and Falcon Activity Centres will be zoned District Centre under the new scheme and a review of existing Precinct Plans will be undertaken to ensure consistency across all three centres, normalise zones and update design and development requirements.

## 2.1.3 Neighbourhood and Local Centres

Within the retail hierarchy of the Mandurah, centres at Meadow Springs, Erskine and Dawesville (Florida) are classified as Neighbourhood Centres and provide for the main daily shopping needs of the community.

The development of a new centre in Dawesville was identified as a priority in regards to servicing the local population who are geographically isolated from any existing centre.



The Dawesville Centre is currently zoned Urban Development under Scheme 3 and is covered by the Florida Neighbourhood Centre Outline Development Plan.

The Meadow Springs and Erskine Neighbourhood Centres are zoned Commercial under Scheme 3.

Under Scheme 12 it is proposed to zone these centres 'Neighbourhood Centre' with future land use and development control within this zone to be specified within provisions outlined in the Scheme text. This recommended zoning replaces the existing Commercial zone that applies to these centres. Due to the limited additional development potential at these sites, no Precinct Structure Plans are proposed to be prepared.

Numerous local centres are distributed across Mandurah. These centres maybe corner stores or small outlets integrated into larger (residential) developments. The Strategy does not limit the number or extent of Local Centres, which are generally less than 2000 square metres in size. Local centres are encouraged to be integrated within the urban form and may be identified on relevant district and local structure plans.

A zoning of Local Centre is recommended to support these centres where the residential zone provisions (albeit with additional uses) are not applicable.

#### **2.1.4 Mixed Business/Industrial Development**

In order to support an urban environment, suitable industrial land is required from a servicing and employment perspective. Under Town Planning Scheme No. 3, light, service and general industries, showroom and bulky goods developments are accommodated within the Industry and Service Commercial zones and as identified within relevant precinct plans with precincts including Pinjarra Road, Gordon Road, Mandurah Ocean Marina, Lakelands South (proposed), Mandurah East (under development) and Galbraith Loop. The Service Commercial and Light Industry zones will be carried through to Scheme 12.

The Gordon Road Precinct is ideally situated in terms of its central location, access to regional roads and infrastructure. The development of the Nambeelup Industrial area, which will provide 1,000ha of non-heavy industrial land, may provide an opportunity for the Gordon Road precinct to transition from an industrial area to a service-based precinct to support the Nambeelup Industrial Area. The area is currently identified as Industrial under the South Metropolitan and Peel Sub-regional Framework, thus further investigations are required

#### **2.1.5 Other Centres**

The Peel Health Campus and Peel Education and Training Campus are significant attractors of activity and transport as well as additional supporting activities and should be considered as 'centres' in their own right. These sites are reserved 'Public Purposes' in the Peel Region Scheme and therefore, future development requirements are determined by the Peel Region Scheme, however there is the

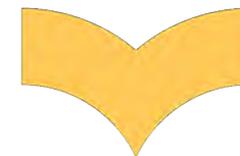
opportunity for a local structure plan or Precinct Structure Plan to outline potential opportunities.

The **Peel Health Campus** is referenced in the Council's Mandurah East Structure Plan; and the Western Australian Planning Commission endorsed a local structure plan over the site in November 2007 (Plan Dated April 2007).

Any further planning over this location, whether through further district structure plans or master planning for the site needs to ensure that this location is well connected to road and transport networks in Mandurah due to its location as a major employer and service provider.

The **Mandurah Education Campus** is covered by the Western Australian Planning Commission's Gordon Road Precinct Structure Plan (June 2006) and has also previously had a master plan approved over the site.

Updates and reviews of these plans should be undertaken given the improvements to the road and transport networks around the site since these plans were developed. Integration into a Gordon Road Precinct Structure Plan should provide guidance in this regard.



**Table 1 Activity Centres Summary**

	Strategic Centre	District Town Centre	Neighbourhood Centres
<b>Role &amp; Function</b>	The Strategic Centre is a multi-purpose centre with a diverse range of uses. Due to the existing nature of this centre, it is broken down into a number of sub-precincts. The centre as a whole serves the region.	District centres serve district catchments focusing on daily and weekly needs of residents. They provide a local community focus, and provide services, facilities and job opportunities that reflect the needs of their district.	Neighbourhood centres provide for daily and weekly household shopping needs, convenience services and potentially community services.
<b>Name of Centres (including sub-precincts)</b>	<ul style="list-style-type: none"> <li>• Mandurah City Centre/Ocean Marina;</li> <li>• Mandurah Forum;</li> <li>• Mandurah TOD;</li> <li>• Mandurah Terrace;</li> <li>• Inner Mandurah;</li> </ul>	<ul style="list-style-type: none"> <li>• Lakelands Town Centre</li> <li>• Halls Head Town Centre</li> <li>• Falcon Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Meadow Springs</li> <li>• Greenfields Shopping Centre</li> <li>• Erskine</li> <li>• Dawesville (Florida) (proposed)</li> </ul>
<b>Transport Infrastructure</b>	Important focus for sub-regional rail infrastructure; and intra-city and/or high frequency bus or potential long-term fixed line transit	Important focus for high-frequency bus network along major corridors	Key Stop and/or Transfer point for bus network
<b>Typical Uses (dependant of Sub-Precinct)</b>	<ul style="list-style-type: none"> <li>• Department Store</li> <li>• Discount Department Store/s</li> <li>• Supermarkets</li> <li>• Speciality Shops</li> <li>• Major Offices</li> <li>• Government Agencies</li> <li>• Entertainment / Leisure</li> <li>• Civic Uses</li> </ul>	<ul style="list-style-type: none"> <li>• Discount Department Store</li> <li>• Supermarkets</li> <li>• Speciality Shops</li> <li>• Convenience Goods</li> <li>• Personal Services</li> <li>• Service Businesses</li> <li>• Small Scale Tavern/ Restaurant</li> <li>• District Community Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Supermarkets</li> <li>• Speciality Shops</li> <li>• Convenience Goods</li> <li>• Personal Services</li> <li>• Café</li> </ul>
<b>Indicative Service Area <sup>(1)</sup></b>	150 000 – 300 000 people	20 000 people	2000 – 10 000 people
<b>Shop Retail Floorspace <sup>(2)</sup></b>	dependent on Sub-Precinct	up to 20 000 square metres	up to 8000 square metres
<b>Walkable Catchments</b>	800m	400m	200m
<b>Residential Densities</b>	R60 minimum; R100 desirable	R40 minimum; R60 desirable	R30 minimum; R40 desirable
<b>Mix of Uses <sup>(3)</sup></b>	50 per cent	20 per cent	N/A
<b>Precinct Structure Plan</b>	Required	Required	Not Required (but possible)
<b>Proposed Zoning</b>	Strategic Centre	District Centre	Neighbourhood Centre

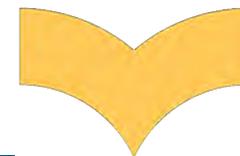
	Local Centre	Service / Business	Other Centres
<b>Role &amp; Function</b>	Local centres provide for daily needs and services for a small catchment. They could provide a small scale supermarket through to a corner store or other small outlet, potentially as part of a larger development.	These are car-based large format retail and service centres. Opportunities to provide for a significant component of the region's service and business needs are recognised in the Strategy.	These are activities that serve the region that require recognition as 'centres' in their own right. They are significant attractors of activity, transport and in some additional supporting activities.
<b>Name of Centres (including sub-precincts)</b>	Various locations  <i>(Note: this strategy seeks to encourage and not restrict the development of local centres throughout Mandurah)</i>	<ul style="list-style-type: none"> <li>• Pinjarra Road</li> <li>• Gordon Road</li> <li>• Mandurah Ocean Marina</li> <li>• Mandurah East (under development)</li> <li>• Galbraith Loop</li> </ul>	<ul style="list-style-type: none"> <li>• Mandurah Education Campus</li> <li>• Peel Health Campus</li> </ul>
<b>Transport Infrastructure</b>	Locations for bus stops where part of suburban bus network	Limited opportunities for significant transport due to car-based outcomes, unless employment opportunities realised	Important focus for high-frequency bus network along major corridors
<b>Typical Uses (dependant of Sub-Precinct)</b>	<ul style="list-style-type: none"> <li>• Small Supermarket</li> <li>• Corner Store</li> <li>• Personal Services</li> <li>• Small Café</li> </ul>	<ul style="list-style-type: none"> <li>• Bulky Goods Retail / Showrooms</li> <li>• Service / Light Industry</li> <li>• Motor Vehicle Sales and Supporting Services</li> </ul>	<ul style="list-style-type: none"> <li>• Services, retail premises and food premises related to the centre;</li> </ul>
<b>Indicative Service Area <sup>(1)</sup></b>	Suburb	Inner Peel Region	Inner Peel Region
<b>Shop Retail Floorspace <sup>(2)</sup></b>	up to 2500 square metres	up to 1500 square metres	N/A
<b>Walkable Catchments</b>	200m	N/A	N/A
<b>Residential Densities</b>	R25 minimum; R40 desirable	N/A	N/A
<b>Mix of Uses <sup>(3)</sup></b>	N/A	N/A	N/A
<b>Precinct Structure Plan</b>	Not Required	Required	Not Required
<b>Proposed Zoning</b>	Local Centre	Service Commercial/Light Industry	Public Purposes;

**Notes:**

(1) **Indicative Service Areas** are indicative only and often overlap;

(2) **Shop Retail Floorspace** areas are provided for the centres to gain an understanding of the scale of centre;

(3) **Mix of Uses Percentages** is the ratio of an office, civic, business, health, community, entertainment and showroom ('bulky goods retail') uses against the total floorspace of the centre, inclusive of 'shop retail'.



## 2.1.6 Strategic Community Plan 2020 – 2040

<b>Community Outcomes</b>	<ul style="list-style-type: none"><li>• Supporting and empowering local businesses</li><li>• Creating local jobs and opportunities</li><li>• Fostering innovation and creativity in enterprise</li><li>• A diversity of employment, industries and enterprise</li><li>• Giving consideration to the impact of industry on the environment</li></ul>
<b>Objectives</b>	<ol style="list-style-type: none"><li>1.1 Promote and foster business investment aimed at stimulating sustainable economic growth</li><li>1.2 Facilitate and advocate for sustainable local job creation and industry diversification</li><li>1.3 Actively partner and engage with business and industry to build Mandurah’s entrepreneurial capacity and capability</li><li>1.4. Advocate for and facilitate opportunities for improved pathways to education and learning outcomes in Mandurah</li></ol>
<b>Measures of Success</b>	<ol style="list-style-type: none"><li>1. Net increase in the number of new businesses and industries in Mandurah</li><li>2. Mandurah’s unemployment rate (improvement relative to WA and National unemployment rates)</li><li>3. Access to education and training opportunities Performance Index Score</li><li>4. Access to employment opportunities Performance Index Score</li><li>5. Gross Regional Product</li><li>6. Percentage of population with University or other Tertiary Qualification (including trade certificates and qualifications)</li></ol>

## 2.1.7 Actions

1. Focus sub-regional functions of activity, employment, transport and amenities (including recreation) within the Mandurah Strategic Centre.
2. Focus further retail and commercial activity within identified activity centres allowing for the development of diverse intense nodes of activity that, along with targeted economic development interventions, will foster the development of mature local economies.
3. Prepare a Precinct Structure Plan for the Mandurah Strategic Centre in accordance with the requirements of SPP4.2, to facilitate and coordinate the redevelopment of the centre incorporating the Mandurah Forum, City Centre Core, Mandurah Ocean Marina, Mandurah TOD, Inner Mandurah and Mandurah Terrace sub-precincts.
4. Include identified activity centres within the Strategic Centre, District Centre, Neighbourhood Centre and Local Centre zones under Scheme 12 in accordance with the requirements of SPP4.2.
5. Review and update the Halls Head Town Centre Precinct Plan, Falcon Village Precinct Plan and Lakelands Precinct Structure Plan consistent with the requirements of SPP4.2.
6. Seek to provide opportunities within Mandurah for regional serviced bulky goods and showroom activities arising from the development of industrial land at Nambeelup.
7. Investigate the transition of the Gordon Road industrial precinct to a service-based precinct, and submit the findings to the State Government, informing the review of the South Metropolitan Peel Sub-Regional Planning Framework.
8. Continue to liaise with relevant authorities to ensure future development of the Peel Health Campus and Mandurah Education Campus is well connected to the Mandurah Strategic Centre through road and transport networks.



## 2.2 Urban Form and Housing

The Strategy seeks to identify an urban form and housing provision that responds to dwelling and housing targets established as part of the Western Australian Planning Commission's *Directions 2031 and Beyond*; and updated as part of the Directions 2031 Report Card 2012 and the draft South Metropolitan Peel Sub Regional Planning Framework.

To align with these targets, the Strategy sets out an appropriate scale (height) and density across new development areas, existing developed areas and existing and potential residential infill areas in order to inform more detailed planning at an Precinct Structure Plan or zoning level.

### 2.2.1 Housing Supply

Mandurah's historical 5-year average growth rate has been above the Western Australian average. Mandurah's population is forecast to continue growing steadily, to reach approximately 120,000 sometime in the next 20 years. This means that Mandurah will become home to almost 50,000 new residents over the next two decades. This equates to approximately 20,000 additional dwellings being required to be built within Mandurah.

It is important to note the following key components of these 20,000 additional dwellings:

- 13,200 dwellings will be occupied by two or less people.
- 4,200 dwellings are required to be 'affordable' dwellings, where occupiers spend less than 30% of their income on renting or buying the dwelling.

Approximately 8,500 dwellings can be accommodated in the Mandurah Strategic Centre through identified infill development and as part of Mandurah's Transit Orientated Development.

Significant areas of land have already been zoned to allow for infill development within these areas. However, prior to progressing any further expansions, a review of each area's capacity to support increased density is required, including the lot configurations, dwelling stock and timing for redevelopment, environmental constraints and servicing infrastructure capacity.

The balance of 12,000 will be located in new suburban development and future infill areas as demonstrated in **Table 2**.

**Table 2 Dwelling Yields**

	Mandurah North	Mandurah Central	Mandurah East (inc Parklands)	Mandurah Island	Dawesville	Totals
<b>Land Areas (ha)</b>						
Total Area	1,732	1,156	1,840	2,464	881	<b>8,073</b>
Urban Zoned Area	1,373	928	1,178	1,952	641	<b>6,072</b>
<b>Existing Development</b>						
Existing Dwellings	4,366	6,921	6,328	11,816	2,256	<b>31,687</b>
Vacant Lots	1,004	343	728	2,750	982	<b>5,807</b>
Sub-Total	5,370	7,264	7,056	14,566	3,238	<b>37,494</b>
<b>Future Development</b>						
Dwellings	5,560	8,455	2,290	1,714	2,300	<b>20,319</b>
<b>TOTAL</b>	<b>10,930</b>	<b>15,719</b>	<b>9,346</b>	<b>16,280</b>	<b>5,538</b>	<b>57,813</b>
Additional Dwellings	51%	54%	25%	11%	42%	<b>35%</b>
Gross Urban Zoned Hectare Density	8.0	16.9	7.9	8.3	8.6	<b>9.5</b>

**Note:**

*It should be noted that these figures are based on estimated yields arising from various land use categories recommended as part of the strategy, and exclude potential dwellings arising from areas that may form part of an Infill Redevelopment Investigation which may result in additional dwelling yields and capacity being increased. As part of any analysis and planning undertaken will need to update these figures accordingly. Calculating Residential Site Area Density cannot be established until detailed subdivision design completed for all development areas.*



### 2.2.2 Urban Form

Mandurah has developed as a place that has had the ability to retain a relaxed, holiday atmosphere amid rapid growth as a major sea change destination and a new urban centre as a southern anchor to the Perth Metropolitan area.

The incorporation of urban design controls within Precinct and Activity Centres has been key in preventing Mandurah becoming a continuation of suburban sprawl along the coast. As part of the consolidation and review of existing Precinct and Precinct Structure Plans, the incorporation of urban design controls governing height, built form, access, and streetscape will be considered, in order to ensure that Mandurah’s point of difference is recognised.

The Strategy provides an indicative scale of density, height and land use in an overview format through the urban form typologies identified. Localised planning will be required to ensure that the various typologies identified fit with their existing surrounds and context based on the principles of:

<b>Context</b>	Respecting the location’s context in the regional context
<b>Nodes</b>	Ensuring that there are nodes of activity throughout the City
<b>Form</b>	Avoiding single use suburban sprawl
<b>Public Domain</b>	Respecting the street and public spaces through design
<b>Community Benefit</b>	What do existing and future communities gain from the outcome
<b>Site</b>	Respecting the sites environment and its neighbours through scale, site layout and design

This urban development typology groups urban features to establish a logical structure for a desirable city. The limited number of types and coarse steps between them reflects the high-level nature of the proposed structure, allowing for more subtle and place-responsive outcomes from detailed local planning. These types loosely define development forms with a range of activity and development intensities suitable for Mandurah. Common features associated with each type are outlined to define the main variables that affect how that type contributes to the proposed city structure.

<b>Land use</b>	Each typology has a range of land uses most suitable for their range of intensity.
<b>Urban characteristics</b>	The urban characteristic describes how the public domain of each typology should generally perform.
<b>Building Scale</b>	Many mixes of land uses and intensity are also closely associated with particular building types and some built-form outcomes that may be suitable for particular areas. These building types are intended to suggest possibilities for how an area may develop but are not intended as limitations.
<b>Form of Access</b>	Both the land use and the intensity of activity determines what characteristics of access are desirable. Intensely active places make good quality public transport or walking access highly desirable and viable.

The use of these typologies replaces the need for separate plans, policies and strategies for aspects of development such as residential density and development height in order to guide preparation of further components of the local planning framework.

**Table 3 Urban Form Category Descriptions**

	Urban Core	Mixed Use Precinct	Urban Neighbourhood	Suburban (Infill)	Suburban (Future)	Suburban (Existing)	Suburban (Large Lot)	Rural Living	Mixed Business
<b>Mixed Uses</b>	Yes	Yes	Yes	Moderate	Potential	Possible on Key Streets	No	No	Yes
<b>Housing Types</b>	Apartments Mixed Use	Apartments Mixed Use	Apartments Terraced	Apartments Town Houses	Town Houses Single Houses	Town Houses Single Houses	Single Houses	Single Houses	N/A
<b>Gross Urban Density</b>	45dw/ha	30dw/ha	20dw/ha	20dw/ha	15dw/ha	10dw/ha	5dw/ha	N/A	N/A
<b>Residential Site Density</b>	100dw/ha	60dw/ha	40dw/ha	40dw/ha	26dw/ha	20dw/ha	10dw/ha	N/A	N/A
<b>Residential Density Code</b>	R-AC	R-AC - R100	R40 - R100	R25 - R60	R25 - R60	R20 - R40	R2.5 - R10	N/A	N/A
<b>Building Scale (Storeys)</b>	8-12	5-8	Up to 5	Up to 3	1 - 3	1 - 3	1 - 2	1 - 2	1 - 2
<b>Lot Sizes (m<sup>2</sup>)</b>	As Existing	As Existing	R-Codes	R-Code	300m <sup>2</sup>	350 - 1000	1000 - 4000	2-10 hectares	Various
<b>Site Coverage</b>	N/A	N/A	60%	60%	60%	50%	30% - 40%	N/A	70%
<b>Street Frontages</b>	As Existing	6m – 20m	6m – 20m	6m – 20m	6m – 20m	12m – 20m	15m – 30m	Various	Various
<b>Street Setbacks</b>	0m – 2m	0m – 4m	0m – 4m	0m – 4m	0m – 4m	4m – 8m	7.5m – 20m	50m - 100m	Aim to Reduce
<b>Scheme Zoning</b>	Strategic Centre	Strategic Centre	Structure Plan Zones	Various	Urban Development	Residential	Residential	Rural Residential / Rural Smallholdings	Service Commercial / General Industry
<b>Structure Plan</b>	Precinct Structure Plan	Precinct Structure Plan	Required	Subject to Location	Required	No	No	No	Preferred

### 2.2.3 Actions

9. Recognise that Mandurah has a point of difference due to the natural assets, extensive coast line and waterways (natural and artificial), existing urban form and infrastructure, and ensure that there is a variety of development outcomes and scale to avoid being a continuation of suburban sprawl. Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and to support centre facilities.
10. Ensure sufficient development intensity and land use mix is provided in centres and corridors to support high-frequency public transport.
11. Identify nodes of activity (outside retail based centres) that support density and diversity in housing.
12. Support increased density and scale, that results in other community benefits, such as bushland protection and/or community infrastructure.
13. Undertake investigations regarding the service capacity for future infill development within the Mandurah Strategic Centre.
14. 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.

## 2.3 Environment and Biodiversity

Mandurah's natural environment and visual landscape holds significant cultural, biological and ecological value. Mandurah's planning framework needs to recognise the need to manage sensitive environments in a sustainable manner and ensure that development is sympathetic to the environmental values of the region. This presents a considerable challenge for the City whereby the growth of the economy, creation of jobs, expansion of infrastructure and provision of dwellings must be balanced against the preservation and promotion of the natural environment.

In response to the need to recognise and understand the unique environmental and visual landscape of Mandurah, the City has various plans, strategies and reports prepared dealing with the environment, which includes a State of the Environment Report.

The Strategy outlines key environmental indicators for the City and acts as a measure for the condition of the City's diverse natural environment. The Strategy aims to complement the State of the Environment Report and other strategies prepared to guide planning decision making with respect to dealing with the environment and landscape.

Primarily, the Strategy deals with the key inputs that require consideration in the planning and decision making framework for future development and is not intended to be an exhaustive analysis of all issues that require consideration that are covered by state and federal legislation and policy.

### 2.3.1 Biodiversity

Biodiversity in Mandurah includes area identified as local natural areas through the mapping of native vegetation and wetlands. The City has set a target to *protect* an overall 7 percent, and *retain* 74 percent of all Local Natural Areas remaining within the City of Mandurah with specific targets set for each identified precinct as shown in **Table 4**.

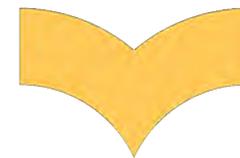
The targets for protection and retention of natural areas were set in the context of the range of mechanisms available to Council to achieve these targets which include:

- Public Open Space Allocation – Public open space allocation is the most significant mechanism for the protection of biodiversity in developing urban areas. Significant natural areas exist within land zoned for urban development within Madora Bay North and East, Lakelands North (Ocean Hill), Lakelands East, Lakelands North East and Dawesville South, and opportunities exist to retain a portion of these areas within public open space.

It is important that public open space achieves a balance between bushland and/or vegetation retention with the provision of useable (i.e. unencumbered) open space, and this process will be managed through the structure planning/subdivision process.

- Management of Reserves – Where public open space has been utilised for the protection of local natural areas it is important that the reserve is managed in a manner which recognises the primary value of these reserves.

A review of public open spaces under the care and management of the City of Mandurah has been undertaken to identify those



reserves which have significant conservation values and have no competing plans for future use. These areas are proposed to be included within an 'Environmental Conservation' reserve under Local Planning Scheme No. 12 to recognise the passive recreation and biodiversity significance of these reserves.

- Negotiated Outcomes – Council has been able to achieve many outstanding outcomes in biodiversity retention and protection based on an ability and willingness to negotiate and seek practical design-based solutions on a site by site basis. The success of a negotiated outcome will be subject to a range of factors, but primarily willingness to seek an improved outcome with respect to biodiversity conservation respecting existing development potential possible under the existing planning framework.

Conversely, a negotiated outcome may be required where sites become subject to a Controlled Action under the EPBC Act in order to ensure that a suitable urban form can be achieved based on the site's region and local context.

- Acquisition – Council has set a target of acquiring 150ha of land for the purposes of biodiversity protection with 56ha of land previously earmarked for development currently purchased. The City's Bushland Acquisition Strategy seeks to protect a range of different vegetation types in small to medium parcels.

Whilst it is possible to identify the types of areas where purchases are seen both as a priority and reflective of the City's biodiversity, it is not possible to identify properties with precision until such time as development is proposed or properties come on the market. It therefore necessary to undertake regular reviews of the Acquisition Strategy in line with proposed development within the City.

- Retention on Private Land – Significant opportunities exist to meet the City's biodiversity retention and protection targets within 'Rural' and 'Rural Residential' zoned land on private property.

Changes to existing tree and bushland protection provisions as well as provisions relating to the use and purpose of the 'Rural' and 'Rural Residential' zones would strengthen the protection mechanisms for local natural areas within these zones and clarify the circumstances in which vegetation can be removed.

**Table 4 Biodiversity Targets**

	Mandurah North	Mandurah Central	Mandurah East	Mandurah Island	Dawesville	Parklands	Southern Rural	Totals
<b>Land Areas</b>								
<b>Total Area (ha)</b>	1720.9	1161.8	1265.0	2467.0	882.4	577.0	6995.0	<b>15069.1</b>
<b>Net Area (ha)</b>	1404.9	1038.3	1226.6	1973.6	752.8	577.0	3267.7	<b>10240.9</b>
<b>Local Natural Area (ha)</b>	408.1	57.0	127.9	121.1	227.8	222.0	2306.5	<b>3470.4</b>
<b>% LNA to Net Area</b>	29%	5%	10%	6%	30%	38%	71%	<b>34%</b>
<b>LNA Zoning</b>								
<b>Urban Zone (ha)</b>	346.1	28.8	118.0	121.1	168.1	0.0	0.0	<b>782.1</b>
<b>Rural Zone (ha)</b>	61.0	0.0	0.0	0.0	59.7	222.0	2306.5	<b>2649.2</b>
<b>Reserved Land (ha)</b>	0.0	28.2	9.9	0.0	0.0	0.0	0.0	<b>38.1</b>
<b>Targets</b>								
<b>Protection Target (ha)</b>	<b>81.8</b>	<b>33.6</b>	<b>36.5</b>	<b>44.0</b>	<b>38.3</b>	<b>0.0</b>	<b>24.5</b>	<b>258.7</b>
<b>% of Net Area</b>	6%	3%	3%	2%	5%	0%	1%	<b>3%</b>
<b>% of LNA</b>	20%	59%	29%	36%	17%	0%	1%	<b>7%</b>
<b>Retention Target (ha)</b>	<b>19.4</b>	<b>0.0</b>	<b>7.4</b>	<b>18.2</b>	<b>31.9</b>	<b>216.0</b>	<b>2260.8</b>	<b>2553.7</b>
<b>% of Net Area</b>	1.4%	0.0%	0.6%	0.9%	4.2%	37.4%	69.2%	<b>24.9%</b>
<b>% of LNA</b>	4.8%	0.0%	5.8%	15.0%	14.0%	97.3%	98.0%	<b>73.6%</b>
<b>Combined Target</b>	<b>101.2</b>	<b>33.6</b>	<b>43.9</b>	<b>62.2</b>	<b>70.2</b>	<b>216.0</b>	<b>2285.3</b>	<b>2812.4</b>
<b>% of LNA</b>	25%	59%	34%	51%	31%	97%	99%	<b>81%</b>
<b>Potential Clearing (ha)</b>	306.9	23.4	84.0	58.9	157.6	6.0	21.2	<b>658.0</b>



### 2.3.2 Flood Hazard Areas

State Planning Policy 3.4 states that the 100 year average recurrence interval flood should be used as the defined flood event to determine the area over which appropriate controls on land use and development are required to address the potential impacts of flooding.

The City relies on mapping provided by the Department of Water and Environmental Regulation who have determined the 1 in 100 year floodplain extent, including the floodway and flood fringe.

Development located within an identified floodway that is considered obstructive to major river flows is not considered acceptable, however development may be considered within the flood fringe provided a minimum habitable floor level of 0.5m above the adjacent 100 year flood level is provided to ensure adequate flood protection. It must be noted that flood level information will change over time as a result of continued scientific advice, new and historical data and changing climatic conditions.

### 2.3.3 Mosquitoes

Mosquitoes are known to present serious health risks to humans by acting as transmitters or vectors of pathogenic arboviruses. They are known to be carriers of a number of diseases in Western Australia including Ross River and Barmah Forest virus which cause non-fatal but potentially debilitating chronic diseases. Mosquitoes can also create severe nuisance problems which may severely impact upon the amenity for residents of affected areas.

There is an estimated 600 hectares of potential mosquito breeding area with the Peel Region and it is the inundation of mosquito breeding sites by tidal fluctuations within the Peel Harvey estuary and river systems that largely dictates the scale, degree and regularity of salt march mosquito breeding activity. Areas of high mosquito activity have been identified within *Plan 2*.

There is a need to consider the impact of high mosquito areas in the application of residential density, land use and design of development.

### 2.3.4 Peel Harvey Estuary

The Peel Harvey Estuary is highly valued by the community and wider population for its natural and recreational values and is a significant tourism drawcard. The Peel Harvey Estuary forms part of the Peel-Yalgorup RAMSAR listing which was designated a “Wetland of International Importance” in 1990 as one of the largest and most diverse estuarine complexes in South Western Australia supporting an array of species and communities. Planning and development within the Peel Harvey Coastal Plain Catchment should manage nutrients and protect or restore vegetation in accordance with SPP 2.1.

Any proposal likely to lead to significant adverse impacts on the estuary or lead to further loss or degradation of fringing vegetation will not be supported. Consistent with the EPA’s Guidance Statement 33 a minimum 50m setback will be applied to all development adjacent to the Estuary with any requirement for effluent disposal within 100m of the Estuary to be provided via reticulated sewer regardless of lot size.

### 2.3.5 Climate Change

In 2010 a Coastal Zone Climate Change Risk Assessment and Adaption Report was prepared for the City of Mandurah, undertaken to determine probable climate change risks for Mandurah and adaptation measures. The highest priority risk identified within this report was the uncertainty in long-term land use planning and infrastructure design, and the need to ensure development and planning decisions made now take into account potential impacts of climate change.

Other high priority risks include impacts on infrastructure (private, local government and recreational) through coastal erosion and inundation. There is a high level of development adjacent to the active beach zone throughout the Mandurah's coastal zone. Consequently, coastal erosion and inundation, resulting from an increase in sea level and/or modification of sediment transport processes, is a significant risk for the City.

### 2.3.6 Environmental Assessment

Notwithstanding the progression of a new local planning scheme, a number of sites will be subject to future environmental assessment:

#### Lot 10 Old Pinjarra Road (Old bird park site)

Lot 10 Old Pinjarra Road is a 4.84ha site currently zoned a combination of 'Tourist' and 'Rural' under Town Planning Scheme No 3 ('Scheme 3'). The site is zoned a combination of 'Urban' and 'Rural' under the Peel Region Scheme. The site is significantly constrained for development as the site contains a Conservation Category Wetland (CCW), with all but the north western corner of the lot being unsuitable for development.

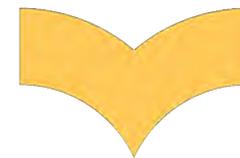
The 'Tourist' zone was historically applied due to the presence of the bird park on the site, however, the range of uses permitted under the tourist zone are largely incompatible within a CCW. In addition, a 'single house', which is a use that is considered appropriate for the site, is listed as a prohibited use within the 'Tourist' zone.

Council had previously proposed to apply a more appropriate zoning to the site though Amendment No 132 to Scheme 3 that proposed a zoning of 'Rural' and 'Rural Residential'. Council subsequently resolved not to proceed with the Amendment however, as it was determined that the proposed zoning would be inconsistent with the 'Urban' zone under the Peel Region Scheme.

As a result, under draft Scheme 12, the site was zoned 'Urban Development'. The original intent behind applying this zoning was to require more detailed 'structure planning' of the site, as required by the 'Urban Development' zone, prior to any development occurring. It was anticipated that the need for a structure plan would allow for a more detailed analysis of the development potential of the site, given the environmental constraints. In addition, under the 'Urban Development' zone, a single house could be permitted.

The Office of the EPA have, however, have expressed concerns with the proposed change in zoning of the site and the impact this change would have on the capacity of the EPA to consider subsequent planning proposals for the site.

In order to progress Scheme No. 12 to advertising it is proposed to retain the 'Tourist' and 'Rural' zoning over Lot 10 Pinjarra Road. Council may then consider, in a process separate to the Scheme, the most appropriate way forward for this site.



## **Lots 2 Old Coast Road and Lots 20 and 21 Estuary Road, Bouvard**

Lots 2 Old Coast Road, and Lots 20 and 21 Estuary Road, Bouvard form the 'Panorama Development' site totalling 88ha of 'Urban Development' zoned land under both Scheme 3 and draft Scheme 12. The sites are zoned 'Urban' under the Peel Region Scheme.

When the Peel Region Scheme was assessed by the EPA and found to meet the EPA's objectives, a number of environmental factors were 'deferred' to ensure that the EPA had the opportunity to assess future amendments, subdivisions or development proposals in more detail at a later date. Deferred factors included vegetation on the Panorama Development Site.

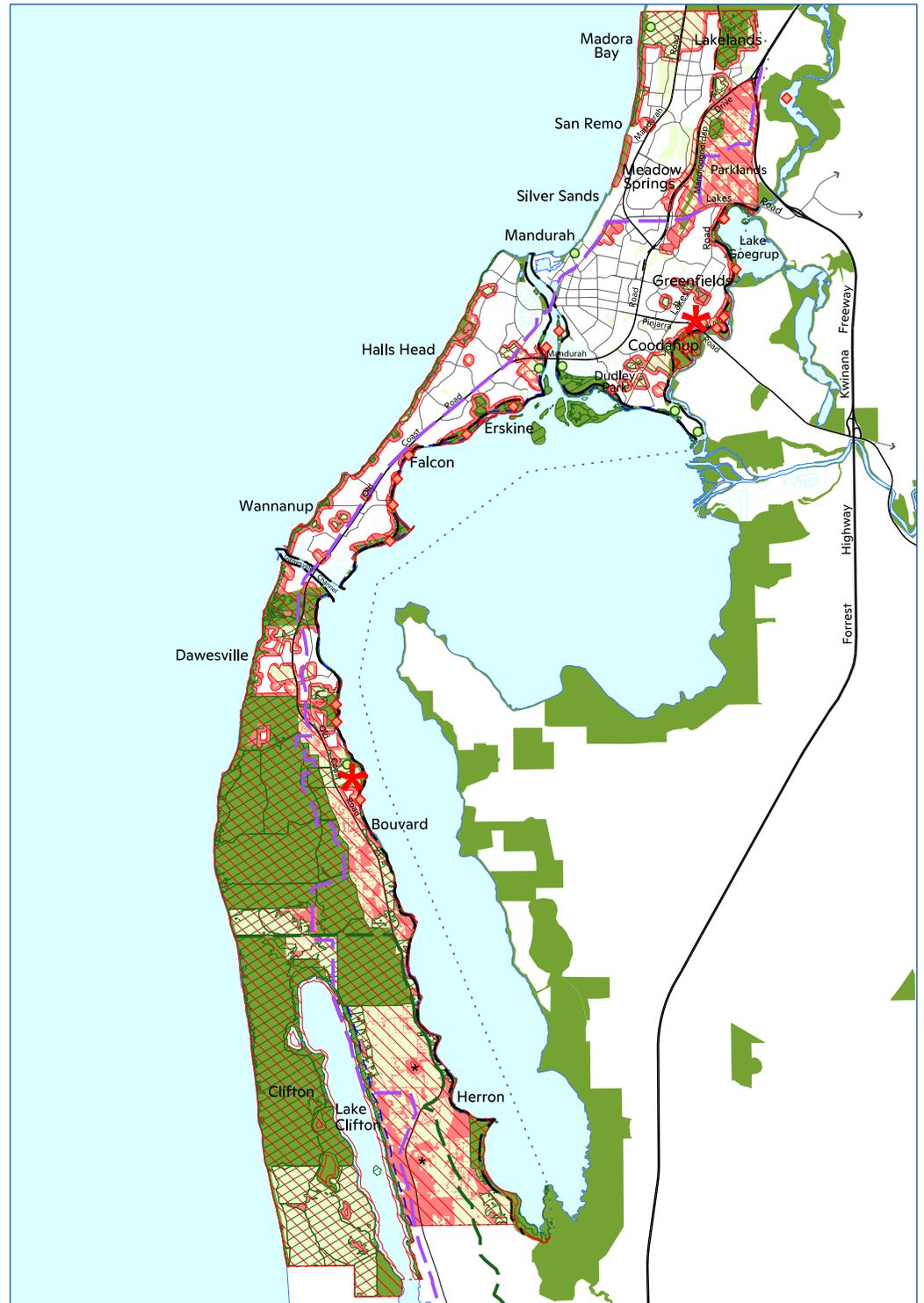
As vegetation on the Panorama Development site has been listed as a deferred factor, any future amendment, subdivision or development proposal will require referral to the EPA. In assessing Scheme 12, the EPA has sought assurance that a structure plan will be required under the Scheme and referral to the EPA will occur. The Panorama Development site is zoned 'Urban Development' under proposed Local Planning Scheme No. 12. The objective of this zone is to provide a basis for more detailed structure planning in accordance with the provisions of the Scheme.

### 2.3.7 Strategic Community Plan 2020 - 2040

<b>Community Outcomes</b>	<ul style="list-style-type: none"> <li>• Nature having a voice at the table in all decisions;</li> <li>• A beautiful, clean, and sustainable environment for all;</li> <li>• Preserving and celebrating the waterways - our greatest asset;</li> <li>• Protecting the natural environment for generations to come;</li> <li>• Deep engagement and respect for the environment.</li> </ul>
<b>Objectives</b>	<ol style="list-style-type: none"> <li>4.1. Advocate for and partner with all levels of Government and other agencies to ensure environmental impacts are considered in all planning, strategy development and decision making</li> <li>4.2. Protect and manage our local natural environment and ensure that our actions to manage land based assets don't adversely impact our waterways</li> <li>4.3. Create opportunities for our community to celebrate and preserve our local natural environment</li> <li>4.4. Educate our community on global environmental sustainability issues and demonstrate leadership in the field</li> </ol>
<b>Measures of Success</b>	<ol style="list-style-type: none"> <li>1. Conservation and environmental management Performance Index Score</li> <li>2. The management of coastal and estuary areas Performance Index Score</li> <li>3. Phosphorus load reduction in estuary</li> <li>4. Growth in tree canopy coverage (%)</li> <li>5. Average residential scheme water consumption per household (lower than or equal to WA rate)</li> <li>6. Average residential energy use per household (lower than or equal to WA rate)</li> </ol>

# Plan 2 - Environmental Focus Area

- Peel-Harvey Coastal Plain Catchment
- Lake Clifton Catchment
- - - Peel-Harvey Estuary / Lake Clifton Setbacks
- Climate Change Risk Assessment
- Floodway
- ◆ High Mosquito Activity Areas
- ▨ Bushfire Prone Areas (2016)
- ▨ Peel Regionally Significant Area
- Local Natural Area
- ✱ Sites where proposals are subject to Environmental Assessment
- Regional Open Space
- City of Mandurah Boundary**



### 2.3.8 Actions

15. Seek to protect an overall 7 percent, and retain 74 percent (total of 81%) of all Local Natural Areas remaining within Mandurah.
16. Have regard to targets for biodiversity protection and retention set within the City's Biodiversity Strategy, in recommendations and decisions for land use and development, particularly in rezoning, structure plans and subdivisions.
17. Undertake a review of the City of Mandurah's Bushland Acquisition Strategy every 3 years to reassess priorities for bushland purchase.
18. Create an Environment and Conservation Reserve within Scheme 12 to include those reserves which are managed for passive recreation and biodiversity conservation and have not been identified as required for active recreation needs.
19. Include tree and bushland preservation provisions within Scheme 12 and include reference to targets within the Biodiversity Protection Strategy within the criteria listed for assessing applications to remove trees or bushland within these areas.
20. Strengthen scheme provisions regarding the identifications and use of building envelopes within Rural zones to minimise the need for clearing of remnant vegetation and ensure consistency with bushfire protection guidelines.
21. Have regard to the impact of high mosquito areas in the application of residential density, and in land use and design decision making.
22. Incorporate provisions into the scheme to impose a 50m setback to all development adjacent to the Peel-Harvey estuary.
23. Introduce a requirement within Scheme 12 for all effluent disposal within 100m of the Peel-Harvey estuary to be provided via reticulated sewer regardless of lot size.

24. All structure plans and proposals to rezone land adjacent to the waterways (coast, rivers and estuary) shall be subject to a Climate Change (sea level rise) assessment to determine appropriate form of development and necessary setbacks to mitigate climate change and extreme weather events.
25. Upon completion of the City's coastal hazard risk management and adaptation planning, determine how the findings can be implemented to inform future decision-making for zoning, structure planning, subdivision and development in coastal areas.
26. Ensure that any significant proposal over the following sites are referred to the Environmental Protection Authority under s.38 of the Environmental Protection Act 1986:
  - (a) Lot 10 Old Pinjarra Road, Greenfields;
  - (b) the Panorama Development Site located at Lots 20 and 21 Estuary Road Dawesville and Lot 2 Old Coast Road Bouvard.
27. Review the zoning and subdivision potential of Lot 1 Old Coast Road, Bouvard.

## 2.4 Bushfire Protection

*State Planning Policy 3.7* and *Guidelines for Planning in Bushfire Prone areas* have been prepared by the Western Australian Planning Commission, in conjunction with the Department of Fire and Emergency services to provide guidelines and policy measures applicable to all development within bushfire prone areas.

Bush prone areas have been identified and designated by the Fire and Emergency Services Commissioner under the *Fire and Emergency Services Act 1998* (as amended).

Significant areas within Mandurah have been identified as bushfire prone, including those areas adjacent to coastal and bush reserves, urban zoned land earmarked for future development, Parklands estate and the majority of land south of the Dawesville Channel.

### 2.4.1 Bushfire Prone Mapping

Current Bushfire Prone mapping was published in May 2016. The criteria used to establish bush fire prone areas has resulted in a number of highly urbanised areas being classified bush fire prone, particularly adjacent to coastal foreshore areas and bushland reserves, where the risk to life and property is considered minimal due to the nature of the reserves and proximity to firefighting services.

With the Building Code of Australia requiring additional building construction requirements for those lots within a designated bushfire prone area, this has resulted in significant additional costs to landowners.

The Mapping Standard for Bushfire Prone Areas prepared by the Department of Fire and Emergency Services provides for the input of Local Government in the review of bushfire prone areas.

The City of Mandurah will continue to liaise with the Office of Bushfire Risk Management to refine mapping for bush fire prone areas within Mandurah.

### 2.4.2 Future Urban Growth

Land zoned for future urban development including Madora Bay North, Madora Bay East, Lakelands North (Ocean Hill), Lakelands East, Lakelands North East, Florida North, Bailey Boulevard, Panorama and Dawesville South, has been identified as bushfire prone.

While the majority of urban zoned land will be largely cleared to support residential development, pockets of remnant vegetation will occur within areas of public open space, foreshore reserves and wetland buffers, posing a potential bushfire risk. Bushfire Management Plans assessing the potential bushfire risk and management requirements for the majority of these areas have been prepared.

Key issues associated with the management of bushfire risk in Greenfield development areas include:

- The management of risk associated with future public open space and foreshore reserves, particularly where biodiversity values are to be protected;



- The management of BAL ratings during staged development and potential issues arising from clearing ahead of development, such as dust;
- The ability to enforce bushfire management measures proposed as part of a bushfire management plan through the City's Fire Notices.

Measures proposed for managing bushfire risk as part of any further development within bushfire prone areas, should not be dependent on measures outside the identified development area.

The City will not support the clearing of vegetation on City owned and managed land to reduce Bushfire Attack Levels on individual properties or developments, unless mitigation actions have been recognised by the City as being part of its long term fire management planning.

### 2.4.3 Rural Development

'Rural' and 'Rural Residential' lots provide an alternative lifestyle choice for residents; however they are also often located within areas of increased risk of bushfire due to the presence of significant areas of remnant vegetation.

#### Parklands

Parklands is located within an area of medium to high bushfire risk and contains areas of significant vegetation protected under the Environmental Biodiversity and Conservation Act 1999.

Existing privately owned lots range in size from 2-11ha with the majority of subdivision and development having occurred prior to the introduction of SPP3.7 and associated guidelines.

Entry to the estate is provided via Mulga Drive, Manna Road and Stock Road with emergency access gates also provided along Mandjoogoordap Drive.

Bushfire risk is managed through the enforcement of the City's Fire Control and Prevention requirements, with each property required to maintain a 4m wide firebreak inside all external boundaries, and maintain a building protection zone around all dwellings and outbuildings.

Under Scheme 3 the minimum lot size for Rural Residential lots is 5ha, with the exception of some lots currently connected to scheme water, which limits the potential for further subdivision.

Where subdivision is proposed, Scheme 3 requires an assessment of the bushfire risk against the relevant State Planning Policy and associated guidelines, demonstrating compliance with bushfire protection criteria whilst not impacting on biodiversity targets for the area.

### Southern Rural Precinct

Substantial areas south of the Dawesville channel have been mapped as bushfire prone by the Fire and Emergency Services Commissioner under the *Fire and Emergency Services Act 1998* (as amended). The majority of this land forms the Yalgorup National Park, with the remaining land being primarily zoned 'Rural' and 'Rural Residential'.

Historically this zoned land has been under pressure for further subdivision into 'lifestyle' lots, with strategic documents such as the Inner Peel Region Structure Plan (1997), Coastal and Lakelands Planning Strategy (1999) and Lake Clifton Herron Structure Plan (2010) identifying the potential suitability of land for this purpose, with minimum lot size requirements ranging from 2-5ha.

A bushfire hazard level assessment was undertaken of the Southern Rural Precinct in 2013 in order to determine the potential suitability of land for further subdivision and development.

The assessment was undertaken by determining the predominant vegetation types within the Structure Plan area, taking into consideration the contours of the land, resulting in land being identified as having a low, moderate or extreme bush fire hazard level as shown in Plan 3.

A large portion of the Southern Rural Precinct is covered by vegetation types consisting of forests, woodlands and tall shrubs. In addition, most of the zoned land within the southern precinct abuts the forested Yalgorup National Park. This equates to large areas being classified as having an extreme bushfire risk.

Remaining areas of zoned land generally consists of open woodlands, pasture, open shrublands as well as suburban areas, with some native vegetation cover representing a moderate bushfire risk.

The localities of Bouvard and Herron, east of Lake Clifton, are serviced by the Old Coast Road with local roads providing multiple access points onto this State road for local residents.

Bushfire hazards within this area are managed through the enforcement of the City's Fire Control and Prevention requirements, with the Southern District Volunteer Fire Brigade, based at 2204 Old Coast Road, Herron, providing support for any potential bushfires in the Precinct.

Land within these localities that has been identified as having an extreme bushfire hazard level east of Lake Clifton, has already been subdivided into rural lifestyle lots ranging in size from 2 to 10ha, with limited subdivision potential remaining.

Any further land use intensification in areas of extreme bushfire hazard in these localities will not be supported, unless it can be demonstrated through the provision of a BAL contour map and bushfire management plan that the bushfire hazard level can be reduced.

Remaining areas of land east of Lake Clifton identified as having a low to moderate bushfire hazard level may have the potential for further subdivision under the provisions of Scheme 12.

# Plan 3 - Strategic Bushfire Assessment (Southern Rural Precinct)

## Peel Region Scheme Reserved Land

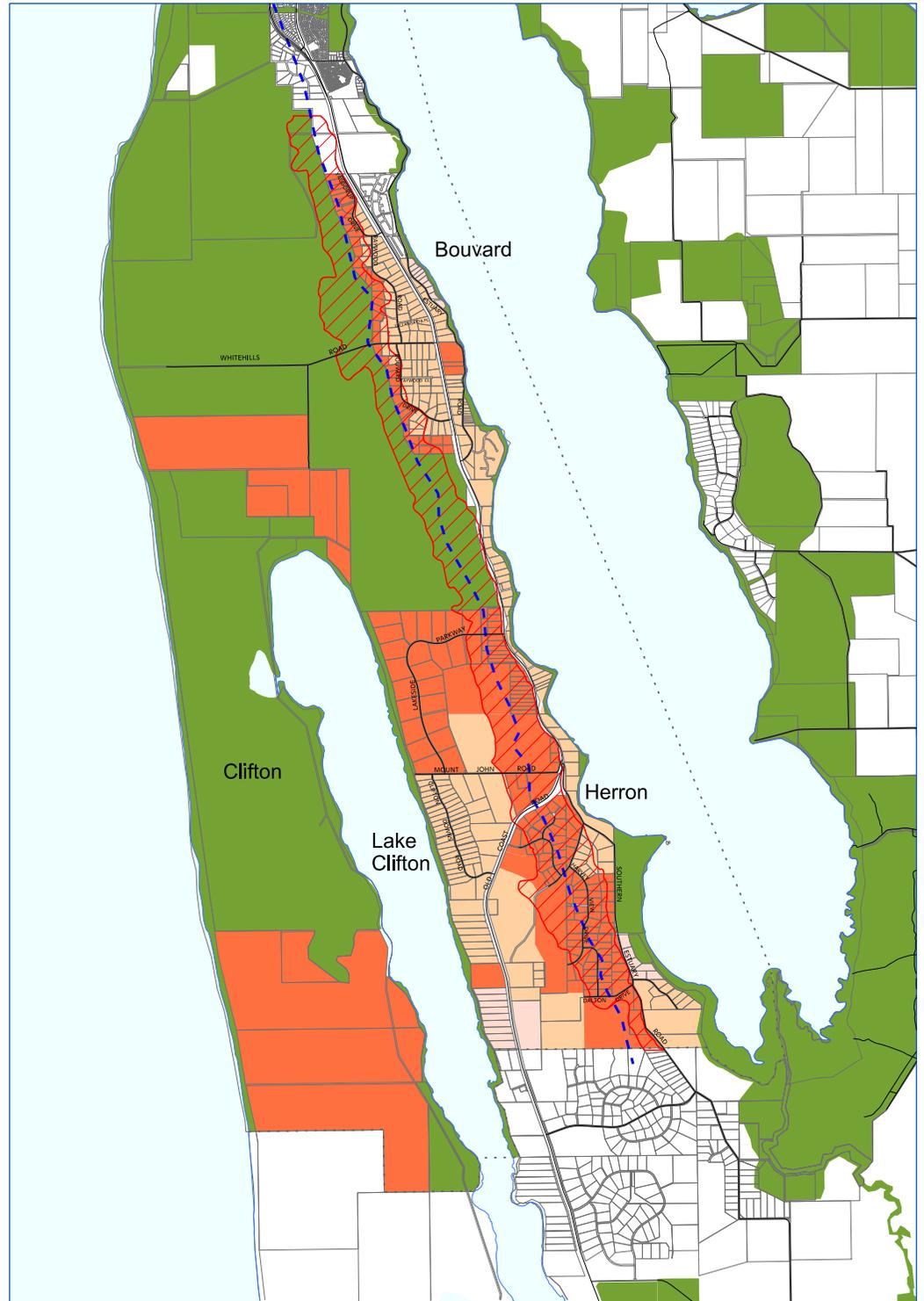
- Regional Open Space
- Waterways

## Bushfire Hazard Level

- Low
- Moderate
- Extreme

## Overlays

- Ridgeline
- Slope in Excess of 10 per cent



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Prior to any further subdivision being considered within any rural living zone, the determination of BAL ratings across the subject site will be required through the preparation of a BAL contour map. Any bushfire hazards will need to be identified and an assessment against the bushfire protection criteria requirements contained within the Guidelines undertaken, in accordance with the SPP3.7. The assessment should address:

- Access
- Water supply including access to, or the requirement for the provision of, Strategic Bushfire Water Tanks
- Siting of building envelopes
- Hazard reduction measures proposed in consideration of Council's biodiversity targets, environmental protection and landscape amenity;

Bushfire management plans which require measures in excess of the City's Fire Control and Prevention requirements for private properties, will not be supported.

Land west of Lake Clifton presents the highest risk for bushfire due to the limited access available to private lots within this locality and their location adjacent to the Yalgorup National Park.

The State Government has recently purchased numerous lots for inclusion in the Yalgorup National Park ensuring no further land use intensification will occur in this location.

Lots 2, 100, 1001, 102 and 103 Quail Road however remain in private ownership. Access to these lots is limited to one formalised route from Old Coast Road, via White Hill Road (sealed) and Quail Road (unsealed).

Emergency access is however available from a series of informal tracks through the Yalgorup National Park.

Previous proposals for the further intensification of land west of Lake Clifton have not been supported by Council or the Western Australian Planning Commission, with bushfire considerations being key to the refusal.

#### 2.4.4 Actions

28. The City will liaise with the Office of Bushfire Risk Management to refine the mapping of bushfire prone areas within the City of Mandurah.
29. The City will not support clearing of City owned or managed lands to reduce Bush Fire Attack levels on individual properties or developments, beyond mitigation actions identified by the City as part of its long-term fire management planning.
30. Fragmentation of local natural areas to allow for subdivision within bushfire risk areas will not be supported.
31. Incorporate provisions into Scheme 12 requiring future rezoning or subdivision proposals to assess bushfire risk against relevant State Planning Policy and associated guidelines and to demonstrate compliance with bushfire protection criteria whilst not impacting on biodiversity targets.

## 2.5 Tourism

Mandurah has historically been seen as a tourism destination, with tourism being a significant contributor to the City's economy. The Mandurah Foreshore and Peel Harvey Estuary and surrounds remain significant tourist attractions and are highly valued by local and regional residents alike. Mandurah's beaches, waterways and national parks provide the basis for a range of recreation and leisure activities, as well as retail and commercial opportunities.

In December 2009 the Western Australian Planning Commission endorsed the *Local Tourism Planning Strategy* for the City of Mandurah which was prepared in accordance with *Planning Bulletin 83: Planning for Tourism*. The Tourism Strategy outlined key findings and planning issues relating to tourism with the aim of guiding future tourism development, in recognition of the important role that tourism plays within Mandurah from an economic, social and environmental perspective.

Key findings of the Local Tourism Planning Strategy included a need to:

- Build future tourism development around Mandurah's key iconic features and emerging tourism opportunities (the Peel Waterways, coastal beaches and vibrant city);
- Ensure Mandurah maintains its current diversity and supply of accommodation;
- Ensure Mandurah has adequate land zoned for long term tourism accommodation development and redevelopment;

- Provide for a diversity in tourism attractions, facilities and activities; and
- Maximise transport advantages of the Perth to Mandurah rail line to further capture the day tripper market and promote better transport connections to the Peel region.

Protection of key tourism sites and precincts to ensure an ongoing tourism function, as well as providing for the flexibility to allow for tourism uses within various zones of the scheme where appropriate, were identified as key strategies to achieve the above.

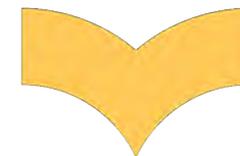
### 2.5.1 Key Tourism Sites

The Tourism Strategy identified key tourism sites currently considered to provide an important contribution to tourism, predominantly the provision of tourism accommodation, within the City of Mandurah, a summary of which has been provided in **Table 5**.

In order to ensure that the tourism functions of the above tourist sites are retained and protected, it is important that the land is zoned accordingly.

The existing Tourist zone under Scheme 3 is quite broad in its land use permissibility allowing for a range of land uses including residential, retail, service and accommodation uses.

The primary function of the identified key tourism sites is the provision of tourism accommodation.



**Table 5 Key Tourism Sites**

Name and Location	Existing development requirements (Scheme, Structure Plan, Precinct Plan)	Recommendation
<b>Seashells Mandurah</b> <b>Lot 1 Dolphin Drive</b> <b>Mandurah</b>	Mandurah Ocean Marina ODP designates the site as a Resort Site (60% short stay, 40% residential). Supporting retail and commercial uses are encouraged to occupy the ground level frontage.	Designate site 'Tourism' within Mandurah Strategic Precinct Structure Plan and incorporate site specific provisions to limit permanent residential development to 40% of accommodation units provided.
<b>The Point</b> <b>1 Marco Polo Drive</b> <b>Mandurah</b>	Peninsula Hotel ODP identifies the use of the land as Hotel and Retail and restricts permanent residential to 20% of units.	Designate site 'Tourism' within Mandurah Strategic Precinct Structure Plan and incorporate site specific provisions to limit permanent residential to 20% of units.
<b>Southport</b> <b>Lot 370 Country Club Drive</b> <b>Dawesville</b>	The lot is covered by the Southport Development Guide Plan and falls within Precinct 3 – Tourist Development.	Zone site 'Tourism' within Scheme 12 to limit future development to tourism accommodation and development.
<b>Mandurah Ocean Marina Chalets</b> <b>Lot 312 The Lido</b> <b>Mandurah</b>	Mandurah Ocean Marina ODP designates the site as Chalet Park (100% Tourist). Up to 25% permanent residential may be considered upon the comprehensive redevelopment of the site.	Designate site 'Tourism' within Mandurah Strategic Precinct Structure Plan and incorporate site specific provisions to limit permanent residential development to 25% upon redevelopment of the site.
<b>Quest Mandurah</b> <b>Lot 507 Apollo Place</b> <b>Halls Head</b>	Port Mandurah Outline Development Plan identifies the site as Residential R40. The site has been developed with a total of 73 apartments, 80% of which are for short stay purposes.	Zone site 'Tourism' to recognise the importance of the site in providing for tourism accommodation.
<b>Mandurah Quay Resort</b> <b>Lots 2002, 2001 and 9201 Marina Quay Drive</b> <b>Erskine</b>	Mandurah Quay is zoned Tourist under Scheme 3 with development guided by the zoning and development table within the scheme. The site has been identified as a key tourism site due to the provision of accommodation within close proximity to a key attractor.	Designate Site 'Special Use – Marina' for Lot 2002, and incorporate provisions requiring further detailed planning prior to the development of the site. Lots 9201 and 2001 will be zoned 'Tourism' within Scheme 12.

Name and Location	Existing development requirements (Scheme, Structure Plan, Precinct Plan)	Recommendation
<b>Miami Caravan Park</b> <b>Lot 53 Olive Road</b> <b>Falcon</b>	Falcon Village Precinct Plan identifies the site as Tourism Development with further development to be subject to a Development Guide Plan. The site provides for accommodation within close proximity to a key attractor.	Designate the area as Special Use – Caravan Park under Falcon Village Precinct Structure Plan.
<b>Water Edge</b> <b>Lot 21 Old Coast Road Bouvard</b>	Development is guided by the zoning and development table for the Rural zone.  The site is currently is occupied by a caravan park.	Zone Special Use – Caravan Park under Scheme 12
<b>Estuary Hideaway</b> <b>Lot 10 Old Coast Road</b> <b>Bouvard</b>	Development is guided by the zoning and development table for the Rural zone. The site currently contains short stay holiday cabins.	Zone Special Use – Caravan Park under Scheme 12

The majority of identified tourism sites are located within the Mandurah Strategic Centre and will be protected via a tourism designation within the Precinct Structure Plan, with site specific requirements applicable to each tourism site, to specify permitted uses and maximum residential occupancy.

For those sites located outside the Mandurah Strategic Centre, the 'Tourism' zone and the 'Special Use' zone are proposed to be utilised within Scheme 12, to ensure future land uses are consistent with the specified tourism function of each site.

A range of tourism type uses (including holiday houses, tourist accommodation and eco-tourism) will also continue to be permitted across a number of zones within both Scheme 12 and the relevant Precinct Structure Plans. This will provide the flexibility to consider tourism proposals in appropriate locations, as well as provide for a variety of accommodation options within Mandurah



## 2.5.2 Tourism Precincts

In addition to the identification of key tourism sites, Mandurah Local Tourism Strategy also identified precincts that currently, or have the potential to, serve an important tourism function. These sites include:

- Madora Bay North

The large and wide Regional Open Space reserve has the potential to provide for regional beach facilities including the possibility of a caravan park on crown land, however further detailed planning of the foreshore is required to determine the appropriateness and feasibility of these uses within the reserve. The local centre designated under the Madora Bay North Structure Plan is an important component of the future development of the 'precinct', with the ability to provide for supporting commercial, low key tourism and accommodation uses.

- Mandurah Terrace, Mandurah Ocean Marina, Mandurah City Centre Precincts

The Mandurah Terrace, Mandurah Ocean Marina and Mandurah City Centre Precincts provide for a mix of tourism accommodation, tourist related commercial, restaurant and retail functions required for Mandurah to continue to operate as a tourism destination. The importance of protecting the foreshore and Mandurah Ocean Marina as significant tourism attractors will be reflected within the proposed Mandurah Strategic Precinct Structure Plan, through the incorporation of provisions and design guidelines aimed at ensuring the tourism functions of these sites will be continued and enhanced.

- Mandurah Quay Precinct

The Mandurah Quay Precinct contains the Mandurah Quay Resort (identified as a key tourism site), a reception venue and an area of vacant land adjacent to the estuary.

The Tourism Strategy highlighted the importance of retaining this site for tourism purposes due to its location adjacent to an established resort with facilities and amenities, and adjacent to the waterfront. In order to protect the tourism function of the site, a special use zone will be applied to the Lot 2002, incorporating provisions requiring further detailed planning prior to the development of the site.

The LDP will be required to be developed in consideration of the recommendations of the Local Tourism strategy.

The 'Tourism' zone will be applied to the remainder of the site.

- Falcon Village Precinct

The Falcon Village Precinct is recognised as a strategic tourism location due to its proximity to the estuary, the traditional holiday village character of the area and the tourist accommodation and tourist related land uses established in the precinct. The precinct includes the Miami Caravan Park which has been identified as a key tourism site. A review of the Falcon Village Precinct Plan is proposed to be undertaken consistent with the requirements of SPP4.2. The tourism function of this activity centre will be retained through this plan.

### 2.5.3 Actions

32. Ensure proposed Precinct Structure Plans for the Mandurah Strategic Centre and Falcon Village Precinct reflect and protect the important tourism function these areas provide and protect key tourism sites.
33. Include identified key tourism sites located outside of Activity Centres within the 'Tourism' and 'Special Use' zone to ensure the long term protection of the tourism function of these sites.



## 2.6 Rural Development

Historically within Mandurah, the 'rural' zone was used as a holding pattern for future urban areas, creating the perception that all 'Rural' zoned land has the ability for future development. In reality all land suitable for urban development has been rezoned and the remaining 'rural' and 'rural residential' zoned land is considered to be highly constrained in terms of future urban development.

The extent of local natural areas outside of urban areas, soil types, and the proximity of land to the Peel Harvey Estuary, the coast and Lake Clifton, also generally precludes remaining rural land from being suitable for agriculture or general rural activity.

This does however present an opportunity to examine rural land use within the City and the lifestyle and housing choices this land represents. An analysis of rural and rural lifestyle lots within Mandurah has been undertaken, based on current Scheme 3 zonings, existing land uses, development history, potential lot yields, environmental assets and constraints, and bushfire risk management in conjunction with the above land use considerations. This has resulted in the following 'rural lifestyle' zones being proposed within Scheme 12:

### Rural

The purpose of this zone is to designate areas with environmental sensitivities that warrant specific protection from further subdivision and development, such as, those areas containing a significant homogenous area of local natural vegetation supporting high levels of biodiversity.

In addition, this zone will ensure protection of the existing extractive industries within Mandurah, avoiding the establishment of sensitive land uses in close proximity to these industries which may potentially prejudice current or future extraction of basic raw materials. In accordance with State Policy, rural subdivision will only be considered in exceptional circumstances.

#### Rural Smallholdings (10ha minimum)

The purpose of this zone is to include those areas with environmental sensitivities that warrant specific protection including those areas directly adjoining the Peel Harvey Estuary, Lake Clifton and lands containing significant large areas of local natural vegetation.

Other environmental considerations include proximity to identified wetlands, flood hazard areas, Vasse soils and acid sulfate soils which mandate specific control over future subdivision and development.

#### Rural Residential (5ha minimum)

This zone incorporates all areas of land already zoned and established as rural residential lots under Scheme 3. No further subdivision will be permitted below the 5ha minimum with the exception of lots identified within Parklands as being currently connected to Scheme Water.

### 2.6.1 Local Natural Areas

Approximately 75% of the remaining local natural areas located outside of State Government Conservation areas in Mandurah are located within 'Rural' and 'Rural Residential' zoned land (under Scheme. 3). The majority of these local natural areas are in private ownership, where appropriate restrictions on clearing are crucial in the preservation of these areas.

In order to preserve local natural areas in accordance with the targets set within Council's Biodiversity Strategy, tight controls are required regarding the size and locations of building envelopes, clearing of vegetation and bushfire protection. In addition, determination of lot sizes for any future development of rural lifestyle blocks should be based on an assessment of the significance and conservation value of remnant vegetation.

### 2.6.2 Stocking Rates

Detailed geological soil type mapping for the strategy area was undertaken by Agriculture WA and Wells in 1989 and forms the basis for determining stocking rates. Generally stocking rates on rural land within Mandurah range from 2 Dry Sheep Equivalent (DSE) per hectare to 6 DSE per hectare, due to the low nutrient holding capacity and well drained nature of the soil types within the region.

In determining the stocking rate of a property, vegetated areas, wetland areas, and areas covered by any structure must be excluded from the land area. This severely limits the capacity of many properties within Mandurah to be stocked due to the extent of remnant vegetation.

In accordance with SPP2.1, the keeping of livestock above the recommended stocking rates constitutes intensive agriculture and should only be considered in consultation with the Department of Agriculture and Environmental Protection Authority, taking into account the potential impact on the environment and water quality.

As rural land within Mandurah is generally not suited for 'intensive agriculture' clear guidelines are proposed to be incorporated into Scheme 12 to ensure overstocking does not occur.

### 2.6.3 Basic Raw Materials

Currently there are two existing extractive industries located within Mandurah.

Both have current development approvals in place for extraction of basic raw materials, sand and limestone. The location of these operations is shown on **Plan 4**. SPP2.4 Basic Raw Materials provides policy provisions designed to facilitate the extraction of basic raw materials and to avoid sensitive development close to basic raw material resources, which could otherwise inhibit extraction of the resource.

There is a presumption against rezoning, subdivisions and development which would result in the establishment of sensitive land uses on land within, adjacent to or in close proximity to basic raw material extraction areas.

# Plan 4 - Rural Subdivision

## Peel Region Scheme Reserved Land

-  Regional Open Space
-  Waterways

## Zones

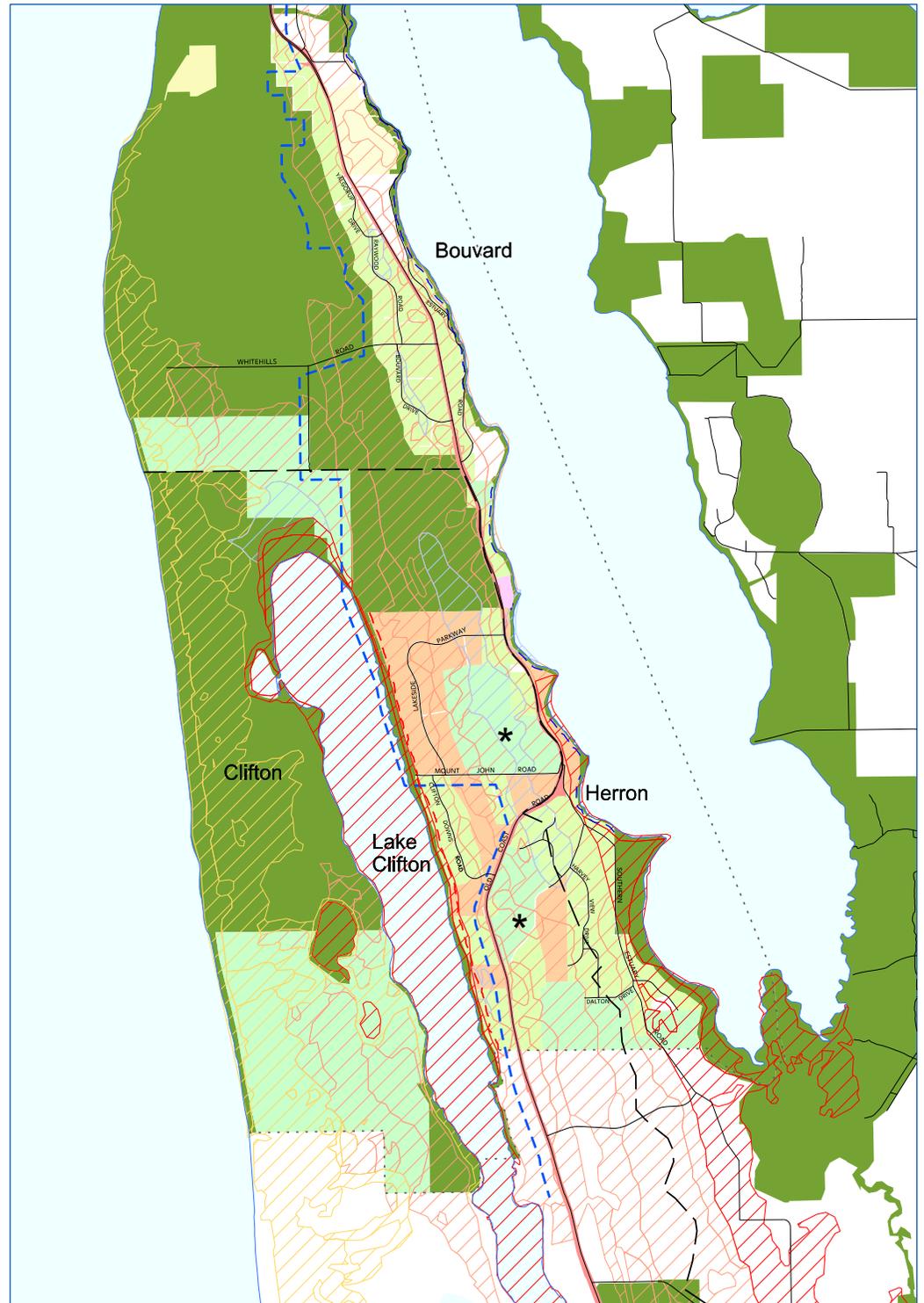
-  Rural
-  Rural Smallholdings (10ha minimum)
-  Rural Residential (5ha minimum)
-  Special Use - Caravan Park

## Special Controls

-  150m Lake Clifton Setback
-  50m Peel Harvey Estuary Setback
-  Extractive Activities (Existing)

## Soil Types

-  Quindalup Dune System
-  Spearwood Dune Ridges and Sand Plains
-  Bassendean Dune and Sand Plains
-  Vasse Estuarine and Lagoonal System



#### 2.6.4 Actions

34. Introduce a Rural and Rural Small Holdings zone into Scheme 12 in lieu of a single 'Rural' zone to more accurately reflect the intent and purpose of the rural land.
35. Increase the minimum lot size for the Rural Residential from 2ha to 5ha.
36. Base recommendations on proposals for the further subdivision of 'rural' land on an assessment of the significance and conservation of remnant vegetation; the bushfire risk in accordance with SPP3.7; and the need for wetland buffers.
37. Establish a general presumption against rezoning, subdivision and development which would result in the establishment of sensitive land within, adjacent or in close proximity to basic raw material extraction areas.
38. Strengthen scheme provisions regarding the identifications and use of building envelopes within 'Rural' zones to minimise the need for clearing of remnant vegetation and ensure consistency with bushfire protection guidelines.
39. Incorporate clear provisions into Scheme 12 regarding stocking rates for rural properties and the need for development approval where recommended stocking rates are proposed to be exceeded.



## 2.7 Infrastructure

### 2.7.1 Transport

In order to support the continued growth of the City Centre as a strategic metropolitan centre, a high level of accessibility is required, both for those located within Mandurah and those in the wider community, with a focus on reducing car dependency within the city centre. In order to achieve this, Mandurah's City Centre needs to be serviced by reliable and consistent public transport, walkable catchments and cycling options.

Public transport within the city centre itself is currently provided through a high frequency bus service. This connects the Mandurah Train Station with the Forum, foreshore and city centre, with large areas of the centre located within 400m of this bus route. Connectivity of the Mandurah City Centre to external regions is however limited, including public transport from suburbs within Mandurah and as well as the wider catchment.

A new station at Lakelands forms part of the planning for the Perth to Mandurah rail network, supporting Mandurah Station and improving local access to public transport options. Further detailed assessment is required, considering opportunities for future development in the surrounding area, including proximity to the Lakelands activity centre.

The City's key priorities for public transit in Mandurah include:

- improvements to the existing Mandurah *passenger rail line* and prioritisation of the east-west connection between Mandurah and Pinjarra;
- the provision of a *high frequency street based transit system* within the Mandurah central area as a catalyst for infill development and regeneration; and
- the resetting of the existing bus system to provide a *bus transit system* along Mandurah Road between the northern suburbs of Mandurah and the Mandurah Transit Station; and along Old Coast Road between the southern suburbs of Mandurah and the Mandurah Transit Station.

Whilst Council is aiming to reduce car dependency, it is recognised that the provision of adequate car parking within the city centre is a key element of the future development of the centre.

The challenge is to provide sufficient parking to address mobility, access and economic needs, whilst also balancing the competing land uses which are necessary to ensure a sustainable, vibrant and thriving pedestrian orientated City Centre.

Council's 2011 Mandurah City Centre Car Parking Strategy developed a range of strategies and actions to meet anticipated car parking demand, which will need to be considered in the development of the Precinct Structure Plan for the City Centre, including the need for an integrated transport strategy addressing all modes of transport within the City Centre.

The development of the Precinct Structure Plan for the City Centre will also address walkability. Current precinct plans within the City Centre place a high degree of importance on the provision of safe, visually attractive, connected and revitalised precincts aimed at encouraging walkability.

This is achieved through increased density around key transit nodes, provision of active street frontages, high levels of passive surveillance and the provision of parking predominantly on the periphery of the city centre. The current precinct plans will be incorporated into the proposed new Precinct Structure Plan.

### 2.7.2 Community Infrastructure

The sustained growth of Mandurah has led to increased pressure on community and social infrastructure. The Social Infrastructure Plan includes an identified need for community infrastructure within Mandurah's northern district and in Dawesville was identified, as well as increased social infrastructure within Mandurah's City Centre. Community Purpose sites have been identified within the Lakelands Precinct Structure Plan and Florida Neighbourhood Centre Plan and sites secured.

Within the City Centre, the City will continue to form collaborative partnerships with other levels of government, the private sector, community and non-profit organisations for the provision of non-profit accommodation and social and crisis support facilities as identified.

In addition to the requirement for new community infrastructure, the Social Infrastructure Plan also highlights the need:

- For the upgrade and maintenance of existing facilities;

- For the development of policies required to secure land, deliver facilities for future community use, and identify and implement the most appropriate management arrangements; and
- To facilitate and contribute to the development of strategies and collaborative projects that support and build the capacity of the community service sector.

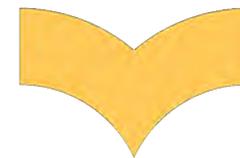
The recommendations of the Social Infrastructure Plan will continue to be implemented through the City's 10-year capital plan.

In addition to the above, the provision of additional school sites will need to be considered early in the planning process, including in infill contexts, where there may be increased enrolment pressure on existing schools.

### 2.7.3 Public Open Space

In 2004 (Stage 1) and 2007 (Stage 2) a Strategic Public Open Space Review was undertaken by the City. Key findings of the review included;

- The City provides more than the required amount 10%, with 12.3% of the City's subdivisible land being public open space. There are however, issues relating to the distribution and quality of public open space and the competing uses of POS (drainage and bushland retention), which reduces the amount of usable space. This is particularly relevant within the Mandurah Strategic Centre.
- Although distribution of Mandurah's public open space is not geographically even, there is an offset by access to beach reserves which is not included into the 10% equation.



Consequently, most Mandurah residents enjoy a high degree of access to open space in one form or another.

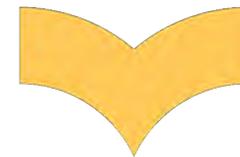
The Mandurah Strategic Centre has been identified as a significant growth area through infill development.

Whilst significant areas of public open space are available along the Mandurah foreshore and within the Rushton Park Sporting Precinct, there is limited access to local and neighbourhood parks, with Liveable Neighbourhoods suggesting most dwellings should be located within 400m of a park.

There are opportunities for the provision of additional public open space through the conversion of drainage reserves and road reserves, however a more detailed assessment of the public open space requirements within the Mandurah Strategic Centre is required to determine needs.

#### 2.7.4 Actions

40. Plan and lobby for improvements to the existing Mandurah *passenger rail line* and prioritisation of the east-west connection between Mandurah and Pinjarra, the provision of a *high frequency street based transit system* within the Mandurah central area as a catalyst for infill development and regeneration; and the resetting of the existing bus system to provide a *bus transit system* along Mandurah Road between the northern suburbs of Mandurah and the Mandurah Transit Station; and along Old Coast Road between the southern suburbs of Mandurah and the Mandurah Transit Station.
41. Seek to ensure a priority on the delivery of 'complete streets' in Mandurah's Strategic Centre for a mix of transport users, with enhanced attention given to pedestrians, cyclists and transit.
42. Ensure modern and contemporary provisions are specified for onsite car parking and bicycle facilities to facilitate new commercial and mixed use developments.



## 3. Implementation

### 3.1 Summary

As an overarching summary of the Planning Strategy, a spatial plan for the urban areas of Mandurah has been prepared as shown in **Plan 5**.

This plan provides an overview of the key outcomes arising from the structural elements that are addressed in the Strategy being urban form and activity centres, transport and movement, environment and landscapes and social infrastructure.

Arising from the preparation of this plan the key theme that underpins the Strategy and the planning framework for Mandurah is that of consolidation.

#### 3.1.1 Consolidation and Simplification of the Planning Framework

The City's Town Planning Scheme No 3 was prepared approximately 24 years ago, and came into operation approximately 18 years ago.

It has served the expansive urban development of Mandurah; however it now requires an update to simplify the planning framework, particularly with regard to the numerous forms of additional planning layers that the Scheme currently requires.

As a result, Council has adopted a new local planning scheme – Local Planning Scheme 12.

A number of actions will assist in this regard:

- Reducing the need for an Outline Development Plan for smaller parcels of land which introduces a layer of approval otherwise covered by the planning approval framework (i.e. development or subdivision);
- Rezoning areas currently zoned Urban Development that have already been developed and therefore reduce the areas covered by existing Outline Development Plans;
- Integrating the various Outline Development Plans and Precinct Plans within the Mandurah Central area into one consolidated Precinct Structure Plan that integrates the land use control, built form outcomes and redevelopment potential in an integrated manner;
- Where areas are not identified for significant redevelopment or new development, providing specific zoning control to ensure future development requirements are well understood;
- Making provision for land use classifications that are less specific in order to provide for a more design based rather than land use zoning based outcome particularly for centres and redevelopment areas.

# Plan 5 - Local Planning Strategy Spatial Plan (Urban)

## Urban Form

- Urban Core
- Mixed Use Precinct
- Urban Neighbourhood
- Suburban (Infill)
- Suburban (Future)
- Suburban (Existing)
- Suburban (Large Lot)
- Rural Living
- Mixed Business

## Open Space

- Regional Open Space
- Conservation
- Active
- District Parks / Golf Course

## Transport Network

- Freeway
- Major Road
- District Integrator Road
- Neighbourhood Connector Roads
- Perth to Mandurah Rail & Stations
- Priority Bus Networks

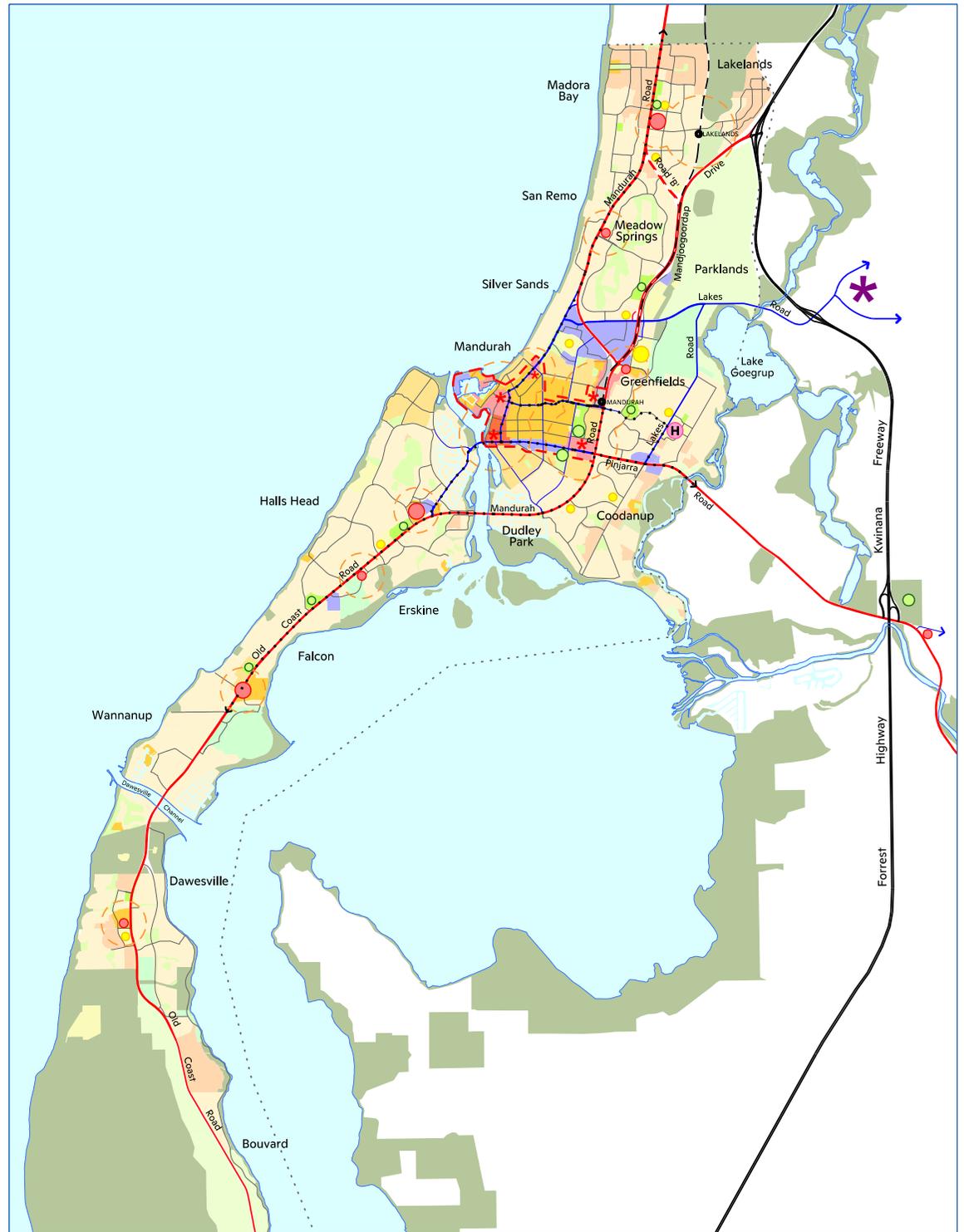
## Activity Centres

- Strategic Centre
- Strategic Centre Precinct
- District Centre
- Neighbourhood Centre
- Peel Business Park
- Walkable Catchments to Centres and Transit

## Community Infrastructure

- Tertiary Education
- Regional Hospital
- Regional Recreation
- High Schools
- District Recreation

City of Mandurah Boundary



# Plan 5 - Local Planning Strategy Spatial Plan (Rural)

## Urban Form

-  Suburban (Future)
-  Suburban (Existing)
-  Suburban (Large Lot)
-  Rural Residential
-  Rural Smallholdings
-  Rural

## Open Space

-  Regional Open Space
-  Conservation
-  District Parks / Golf Course

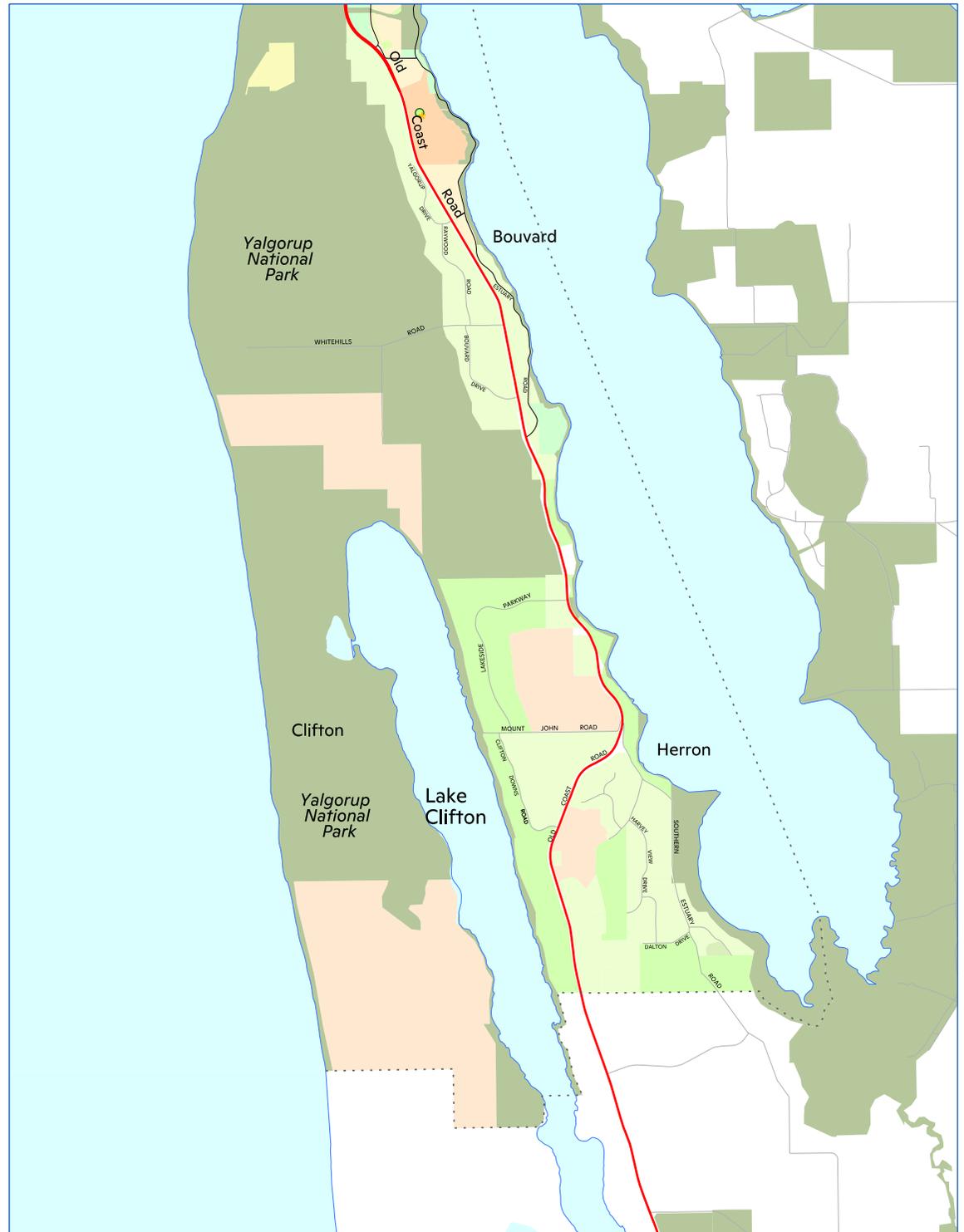
## Transport Network

-  Major Road
-  Neighbourhood Connector Roads
-  Rural Roads

## Community Infrastructure

-  Primary School (future)
-  Local Active Recreation

 **City of Mandurah Boundary**

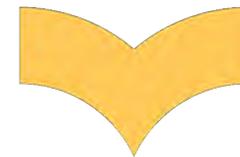


### 3.1.2 Consolidation of Areas for Future Development

- The Mandurah Strategic Centre Area being a regionally significant redevelopment area for education, retail, employment, transport, infrastructure investment and social infrastructure;
- Continued suburban development 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;
- Restricting development outcomes adjacent to environmentally sensitive areas particularly the Serpentine River, Lake Goegrup and the Peel-Harvey Estuary and Lake Clifton.

### 3.1.3 Consolidation of an Activity Centres Hierarchy

- The Mandurah City Centre and balance of the Mandurah Central Area shall strive to achieve 'primary centre' status in the centres hierarchy for Perth and Peel;
- The District Centres of Lakelands, Halls Head and Falcon are mixed use, main street-based centres, respecting their role in the hierarchy that does not overshadow the Mandurah City Centre; and
- There is a suitable distribution of neighbourhood and local centres that are not restricted by the planning framework in serving the needs of the surrounding residents.
- Density, scale, road and public transport networks, provision of social infrastructure and land use mix needs to reflect this centre and urban form hierarchy



## 3.2 Local Planning Scheme 12

The primary implementation mechanism for the Strategy is through the Local Planning Scheme and subsequent decision making in regard to applications for planning approval, Precinct Structure Plans and local structure plans.

On the basis of the contents of the Strategy and recommendations regarding the implications for the Local Planning Scheme, a new Scheme has been adopted by Council. The Scheme is clear on its expectations for development including those areas that require special attention and those that will be treated as business as usual. This will be in the form of a clear distinction between the types of zones proposed.

### 3.2.1 Structure Plan and Activity Centre Zones

The Structure Plan zones will focus on four areas.

#### 1. Central Mandurah

Central Mandurah is a Strategic Centre under Directions 2031, but a multi-nodal centre, based on mixed use, walkable catchments around key nodes and activities. A form based code largely based on existing Precinct Plans will be used to guide development and infrastructure delivery in this area.

#### 2. District Centres

Activity Centre Structure Plans will be required for the three district centres at Lakelands, Halls Head and Falcon. Plans exist for Halls Head and Falcon, however an update and review is required overtime.

## 3. Urban Development

New urban development areas will continue to be covered by Structure Plans as they have been in Scheme 3 through Outline Development Plans. These plans have served Mandurah well during a significant period of development, however, the areas that these plans cover, being based on land ownership rather than a specific area has become problematic as the areas being covered are becoming smaller.

### 3.2.2 Land Use Zones

Remaining areas of Mandurah, being those primarily developed or subdivided will continue under a 'business as usual approach' through conventional land use zones albeit with some improvements to recognise different land uses for areas with different residential densities.

The following land use zones are proposed:

- Strategic Centre
- District Centre
- Neighbourhood Centre
- Local Centre
- Service Commercial
- Tourism
- Mixed Use
- Private Community Uses
- General Industry
- Residential
- Rural Residential
- Rural Smallholdings; and
- Rural

# Plan 6 - Local Planning Scheme No 12

## Scheme Map (Summary - North)

### Peel Region Scheme Reserved Land

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

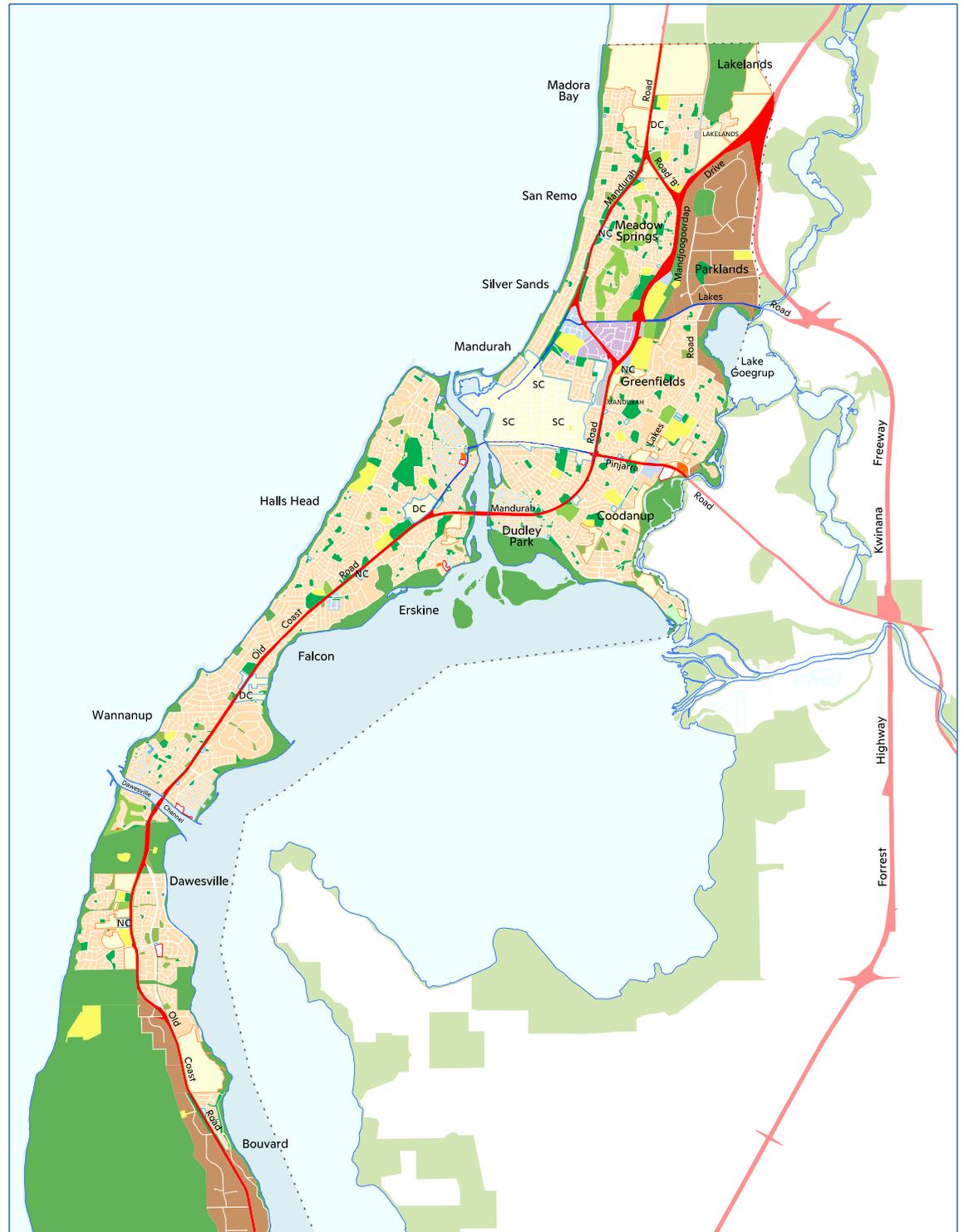
### Local Reserved Land

- Public Open Space
- Environmental Conservation
- Public Purposes

### Zones

- SC Strategic Centre (Subject to Precinct Structure Plan)
- DC District Centre (Subject to Precinct Structure Plan)
- NC Neighbourhood Centre
- Local Centre
- Service Commercial
- Light Industry
- Mixed Use
- Residential
- Urban Development (Subject to Structure Plan)
- Tourism
- Rural Residential
- Rural Smallholdings
- Rural
- Private Community Uses
- Special Use

City of Mandurah Boundary



# Plan 6 - Local Planning Scheme No 12

## Scheme Map (Summary - South)

### Peel Region Scheme Reserved Land

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

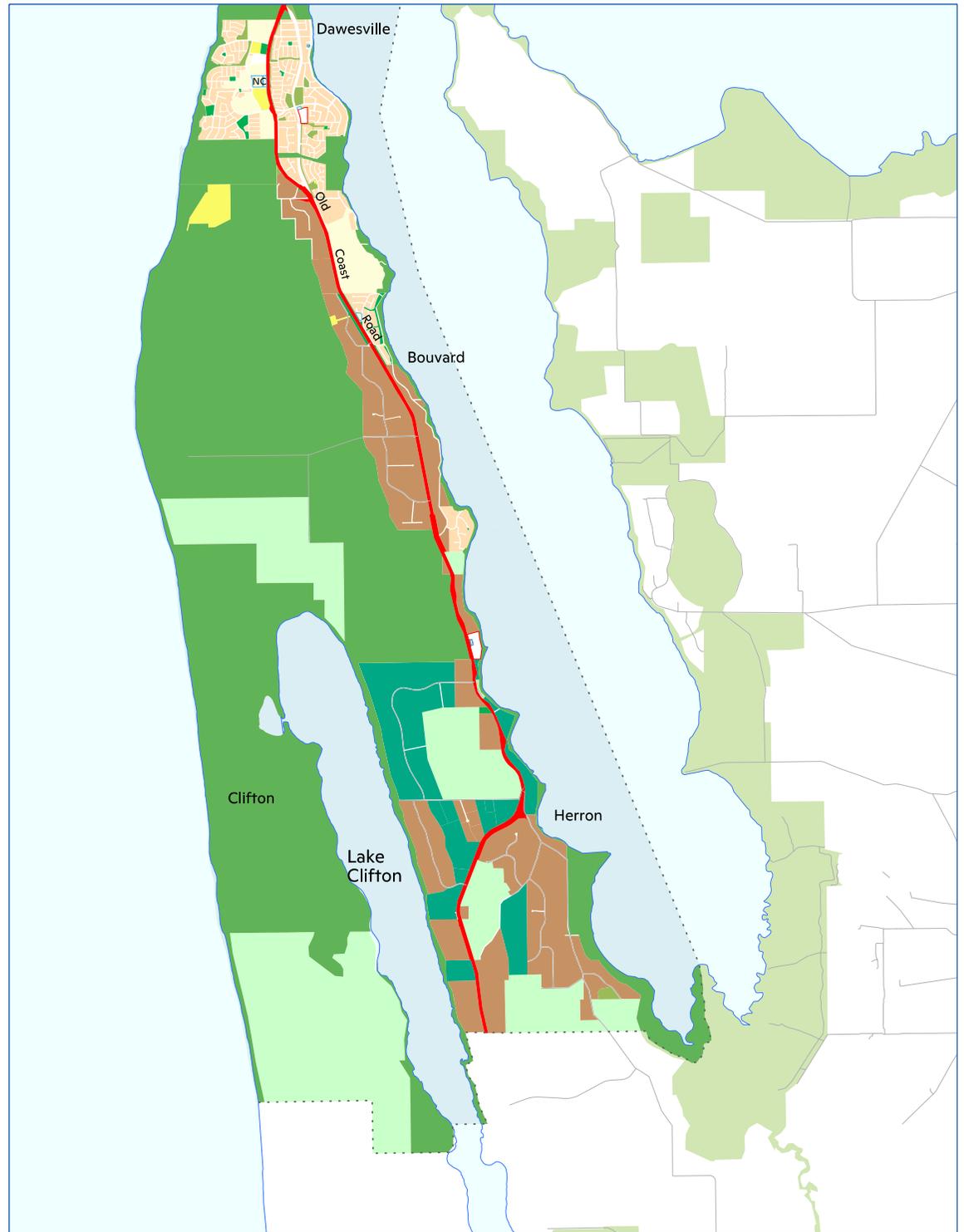
### Local Reserved Land

-  Public Open Space
-  Environmental Conservation
-  Public Purposes

### Zones

-  Strategic Centre (Subject to Precinct Structure Plan)
-  District Centre (Subject to Precinct Structure Plan)
-  Neighbourhood Centre
-  Local Centre
-  Service Commercial
-  Light Industry
-  Mixed Use
-  Residential
-  Urban Development (Subject to Structure Plan)
-  Tourism
-  Rural Residential
-  Rural Smallholdings
-  Rural
-  Private Community Uses
-  Special Use

 **City of Mandurah Boundary**



Within these zones a simplified land use system using land use categories is proposed to ensure that expectations for uses are clear and concise. The grouping of land uses allows for changes within these categories to result in reducing the need for development approval.

It is proposed that the Scheme will provide for these zones in a consistent form to existing zones or development in Mandurah and not propose wholesale changes to the zoning or residential densities of existing developed areas. Changes in this regard require detailed investigation and where warranted, these will need to be dealt with as subsequent amendments to the Scheme.

### 3.2.3 Special Use Zones

Special Use Zones will apply to areas that do not fit into the land use zones. However, rather than being based on a specific parcel of land, as is generally used for Special Use zones, the Scheme will provide for the following zones:

- Marina
- Caravan Park
- Heritage Sites

The Scheme provides for permitted uses and development requirements within these locations.

## 3.3 Adoption, Review and Modifications

The Strategy will need to respond to future changes in state and regional policy as well as any changes to local circumstances and priorities. This may be done through occasional updates as well as periodic comprehensive review.

A review of the strategy should be undertaken at least every five years. It is recommended that background information be updated on a more frequent basis in response to the availability of information or changes which may not have been foreseen at the time of formulating the original strategy.

Modifications to the strategy should be undertaken in response to significant changes in circumstances in the period between review, for example, in the event of major economic development or major infrastructure projects which were not addressed in the endorsed Strategy.

The procedure for review or amendment of the strategy is generally the same as that for the preparation of the Strategy except that, in the case of an amendment, it is only the changes that are subject to advertisement, that require assessment and endorsement by the Commission.

The focus of monitoring and review should be on the extent to which the strategy has been successful in:

- articulating and achieving the planning objectives of state and local government; and
- effectively guiding land use and development decisions to achieve the outcomes of the strategy.