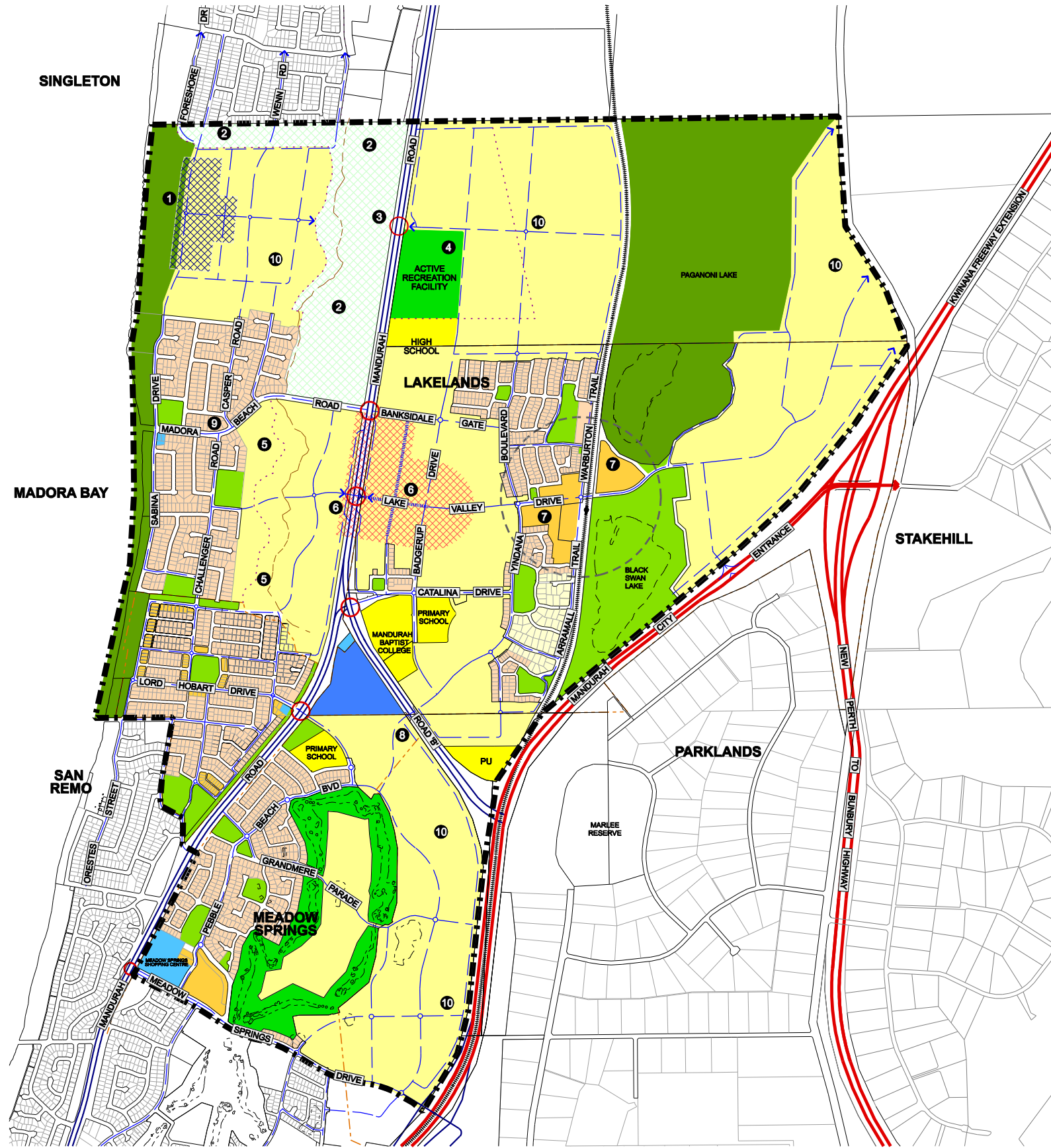


KEY PRINCIPLES

1. CREATION OF A VIBRANT RETAIL AND COMMUNITY BASED TOWN CENTRE
2. PROVISION OF ACTIVITY NODE BASED ON REGIONAL BEACH FACILITIES
3. TRANSIT ORIENTATED DEVELOPMENT AROUND LAKELANDS RAIL STATION
4. ACCESS POINTS TO MANDURAH ROAD TO BE BASED ON INTRA-REGIONAL TRAFFIC MOVEMENTS TO ENSURE SUITABLE EAST-WEST ACCESS
5. DEVELOPMENT TO FRONT / ADDRESS REGIONAL ROADS WITH FRONTAGE VIA SERVICE ROADS (WITH SUITABLE ACCESS). NO DEVELOPMENT TO BACK ONTO THESE ROADS (REFER ELEMENT 2 'R4' & ELEMENT 3 'R32 & 'R34' OF LIVEABLE NEIGHBOURHOODS 3

STRUCTURE PLAN NOTES

1. MADORA BAY REGIONAL BEACH
REGIONAL BEACH FACILITIES (CLUB, CAR PARKING, KIOSK ETC) COMBINED WITH MIXED USE COMMERCIAL, DESIGNED TO FOCUS ON COAST WITH MAIN-STREET PRINCIPLES.
OPPORTUNITIES FOR MULTI-STOREY DEVELOPMENT TO REINFORCE NODAL DEVELOPMENT AND TOURISM POTENTIAL TO BE MAXIMISED.
2. ENVIRONMENTAL / LANDSCAPE ASSESSMENT AREA
LAND CURRENTLY ZONED RURAL IN TOWN PLANNING SCHEME NO 3 AND PEEL REGION SCHEME.
PRIOR TO ANY CONSIDERATION TO MODIFY THIS ZONING, ASSESSMENT ON ENVIRONMENTAL AND LANDSCAPE QUALITY TO BE UNDERTAKEN TO DETERMINE APPROPRIATE DEVELOPMENT (IF ANY) BASED ON TOPOGRAPHY AND PROXIMITY TO REGIONAL BOUNDARIES.
3. NORTHERN ACCESS POINTS AND INTERSECTIONS TO MANDURAH ROAD
EAST-WEST LINKAGE REQUIRED BETWEEN MADORA NORTH AND EASTERN SIDE OF MANDURAH ROAD REQUIRED, WITH LONG TERM PLANNING TO PROVIDE FOR FOUR-WAY SIGNALISED INTERSECTION. STAGGERED 'T' INTERSECTIONS TO BE PROVIDED FOR INITIALLY.
4. ACTIVE RECREATIONAL FACILITY TO BE PROVIDED WITHIN LAND CURRENTLY ZONED RURAL IN PEEL REGION SCHEME AND TO BE A MINIMUM OF 10 HECTARES AND LOCATED ADJACENT TO PUBLIC HIGH SCHOOL TO MAXIMISE JOINT-USE OF FACILITIES (REFER PEELWOOD RESERVE / HALLS HEAD RECREATION CENTRE MODEL)
PREVIOUS STRATEGIC RECREATION PLANNING TO BE CONFIRMED AND / OR FURTHER STUDIES TO BE UNDERTAKEN BY DEPARTMENT FOR SPORT AND RECREATION / CITY OF MANDURAH TO DETERMINE REGIONAL OR DISTRICT NATURE OF FACILITY AND TO BE UNDERTAKEN PRIOR TO ANY CHANGE TO EXISTING ZONING. FINAL LAND REQUIRED TO BE RESERVED UNDER PEEL REGION SCHEME.
5. THE LAND IS LARGELY ZONED RURAL IN TPS NO 3 AND URBAN DEFERRED IN THE PEEL REGION SCHEME. SUBJECT TO THE WAPC AGREEING TO LIFT THE URBAN DEFERRED ZONING ON MADORA BAY EAST, ANY FUTURE DEVELOPMENT SHALL BE DESIGNED AND DEVELOPED BASED ON AN APPROPRIATE ASSESSMENT OF THE ENVIRONMENT AND LANDSCAPE QUALITY, RECOGNISING THE LAND'S INHERENT CHARACTER AND REGIONAL SIGNIFICANCE OF THE LAND, HAVING PARTICULAR REGARD TO THE LANDSCAPE, VEGETATION AND TOPOGRAPHY.
6. LAKELANDS TOWN CENTRE
A COMMUNITY FOCUSED TOWN-CENTRE, BASED ON MAIN STREET RETAIL (ACTIVE STREETS AND EDGES, SHARED SPACES, ON STREET PARKING), WITH MANDURAH ROAD BEING AN INTEGRAL PART OF THE CENTRE, COMBINED WITH COMMUNITY FACILITIES, MIXED USE RESIDENTIAL AND TOWN SQUARE / PUBLIC OPEN SPACE.
A DETAILED PRECINCT PLAN TO BE PREPARED IN ACCORDANCE WITH THESE PRINCIPLES AND TO BE REFLECTED IN LAKELANDS ODP.
7. TRANSIT ORIENTATED DEVELOPMENT TO BE APPLIED AROUND FUTURE LAKELANDS RAILWAY STATION, WITH RESIDENTIAL DENSITIES TO BE MAXIMISED, WHILST MAINTAINING SITE'S AMENITY AND NATURAL FEATURES.
8. IMPORTANT LOCAL CONNECTION CONSTRUCTED AS AN UNDERPASS UNDER ROAD 'B'
9. POTENTIAL CONNECTION OF CHALLENGER ROAD AND CASPER ROAD, MADORA BAY (SUBJECT TO FURTHER REVIEW AND DESIGN)
10. FUTURE URBAN DEVELOPMENT WITH FINAL ROAD, LOT AND LAND USE LAYOUTS SUBJECT TO FURTHER DESIGN, ASSESSMENT AND RELEVANT OUTLINE DEVELOPMENT PLAN AND REZONINGS

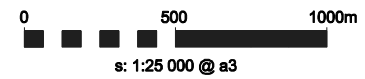


ZONING LEGEND

- LAKELANDS TOWN CENTRE
- MADORA BAY REGIONAL BEACH
- RETAIL - COMMERCIAL (EXISTING)
- MIXED BUSINESS - SERVICE COMMERCIAL
- MEDIUM DENSITY RESIDENTIAL (R30 / R40)
- EXISTING RESIDENTIAL (R20)
- LOW DENSITY RESIDENTIAL (R10)
- NEW URBAN DEVELOPMENT (SUBJECT TO DESIGN AND APPROVALS)
- ENVIRONMENTAL / LANDSCAPE ASSESSMENT AREA
- REGIONAL OPEN SPACE
- DISTRICT OPEN SPACE / ACTIVE RECREATION
- LOCAL OPEN SPACE
- PUBLIC / COMMUNITY PURPOSE
- PRIMARY REGIONAL ROADS
- IMPORTANT REGIONAL ROADS
- KEY LOCAL ROAD CONNECTIONS
- TOWN CENTRE - MAIN STREETS
- PERTH - MANDURAH RAILWAY
- TRAFFIC SIGNALS
- 400m WALKABLE CATCHMENT TO RAIL STATION
- EXISTING RURAL ZONE BOUNDARY
- RIDGE LINE (APPROXIMATE)
- APPROVED ODP BOUNDARY
- STRUCTURE PLAN BOUNDARY

MANDURAH NORTH STRUCTURE PLAN

ADOPTED BY COUNCIL (20 JUNE 2006) AS A LOCAL STRUCTURE PLAN IN ACCORDANCE WITH CLAUSE 9.6 OF TOWN PLANNING SCHEME NO 3



DATE - 30 JUNE 2006
PLAN NO - 04/1623/001C

