

Lakelands East structure plan

## AMENDMENT NO. 2



Prepared for **Peet Mandurah Syndicate Limited** and **City of Mandurah**  
Prepared by **Taylor Burrell Barnett, EPCAD, Taktics4**

July 2019





This structure plan is prepared under the provisions of the City of Mandurah District Planning Scheme No. 3.

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

7 August 2013

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In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry: 19 October 2025

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## TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC
1	Structure plan modifications including: <ul style="list-style-type: none"> <li>- The provision of an additional neighbourhood road connector;</li> <li>- Reconfiguration of public open space;</li> <li>- Reduction in the amount of medium density residential land.</li> </ul>	Minor	May 2015
2	Structure plan modifications including: <ul style="list-style-type: none"> <li>- Removing the community purpose site;</li> <li>- Providing for commercial zoned land adjacent to Lake Valley Drive and Black Swan Lake;</li> <li>- Minor addition of public open space;</li> <li>- Increase in the amount of medium density residential land;</li> <li>- Text updates as required.</li> </ul>	Minor	19 July 2019

## TABLE OF DENSITY PLANS

DENSITY PLAN NO.	AREA OF DENSITY PLAN APPLICATION	DATE ENDORSED BY WAPC
08/017/102A	Lakelands East, Stages 61-67	12 September 2018

# EXECUTIVE SUMMARY

This structure plan has been prepared as an amendment to the Western Australian Planning Commission (WAPC) approved Lakelands East structure plan, previously referred to as the Lakelands East outline development plan. The Lakelands East structure plan area is located eastwards of the Perth-Mandurah Railway and westwards of Mandjoogoordap Drive, within the locality of Lakelands. To the north is Lot 105 Stock Road and Paganoni Lake.

The modifications to the approved Lakelands East structure plan are summarised below:

1. Replacing the terminology of outline development plan to structure plan in the report and on Plan 1 – structure plan;
2. Reconfiguration of the land use designations on the south-west corner of Lake Valley Drive and Lilydale Drive to provide for:
  - a) Removal of the community purpose site;
  - b) Approximately 900m<sup>2</sup> of land for commercial (R60) adjacent to Lake Valley Drive and Black Swan Lake POS;
  - c) Minor additional land for public open space; and
  - d) Medium density residential (R30-R60) for the balance.
3. Updating the structure plan report, figures and plans to the extent needed to undertake the amendment proposed, in accordance with clause 16(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the *Structure Plan Framework* August 2015.

The approved Lakelands East structure plan was not prepared in the current format approved by the WAPC and did not comprise of a Part One – Implementation or Part Two – Explanatory Report. Accordingly, Part One and Part Two components have been prepared as part of this structure plan amendment to supplement the Lakelands East structure plan and to form part of the overall structure plan document.

Part One – Implementation includes all provisions to implement the structure plan, as amended. An amended Part Two – Explanatory Report has been prepared to explain this amendment, highlighting changes to the approved Lakelands East structure plan. It should be read in conjunction with the original structure plan report (dated September 2011) that supported the original approval.

The following is a summary of the key statistics of the Lakelands East structure plan, updated to reflect the modifications made by this amendment.

## Structure plan summary

Item	Data	Structure plan ref. (section no.)								
Total area covered by the structure plan	112.0118 ha (structure plan area)	Part Two, section 1.2.2								
Area of each land use proposed:	<table border="1"> <thead> <tr> <th>Hectares</th> <th>Lot Yield</th> </tr> </thead> <tbody> <tr> <td>• Residential</td> <td>1.096 ha      22 lots</td> </tr> <tr> <td>• Commercial</td> <td>0.090 ha      1 lot</td> </tr> <tr> <td colspan="2"><i>Calculated for Amendment No. 2 subject land only</i></td> </tr> </tbody> </table>	Hectares	Lot Yield	• Residential	1.096 ha      22 lots	• Commercial	0.090 ha      1 lot	<i>Calculated for Amendment No. 2 subject land only</i>		Structure plan (Plan 1) Part Two, section 1.1
Hectares	Lot Yield									
• Residential	1.096 ha      22 lots									
• Commercial	0.090 ha      1 lot									
<i>Calculated for Amendment No. 2 subject land only</i>										
Total estimated lot yield	1,059 lots (structure plan area)	Part Two, section 2.4.1								
Estimated no. of dwellings	1,059 dwellings (structure plan area)	Part Two, section 2.4.1								
Estimated residential site density	9.45 dwellings per gross urban hectare (structure plan area)	Part Two, section 2.4.1								
Estimated population	2,965 persons (structure plan area)	Part Two, section 2.4.1								
No. of high schools	0 (structure plan area)	Structure plan (Plan 1)								



Item	Data	Structure plan ref. (section no.)
No. of primary schools	0.5 (structure plan area)	Structure plan (Plan 1)
Estimated commercial floor space	250m <sup>2</sup> nett lettable area <i>Calculated for Amendment No. 2 subject land only</i>	Part Two, section 2.1
Estimated area and percentage of public open space given over to:	30.3206 ha      31.28% (structure plan)	Part Two, section 2.5
<ul style="list-style-type: none"> <li>• Regional open space</li> <li>• District open space</li> <li>• Neighbourhood parks</li> <li>• Local parks</li> </ul>	0 ha            0% 0 ha            0% 29.6838ha      4 parks 0.6368 ha      3 parks	
Estimated percentage of natural area	12.5776 ha      50% of Black Swan Lake	Part Two, section 2.5

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PART ONE  
IMPLEMENTATION



# 1 STRUCTURE PLAN AREA

This structure plan applies to the land contained within the inner edge of the line denoting the structure plan boundary on the structure plan map.

# 2 OPERATION

This structure plan comes into effect on the date that it is approved by the Western Australian Planning Commission (WAPC).

# 3 STAGING

The structure plan area has been progressively developed in stages, commencing with stages that extended Lake Valley Drive as a neighbourhood connector road through to the eastern side of Black Swan Lake and Paganoni Lake.

Future stages will include the provision of:

- Public open space (including Black Swan Lake);
- 50% (or 2-hectares) of a 4-hectare primary school site shared with Lot 105 Stock Road Lakelands;
- Extension of Neighbourhood Connector 'A' Roads to the northern boundary of the structure plan;
- Temporary Stock Road connection to Lilydale Drive; and
- A part contribution towards a signalised intersection at Lilydale Drive and Mandjoogoordap Drive.

# 4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

## 4.1 LAND USE PERMISSIBILITY

Land use permissibility within the structure plan area shall be in accordance with the structure plan map (Plan 1) and the corresponding zones and reserves set out in the City of Mandurah Town Planning Scheme, excepting the commercial zone.

Land use within the commercial zone shown on the structure plan map (Plan 1) shall be in accordance with the commercial zone of the City of Mandurah Town Planning Scheme with the following modifications to the land use permissibility:

Auction Mart	SA	Funeral Parlour	X	Night Club	X
Amusement Parlour	SA	Hotel	X	Place of Amusement	SA
Car Park	SA	Laundromat	AA	Tavern	X
Car Wash	SA	Liquor Store	AA		

## 4.2 DENSITY CODE RANGE

The residential density code ranges shown on the structure plan map (**Plan 1**) are:

- (a) Low density residential (R15-R25); and
- (b) Medium density residential (R30-R60).

### 4.2.1 RESIDENTIAL DENSITY CODE PLAN

- (a) A residential density code plan is to be submitted with a subdivision application and approved by the WAPC prior to subdivision determination. An approved residential density code plan shall form part of the structure plan as a minor amendment and the Table of Density Plans updated.



- (b) The residential density code plan shall generally be in accordance with the ranges shown on the structure plan map (Plan 1), include a summary of dwelling yield and be in accordance with the locational criteria outlined below.

#### **Low density residential R15-R25**

- i) A base density of R25 will generally apply within the low density residential area; or
- ii) A lower density coding (minimum R15) may apply where required to address vegetation retention and/or topographical constraints.

#### **Medium density residential R30-R60**

- iii) A base density code of R30 will generally apply within the medium density residential area; or
  - iv) A higher density coding (maximum R60) may apply where required to rear-loaded lots, to lots proposed to accommodate grouped or multiple dwellings; or lots within a 300 metre walkable catchment of a high amenity area, including public open space, a public transport route, a primary school site, and/or commercial zoned land.
- (c) Variations to an approved residential code plan will require the approval of the WAPC. A revised residential density code plan shall generally be consistent with an approved plan of subdivision. Any variation to the residential density code plan is to be consistent with the density ranges shown on Plan 1 and the locational criteria listed above. A modified residential code plan will replace any former approved residential density code plan and will form part of the structure plan as outlined in 4.2.1(a).
- (d) A residential density code plan may not be required if the WAPC considers that a proposed subdivision is for one or more of the following application types:
- i) Amalgamation of lots;
  - ii) Land for super lot purposes to facilitate land assembly for future development;
  - iii) To facilitate the provision of access, services and/or infrastructure; or
  - iv) The land cannot be developed for residential purposes by virtue of its zoning or reservation designation under the structure plan.

## **4.3 INTERFACE**

### **4.3.1 LOT 150 STOCK ROAD**

Development shall appropriately interface with the northern boundary of the structure plan area to enable integration with the future urban development of Lot 150 Stock Road, Lakelands.

### **4.3.2 MANDJOOGOORDAP DRIVE / KWINANA FREEWAY**

An acoustic barrier/wall is to be constructed in accordance with the Traffic Acoustic Assessment – Lot 9000 Mandjoogoordap Drive June 2018 (Herring Storer Acoustics 2018, report ref: 23169-1-18085) (refer **Appendix A**) to the specification of Main Roads Western Australia and to the satisfaction of the Western Australian Planning Commission.

## **4.4 PUBLIC OPEN SPACE**

The proponent is required to submit an updated public open space schedule and a public open space plan for the structure plan area at the time of each subdivision application.

## 4.5 NOTIFICATIONS ON TITLE (ALL LOTS)

In respect of applications to subdivide land within the structure plan area, the City of Mandurah may recommend the following notifications be placed on the certificates of title, as applicable:

*'This lot is in close proximity to known mosquito breeding areas. The predominant mosquito species is known to carry viruses and other diseases.'* (Western Australian Planning Commission)

## 4.6 NOTIFICATIONS ON TITLE (SPECIFIC LOTS)

Where an application proposes to create lots with a bushfire attack level of 12.5 or above, the landowner/applicant may be required to lodge the following notification(s) on the certificate(s) of title of the proposed lot(s), as applicable:

*'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is/may be subject to a bushfire management plan. Additional planning requirements may apply to development on this land.'*

Where an acoustic assessment indicates that lots are likely to be affected by levels of transport noise which merit advising the landowner of the impact of transport noise, the City of Mandurah may recommend the following notification be placed on the certificate of title, as applicable:

*'This land is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise.'*

## 4.7 TRAFFIC SIGNALISATION

Subdivision applications shall provide updated traffic analysis, to the specification of Main Roads Western Australia and satisfaction of the WAPC, to determine whether the intersection with Mandjoogoordap Drive requires signalisation as a result of that subdivision.

# 5 LOCAL DEVELOPMENT PLANS

## 5.1 LOCAL DEVELOPMENT PLANS (RESIDENTIAL)

Local development plans are to be prepared in accordance with Part 6 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, prior to the creation or development of residential lots:

- (a) Of irregular shape or less than 260m<sup>2</sup> in area;
- (b) That have access restrictions, access from a laneway or corner lots with limited sightlines;
- (c) With a frontage less than 10.5 metres;
- (d) Abutting public open space;
- (e) Abutting the commercial site; or
- (f) Requiring noise attenuation measures in accordance with an approved Traffic Acoustic Assessment.

## 5.2 LOCAL DEVELOPMENT PLAN (COMMERCIAL)

Local development plans are to be prepared in accordance with Part 6 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, prior to the creation or development of commercial site(s) to address the following requirements:

- (a) Streetscape and setbacks;
- (b) Building orientation;
- (c) Open space and landscaping requirements;

- (d) Interface with public open space and residential lots;
- (e) Alfresco areas;
- (f) Vehicular and pedestrian access and car parking;
- (g) Noise buffering; and
- (h) Fencing.

## 6 OTHER REQUIREMENTS

### 6.1 MANAGEMENT PLANS

Prior to any subdivision or development of the land being supported, the following management plans are to be prepared and/or implemented, as applicable, to the satisfaction of the relevant authority and provided at the relevant approval stage nominated in **Table 1**.

**Table 1 Management Plans**

Management Plans	Approval Stage	Consultation Required	Approving Authority
Urban Water Management Plan	Condition of subdivision	LG, DWER	LG
Bushfire Attack Level Assessment / Bushfire Attack Level Contour Map	As per State Planning Policy 3.7 and Guidelines, addendums prepared and approved prior to subdivision application	DFES, LG	LG
Bushfire Management Plan	Subdivision application	LG, DFES	LG
Traffic Acoustic Report	Subdivision application	LG, MRWA	MRWA

**DFES** Department of Fire and Emergency Services

**DWER** Department of Water and Environmental Regulation

**LG** City of Mandurah

**MRWA** Main Roads Western Australia









### LEGEND

- COMMERCIAL (R60)
- MEDIUM DENSITY RESIDENTIAL (R30-R60)
- LOW DENSITY RESIDENTIAL (R15-R25)
- LAKE
- PRIMARY SCHOOL (50%)
- PUBLIC OPEN SPACE
- TRAFFIC SIGNALS
- PEDESTRIAN/CYCLE LINKS (Arborways)
- SEWER PUMP STATION
- POSSIBLE FUTURE RAIL STATION/800m WALKABLE CATCHMENT
- NEIGHBOURHOOD CONNECTOR 'A' ROADS
- VEHICLE ACCESS CONTROL REQUIRED
- STRUCTURE PLAN AREA

### NOTES

- 1 The proponent shall upgrade the Mandjoogordap Drive intersection to a full movement T-intersection with provision for future signalisation, to the specifications of Main Roads WA. This upgrade is required prior to the Mandjoogordap Drive intersection being accessible by subdivisional roads with the Structure Plan area.
- 2 Stock Road provides temporary access only and is not designed to accommodate urban traffic. The proposed design of the temporary connection between Stock Road and the Structure Plan area is indicative and shall be determined at the subdivision stage.
- 3 Arborways provide vegetation and open space connectivity between larger pockets of public open space. Retention and rehabilitation of locally endemic native vegetation and retention of trees shall be managed and protected via subdivision design.
- 4 Traffic calming measures required along Lake Valley Drive west of the intersection at Llydale Drive.

## PLAN 1 - LAKELANDS EAST STRUCTURE PLAN Amendment No. 2

Scale: 1:8000@A3  
 Date: 4 June 2019  
 Project: 08/017/104B

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# 1 PLANNING BACKGROUND

## 1.1 INTRODUCTION AND PURPOSE

The Lakelands East structure plan was endorsed by the Western Australian Planning Commission (WAPC) in August 2013, with minor modifications (constituting Amendment No. 1) approved by the WAPC in May 2015. Since the approval of the structure plan, several subdivision applications have been approved and lots have been created.

The proposed modifications to the approved Lakelands East structure plan include:

1. Replacing the terminology of outline development plan to structure plan in the report and on Plan 1 – structure plan;
2. Reconfiguration of the land use designations on the south-west corner of Lake Valley Drive and Lilydale Drive to provide for:
  - a) Removal of the community purpose site;
  - b) Approximately 900m<sup>2</sup> of land for commercial (R60) adjacent to Lake Valley Drive and Black Swan Lake POS;
  - c) Minor additional land for public open space; and
  - d) Medium density residential (R30-R60) for the balance.
3. Updating the structure plan report, figures and plans to the extent needed to undertake the amendment proposed, in accordance with clause 16(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the *Structure Plan Framework* August 2015.

This report provides the planning framework and rationale to support the Amendment No. 2 to the Lakelands East structure plan. It is to be read with the approved Lakelands East outline development plan report (September 2011).

The proposed Amendment No. 2 will provide for development of the land for commercial and residential purposes, which is a continuation of the land use intent of this location since the structure plan was prepared and approved. The proposed Amendment No. 2 seeks to reorient the commercial component to integrate and relate more strongly to its context and placement at a key focal point with Lake Valley Drive and Black Swan Lake. The proposed Amendment No. 2 will not have an adverse impact on the surrounding land uses, and is consistent with orderly and proper planning.

## 1.2 LAND DESCRIPTION

### 1.2.1 LOCATION

The Lakelands East structure plan covers the land owned by Peet Mandurah Syndicate Limited, bound to the north by Paganoni Lake and Lot 105 Stock Road, to the east by Mandjoogoordap Drive, and to the west by the Perth-Mandurah Railway.

The land subject of Amendment No. 2 is located at the south-western corner of the intersection of Lake Valley Drive and Lilydale Drive.

An aerial photo of the subject land is shown at **Figure 1**.





**Figure 1 Aerial photo of subject land**

### 1.2.2 AREA AND LAND USE

The approved Lakelands East structure plan comprised 112.0118 hectares which has progressively been subject to subdivision. The Amendment No. 2 only relates to approximately 1.1860 hectares of land shown on the face of the approved structure plan for commercial and community purpose. It is proposed to be amended to commercial and medium density residential.

The subject land is currently vacant and was cleared during staged subdivision works. To the west is land that will be vested for public open space (including Black Swan Lake). To the north-west, north and east is medium density residential development.

The subject land has frontage to two existing roads – Lake Valley Drive to the north, and Lilydale Drive to the east. To the west is a car park within the Black Swan Lake public open space area.

### 1.2.3 LEGAL DESCRIPTION AND OWNERSHIP

The subject land is part of Lot 9007 on Plan 413773, outlined in **Table 2**.

**Table 2 Land Ownership**

Lot	Registered Proprietor	Certificate of Title	Area
9007 on Plan 413773	Peet Mandurah Syndicate Limited	2955/813	38.5059 ha

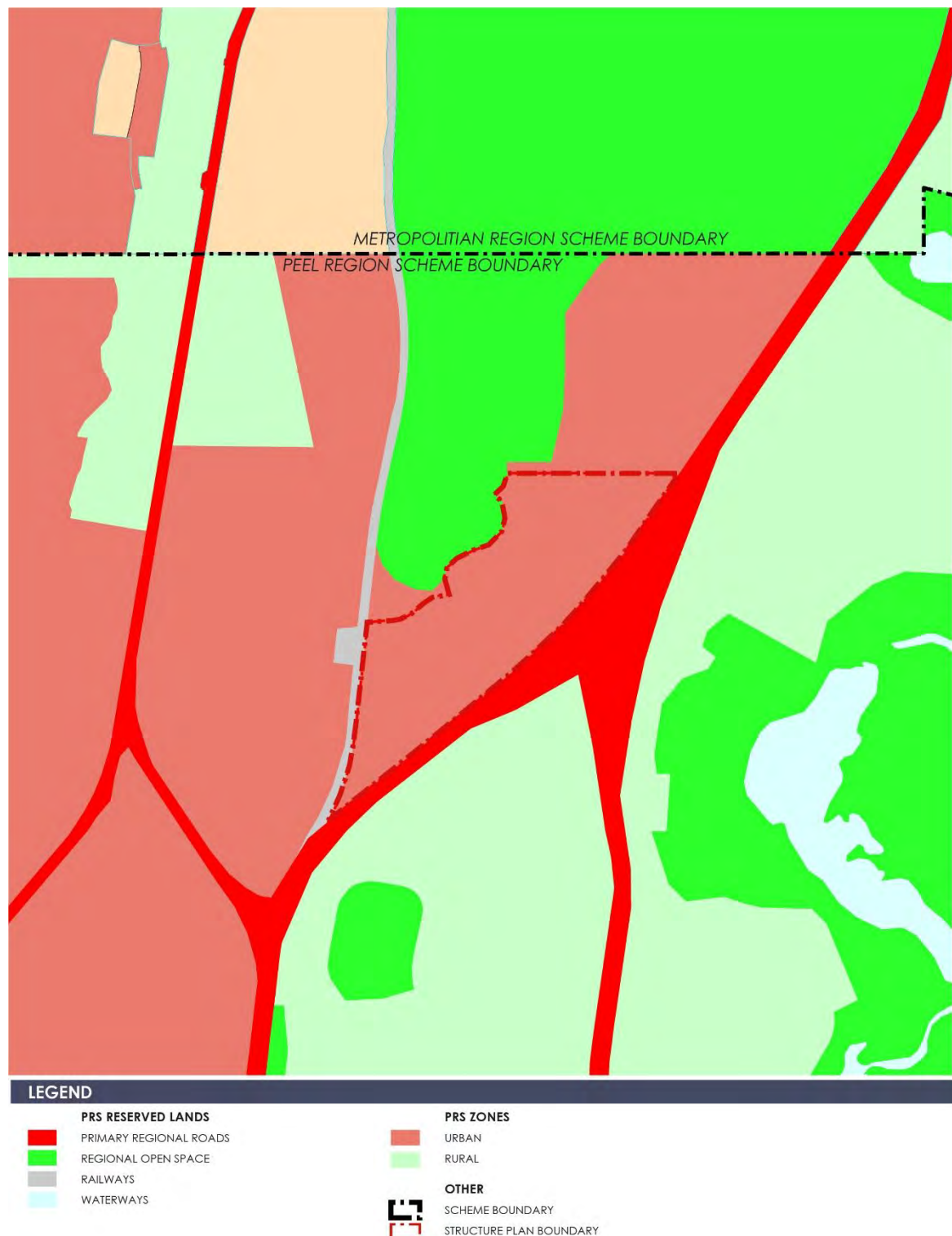
Lot 9007 also includes the Black Swan Lake public open space, which ultimately will be vested to the Crown.

## 1.3 PLANNING FRAMEWORK

### 1.3.1 PEEL REGION SCHEME

The structure plan area is zoned urban under the Peel Region Scheme (PRS) as shown in **Figure 2**.

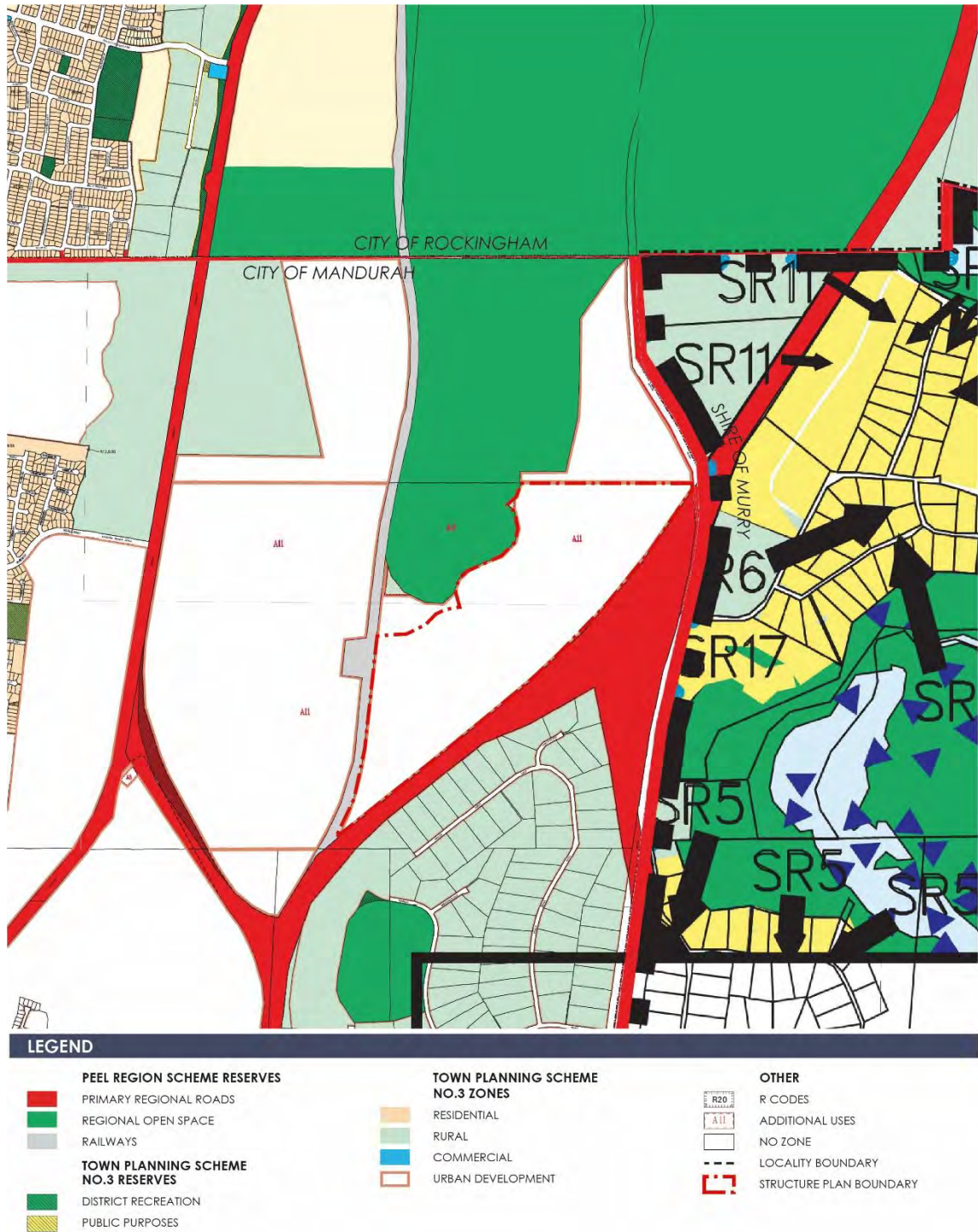
Lot 105 Stock Road, Lakelands to the north is also zoned urban. Paganoni Lake is reserved as parks and recreation. Mandjoogordap Drive, Kwinana Freeway and part of Stock Road are classified under the primary regional roads reserve.



**Figure 2** Extract of Peel Region Scheme

### 1.3.2 CITY OF MANDURAH TOWN PLANNING SCHEME NO. 3 (TPS 3)

The structure plan area is zoned urban development under the City of Mandurah TPS 3, refer **Figure 3**. Additional Use 11 applies to the urban development zone for Lakelands, insofar that the development standards pertain to provision of the district shopping centre and local centres.



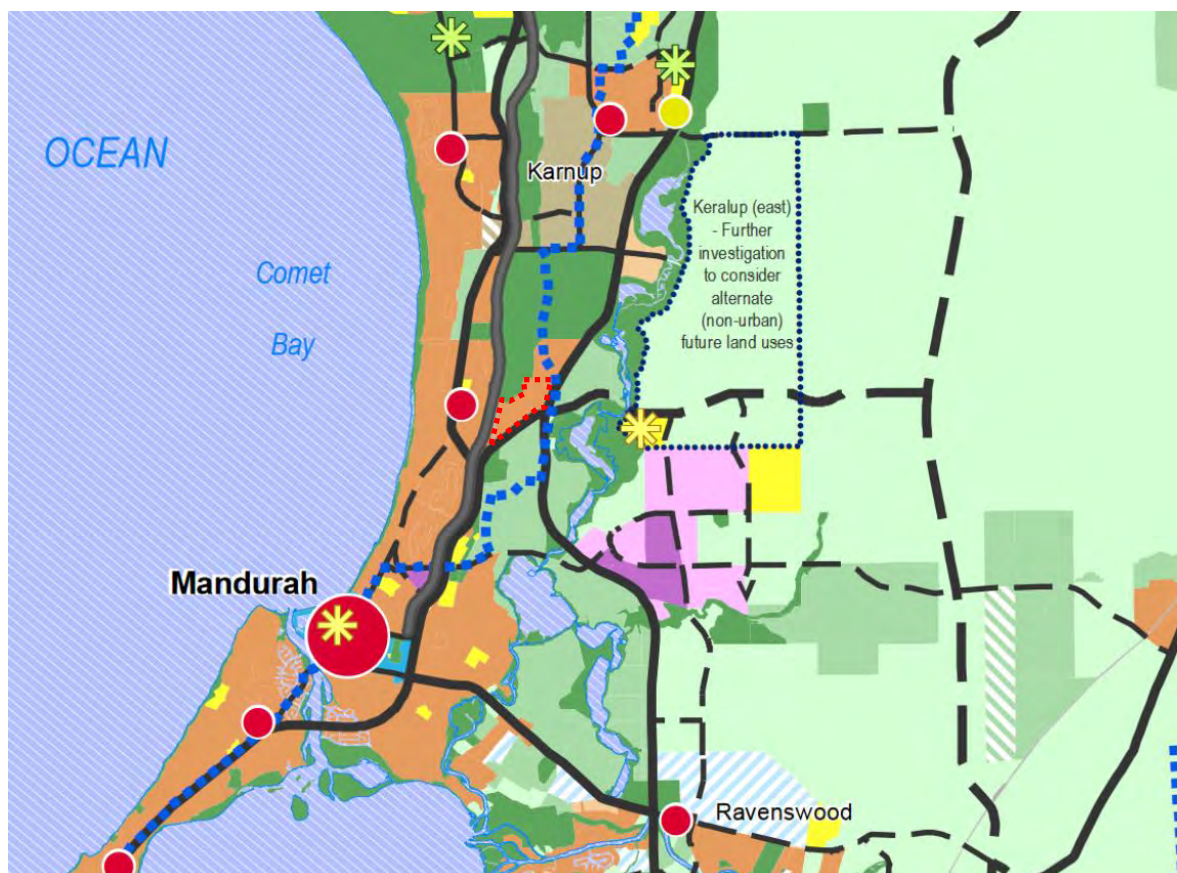
**Figure 3 Extract of TPS 3**

### 1.3.3 REGIONAL AND SUB-REGIONAL STRUCTURE PLAN

#### 1.3.3.1 SOUTH METROPOLITAN PEEL SUB-REGIONAL PLANNING FRAMEWORK

The *South Metropolitan Peel Sub-regional Planning Framework (Framework)* was released by the WAPC in March 2018 and forms part of the suite of documents supporting the *Perth and Peel @3.5million* spatial land use planning strategy and infrastructure framework. The *Framework* aims to establish a long-term, integrated planning framework for land use and infrastructure to guide future growth. The Lakelands East structure plan is identified as urban on the *Framework*, refer **Figure 4**.

In accordance with the *Framework* the City of Mandurah has a minimum target allocation for the provision of 14,510 infill dwellings to the year 2050, to support a total Perth and Peel regional population of 3.5 million. The Lakelands East structure plan contributes to achieving this target and assists in providing housing diversity in a highly accessible location due to its proximity to the Lakelands district centre, Mandurah strategic metropolitan centre and Kwinana Freeway.



**Figure 4 Extract of South Metropolitan Peel Sub-Regional Planning Framework**

The Kwinana Freeway is identified as a primary freight road within the *Framework*. The *Framework* outlines that the freight network corridors are to be protected from encroachment of sensitive and incompatible land uses. The structure plan considers this through the provision of a noise barrier. Other acoustic mitigation may be recommended, based on detailed design at a subdivision stage.

#### 1.3.3.2 MANDURAH NORTH STRUCTURE PLAN

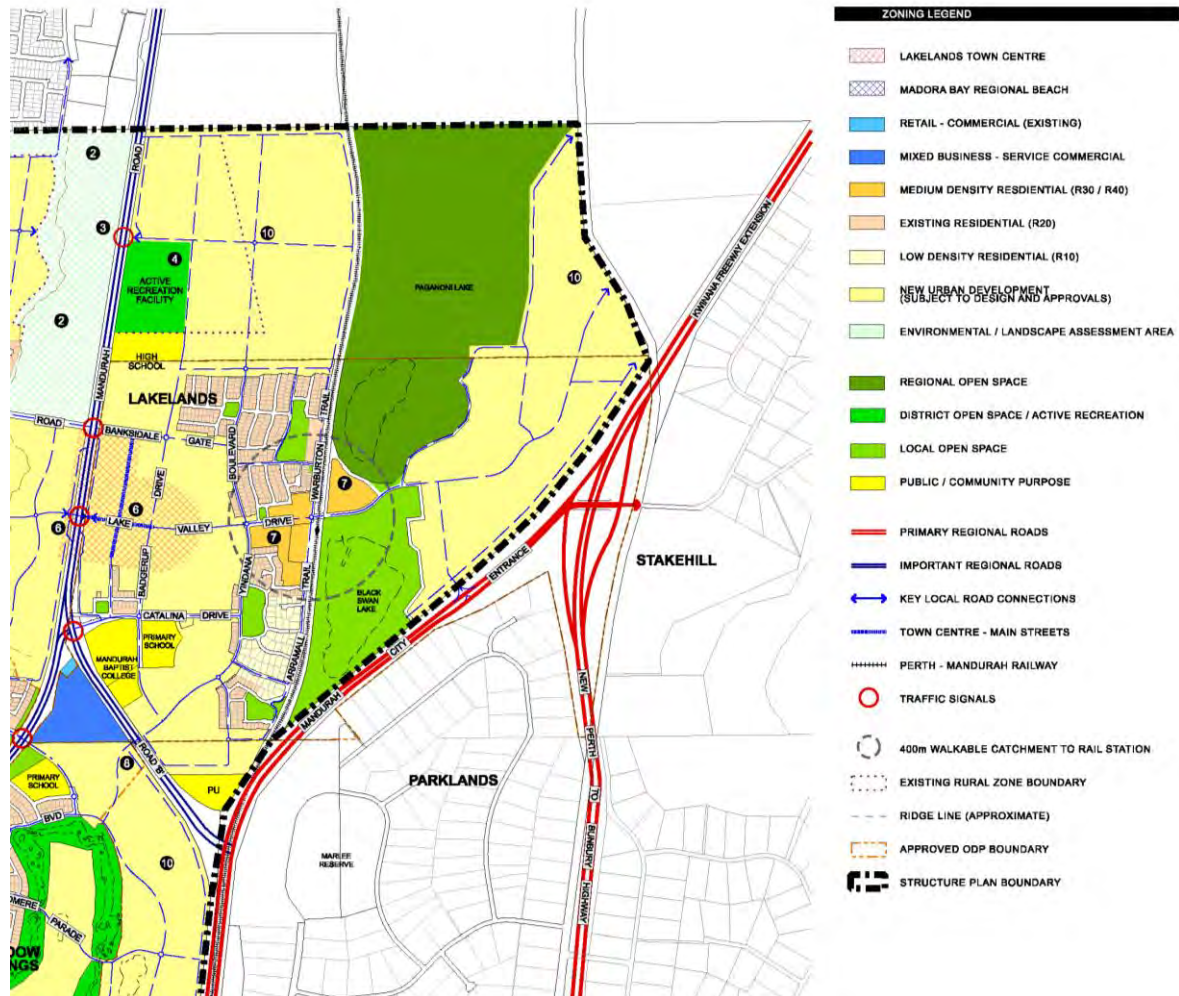
The Council of the City of Mandurah approved the Mandurah North structure plan in June 2006 to assist in ensuring that an overall structure was put in place to account for multiple structure plans in Lakelands, Madora Bay, and Meadow Springs.



The Mandurah North structure plan took into account key principles including:

- The district level centre in Lakelands, for retail and community uses;
- Provision of key north-south and east-west road linkages; and
- The identification of key active and passive recreation land.

The Lakelands East structure plan is consistent with the Mandurah North structure plan, refer **Figure 5**.



**Figure 5 Extract of Mandurah North structure plan**

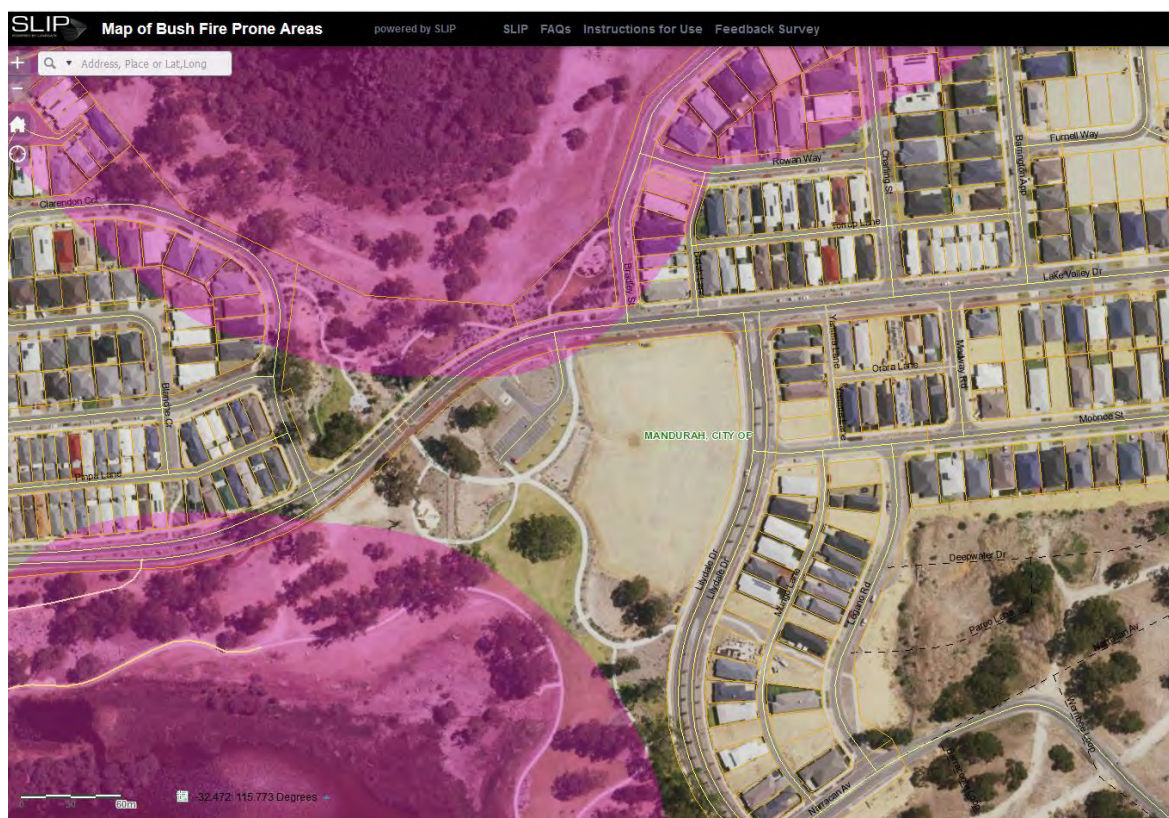
## 1.4 STATE PLANNING POLICIES

The following policies are referenced in relation to the subject land only. The approved structure plan report contains policy references for the whole structure plan area.

### 1.4.1 STATE PLANNING POLICY 3.7 - PLANNING IN BUSHFIRE PRONE AREAS

The subject land forms part of the Lakelands East development, which is subject to an approved Bushfire Management Plan (BMP) (Strategen 2016, as **Appendix B**) that was prepared to accompany future subdivision applications as development staging progressed.

The subject land area is not designated as bush fire prone, refer **Figure 6**, however revegetation in adjacent public open space will result in a portion of the site being located within a bushfire prone area. A BMP addendum would accompany subdivision application and address the requirements of SPP 3.7 Policy Measure 6.4 and would be prepared in accordance with the Guidelines.



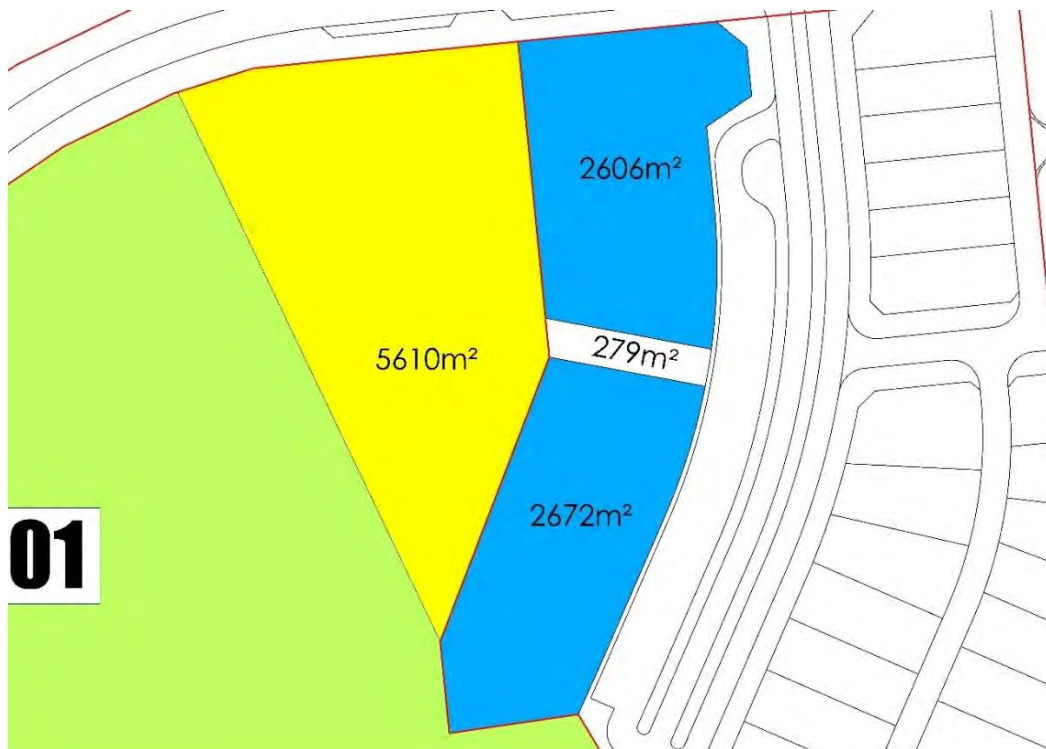
**Figure 6 Extract of Map of Bush Fire Prone Areas (April 2019)**

#### **1.4.2 STATE PLANNING POLICY 4.2 - ACTIVITY CENTRES FOR PERTH AND PEEL**

Under SPP 4.2, the Lakelands Town Centre is identified as a district centre. Neighbourhood Centres (or lower) are not spatially identified in SPP 4.2. This is reiterated in the SPP 4.2 and the approved structure plan report where *“these [neighbourhood and local] centres should be recognised in local planning strategies, and also in structure plans for new urban areas”*. Currently the City does not have an endorsed local planning strategy; however, a centre had been shown on the approved Lakelands East structure plan. The Amendment No. 2 is consistent with the principles of both SPP 4.2 and *Liveable Neighbourhoods* (LN). The Amendment No. 2 has been prepared in accordance with the guidance of SPP 4.2 which delegates the location and detailed planning of the local and neighbourhood centres to the structure planning process.

The approved Lakelands East structure plan described the neighbourhood centre, which was *“intended to provide a legible focal point for the future community, and may ultimately provide for a mix of uses such as child care, small hall/meeting room, café and playground”*. The report stated that there was the potential for the *“future expansion of 2,606m<sup>2</sup> gross total floor area, based on a plot ratio of 1.0 within ‘Commercial’ zone, pursuant to TPS 3”*.

This was considered to be a maximum plot ratio cap, equivalent to 2,606m<sup>2</sup> floor area, and in relation to **Figure 7**, was referring to the northern 2,606m<sup>2</sup> site in the approved structure plan report. There was a total of 5,278m<sup>2</sup> for commercial. The southern extent of the commercial land was intended to be developed for residential purposes with flexibility to occur with additional restricted commercial land uses if required and up to the plot ratio cap.



**Figure 7 Location of Local Centre, source: TBB Plan 08\_017\_010C Public Open Space (200611).**

In context, the approved structure plan report recognised 19,000m<sup>2</sup> floorspace within the Lakelands Town Centre district centre. The Lakelands Town Centre is currently approved for 22,450m<sup>2</sup> floorspace (refer to the layout in **Figure 8** for illustrative reference). The Lakelands Town Centre was delivered in mid-2017. It has a larger floorspace than what was anticipated at the time of preparing the approved structure plan.

Lakelands Town Centre has a catchment that encompasses Lakelands and surrounding suburbs including northern suburbs within the City of Rockingham. With the additional 2,950m<sup>2</sup> floorspace being accommodated in the Lakelands Town Centre, there is no longer a need for additional retail floorspace to be provided in other locations in Lakelands. This is demonstrated in the Retail Sustainability Assessment (Tactics4, August 2018).



**Figure 8 Indicative layout of Lakelands Town Centre (source: Peet)**

#### 1.4.2.1 RETAIL SUSTAINABILITY ASSESSMENT

A Retail Sustainability Assessment or RSA (Taktics4, August 2018) (refer **Appendix C**) was undertaken in relation to the commercial zoned land shown on the approved Lakelands East structure plan. The RSA assessed the economic and market rationale for the centre. The planning process for the original structure plan did not incorporate detailed retail design analysis to determine the configuration of the centre, but rather the planning for the size of the site and configuration of the centre was deemed to provide the flexibility and opportunity for a variety of outcomes to be determined at detailed design.

The RSA considered the future population and demand to 2036 and considered the full development of Lakelands East and the urban area which falls within the intended catchment of the centre location. The RSA considered the total planned population in accordance with WAPC and City of Mandurah forecasts. The RSA is not based on current catchments and development, as it projects into the future and assesses the demand against a fully developed urban area.

The RSA considered the available household spending capacity of the residents within the intended catchment. Passing trade is not a reflection of this spending capacity – “passing trade” is a definition of spending from traffic beyond that of residents. It is not likely that the location of the planned activity centre site would generate any non-local passing trade.

The potential spend allocation from the catchment to the site was 8% of total residents spend and it would be captured through the walkable catchment and passing trade. This was deemed insufficient to support retail activity on the site.

The level of service available to the intended catchment of the centre location is consistent with and in many cases superior to the level of service available to most WA urban residents. Most of the intended catchment falls within the trade catchment of the Lakelands district centre which is performing all of the daily convenience shopping needs of this community in a convenient location.

The RSA was not required to consider elements such as potential commercial offerings (e.g. medical centre, child care centre, consulting rooms) as it is a retail needs assessment and is not required to consider these elements in much the same way as it does not propose the demand for schools and public open space. A centre not capable of supporting a supermarket is a local centre – there are no statements, provisions or guidelines for developing non-supermarket-based retail activity around medical centre child care centre or consulting rooms.

Some of the development opportunities suggested during the preparation and approval of the structure plan included:

- Low-rise mixed use development with non-residential ground floor tenancies and upper level multiple dwellings;
- Residential development on the southern extent of the commercial zone, with retail and/or food and beverage potential for the northern extent of the zone;
- Predominately residential development with a small retail component; or
- A typical retail outcome should there be sufficient demand for it.

The RSA determined that the centre is not capable of attracting multiple smaller tenants, as a suitable supermarket operator would not be sustainable in this location. Without an anchor, multiple tenancies are not considered realistic or sustainable. The analysis and findings are contained in the RSA however in summary, a local centre in this location could only realistically survive as a single café operator.

### 1.4.2.2 OTHER LOCAL CENTRE EXAMPLES

This section was prepared by Taktics4 to identify the extent of non-supermarket-based centres that have been developed in Perth in the last five years, which may share some of the same market characteristics as Lakelands East.

The task was to:

- Identify local and/or non-supermarket neighbourhood centres on local activity centre strategies within fringe/developing local government areas;
- Confirm if the sites have been developed;
- List the commercial characteristics of the developed centres;
- List how the market criteria differs from the subject site; and
- Identify the comparative development of supermarket versus non-supermarket-based centres across Perth within the past 5 years.

#### Criteria for comparison

Similar centres which shared some of the same characteristics to the Lakelands East site are stipulated in the list below:

- 5-7 local shops;
- Totalling 750m<sup>2</sup>;
- Not anchored by a supermarket;
- Developed in last five years;
- Not located on a major distributor road;
- Not within 1.5 kilometres of a dual-supermarket-based centre; and
- A limited urban residential catchment – limited non-residential land uses.

**Table 3 Comparison of other Local Centres (Source: Taktics4 2019)**

	Suburb	Centre Name	Address	Developed?	developed in past 5 years	Floor space	5-7 shops	not anchored by supermarket	not on a major arterial	within 1.5km of a two supermarket based DC	Limited Urban/Residential Catchment
Wanneroo	Yanchep	Local centre	Lindsay Beach Blvd/Beachside Parade	Yes	Yes	1,500sqm	Yes	Yes	Yes	No	No
Swan											
Cockburn	Honeywood	Local centre	Lyon Road/Pepermint Gardens	Yes	Yes	600sqm	No	Yes	Yes	No	Yes
Armadale	Piara Waters	Local centre	Erade Parade	Yes	Yes	250sqm	No	Yes	Yes	Yes	Yes
Kwinana	Leda ****	Local centre	Edward Street/Feilman Drive	Yes	Yes	750sqm	No	Yes	Yes	No	No
Mandurah											
Rockingham	Baldivis/Tranby	Local centre	Arpenteur Drive/Osgood Way	Yes	Yes	1,000sqm	Yes	Yes	Yes	Yes	No

Note: Leda redevelopment as Pharmacy invoked its redevelopment clause.

The research by Taktics4 in **Table 3** found that there were 45 supermarket-based neighbourhood and local centres developed in Perth in the last five years. There were 5 local centres *without* a supermarket developed in fringe local government areas in the past five years. However, none of the 5 centres share the same market characteristics as the Lakelands East site. This is important, as it demonstrates that within the last five years there are no examples of non-supermarket-based centres which share the same key constraints as Lakelands East having been developed. Piara Waters, however, provides an example where floor space of circa 250m<sup>2</sup>, as now proposed, can attract development and be sustainable under the same constraints.

## 2 STRUCTURE PLAN AMENDMENT NO. 2

### 2.1 OPPORTUNITIES AND CONSTRAINTS

The site has been duly considered in relation to the following:

#### Catchment

- The general location for commercial or retail use remains within the catchment area of the Lakelands district centre.
- The additional 2,950m<sup>2</sup> floorspace that is being accommodated in the Lakelands district centre results in no assessed need for additional retail floorspace in other locations in Lakelands.
- A significant proportion of the walkable catchment is comprised of wetlands and open space associated with Paganoni Lake and Black Swan Lake.
- Analysis has recognised the additional constraints for development of non-supermarket-based local centres.

#### Site Location

- The western location provides a visible aspect and frontage to Lake Valley Drive and the adjacent Black Swan Lake public open space. This provides an amenity benefit for a future development of the site, and lends towards a café style land use and/or complementary land uses in this location.
- The site could be designed to give the appearance of being an extension to the amenity and activity within the Black Swan Lake public open space, thereby enhancing this focal point for the community.
- This location is within close proximity of a public car park, located within the public open space.
- The site would have exposure from Lake Valley Drive and motorists would take advantage of the car parking. Park users could also take advantage of a seamless integration of the facility with the park via steps/universal access ramp.

#### Lot Area and Dimension

- The land area has been considered for a building footprint of 250m<sup>2</sup>. An estimated lot size of 900m<sup>2</sup> could take into account for a 250m<sup>2</sup> café building with a generous al fresco area, space for landscaping to apparently transition with the medium density residential to the east, and space for on-site parking and services.
- The revised concept demonstrates a lot size that is large enough for the possible opportunity for multiple leases and operators if the building had separate modules. Alternatively, construction could be staged into modules.
- The lot dimensions and area provide the possibility for on-site parking for staff, deliveries, and waste management. The public open space car park can provide for reciprocal parking opportunities for customers, particularly given these car bays are not allocated to any other land uses in this precinct.
- It is possible for a universal access ramp to be installed from the Black Swan Lake to the commercial site providing ease of access from the proposed disabled bay within the public open space (as illustrated in **Figure 14** and **Figure 15**). Alternatively, on-site parking could accommodate universal access. The level difference is approximately 1.0-1.5 metres.

#### Staging

- The site could be landscaped in a manner that enables for future construction of the commercial site without it looking unsightly if it remained vacant longer than the surrounding residential lots.

## 2.2 CONCEPT PLAN

A concept plan by TBB (as **Figure 9**) and illustrative artist impressions by EPCAD (as **Figure 10 - Figure 16** inclusive) have been prepared in support of the Amendment No. 2. These are provided for illustrative purposes only.

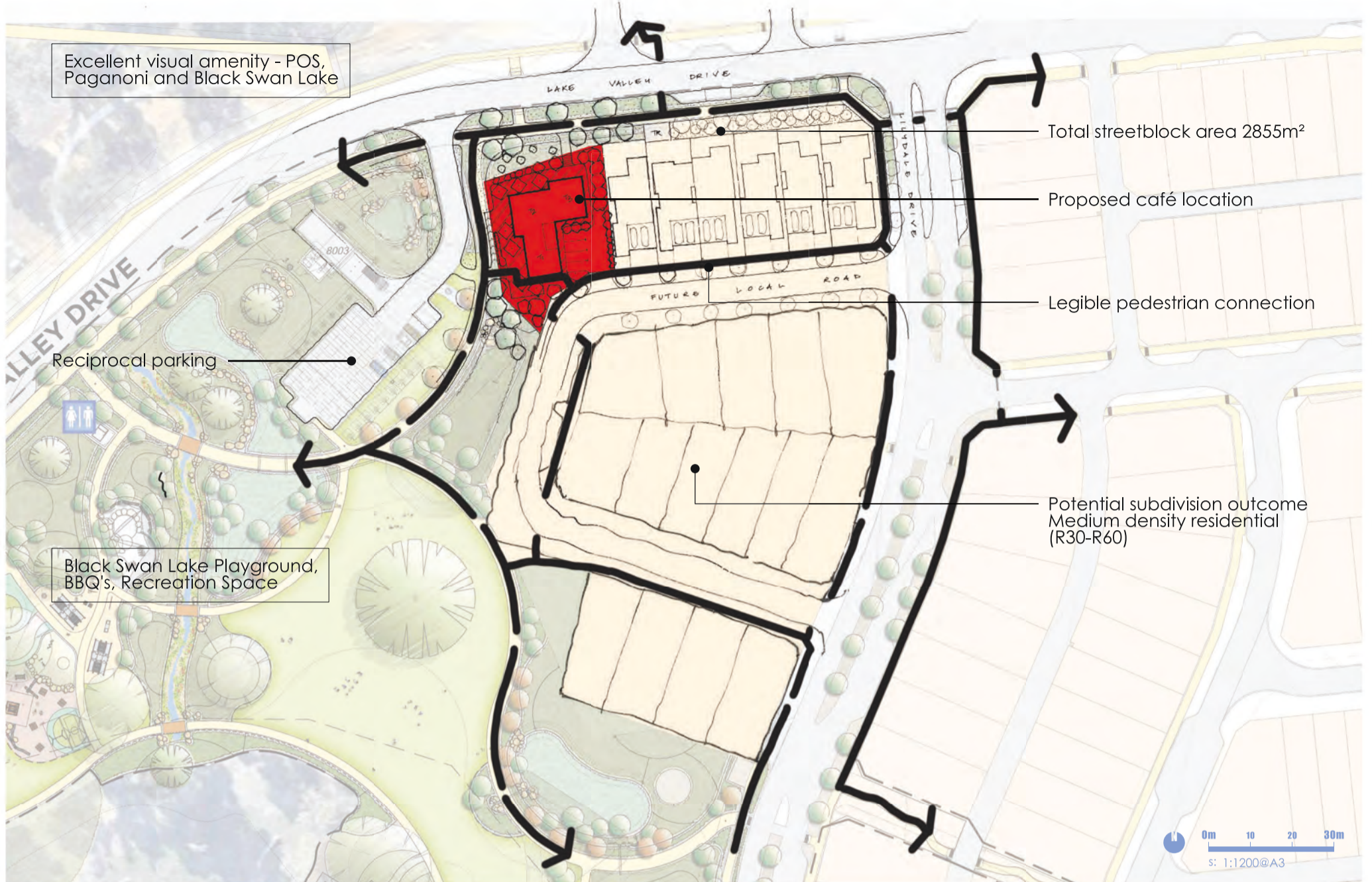
The concept addresses subdivision and topographical matters that have influenced the design of the Amendment No. 2. The commercial zone is shown at a size of 900m<sup>2</sup>, with sufficient space for a single café operator (as eluded to in the RSA). The western located centre is a refinement of the previously approved structure plan, and acknowledges the amenity support that the Black Swan Lake public open space offers to a café style land use in this location. This is reflected in **Figure 13 - Figure 16** inclusive.

A key consideration is the provision of staff parking on-site, including universal access, deliveries, and waste management. Parking is intended to be on-site for staff and other purposes, whilst street parking and the existing car park in Black Swan Lake public open space can be available and utilised by customer patronage (refer **Figure 15** and **Figure 16**).

The concept addresses the balance of the land for medium density residential, with lots designed to have frontages and aspect out to Black Swan Lake to the west and south-west, as illustrated in the concepts in **Figure 11, Figure 12** and **Figure 16**. Dwellings have been contemplated to potentially be north-facing to Lake Valley Drive, with open fencing providing for passive surveillance opportunities (refer **Figure 12**). Several land uses can be considered in the residential zone such as child care premises, corner shop, home occupation, kindergarten, and medical centre. Home-based businesses are able to be proposed anywhere in a residential zone but are more likely to be attracted to sites adjacent to the Lakelands district centre than a local centre, to take more advantage of passing trade.

The concept results in a simplified road network, where a previous slip-road parallel to Lilydale Drive has been removed. An access street is shown as a loop, providing additional views through the subject land to Black Swan Lake public open space, opening up this aspect from Lilydale Drive. The concept aims to provide connections to the pathway network along Lake Valley Drive, as illustrated in **Figure 10**, and within the public open space as illustrated in **Figure 15** and **Figure 16**, providing further integration between the subject land and the open space, thus providing for greater public interface and accessibility.

The concept continues to achieve retention of mature trees that have been identified in the Black Swan Lake public open space. These trees provide landmark design elements, aiding legibility and landscape character within this environmentally focussed estate. The development of the subject land would celebrate and build upon the landscape character with landscaping along streets and the park interface.



Proposed Commercial Site (retail/café) - 900m<sup>2</sup> lot area; internal floor space up to 250m<sup>2</sup>

Site configuration provides flexibility for a single tenancy or multiple tenancies (if deemed viable)

Landscaped forecourt

Alfresco dining for north, west and south orientations

Decked area level is 1.0m above west and north boundary interfaces, providing views to POS amenity

Access ramp and stairs

Existing car park incorporating disabled parking bay

Existing dual use path alignments - legible and well connected pedestrian network

Opportunities for generous indoor and outdoor development incorporating landscaped interfaces to adjacent land uses

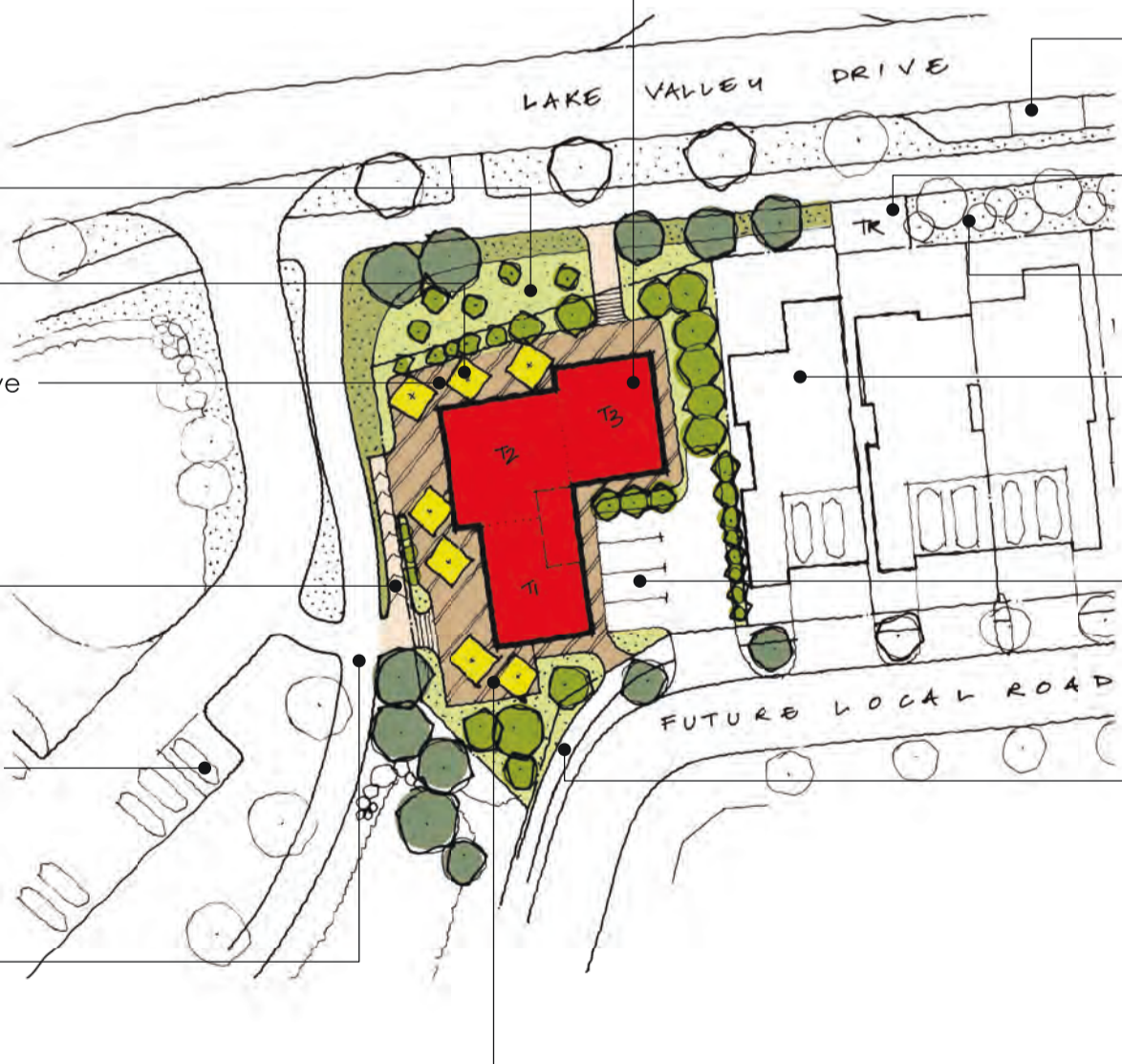


FIGURE 9 - LOCAL CENTRE CONCEPT (Illustrative concept only)

d: 10 May 2019  
p: 08/017/100B

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Figure 10 Artist impression from path, looking from Lake Valley Drive towards the commercial site (Source: EPCAD 2019)

*Disclaimer: artist impressions prepared for illustrative purposes only; subject to detailed design as part of purchase of site and development application by a proponent.*



Figure 11 Aspect of the commercial site, looking south from footpath on Lake Valley Drive (Source: EPCAD 2019)



Figure 12 Aspect of the interface with the commercial site and medium residential housing, looking south from Bradley Street – Lake Valley Drive intersection (Source: EPCAD 2019)

*Disclaimer: artist impressions prepared for illustrative purposes only; subject to detailed design as part of purchase of site and development application by a proponent.*



**Figure 13** Perspective of commercial site, looking south from Lake Valley Drive with glimpses through to rear road access and adjoining car park within the Black Swan Lake public open space (Source: EPCAD 2019)



**Figure 14** Perspective of commercial site, looking east from the existing footpath within Black Swan Lake public open space (Source: EPCAD 2019)

*Disclaimer: artist impressions prepared for illustrative purposes only; subject to detailed design as part of purchase of site and development application by a proponent.*



**Figure 15** Perspective of commercial site, viewed from the car park entry into Black Swan Lake public open space (Source: EPCAD 2019)



**Figure 16** Perspective of commercial site, looking east over Lake Valley Drive and the car park within the Black Swan Lake public open space (Source: EPCAD 2019)

*Disclaimer: artist impressions prepared for illustrative purposes only; subject to detailed design as part of purchase of site and development application by a proponent.*

## 2.3 LAND USE

The subject land is predominately zoned medium density residential (R30-R60), comprising 1.096 hectares.

The commercial zoned land has been reduced in size to 900m<sup>2</sup>.

A small amount of the subject land has been incorporated into the adjacent public open space.

The following **Table 4** outlines how the structure plan augments the land use permissibility of the commercial zone within the structure plan area. Part One, section 4.1 of the structure plan relates to land uses that are listed under the commercial zone column, and does not interfere with the land uses contained under the residential zone column.

**Table 4 Land use permissibility for residential zone, commercial zone, and modifications as per Part One of the Lakelands East structure plan**

Land use	City of Mandurah Town Planning Scheme No. 3		Lakelands East SP
	Residential zone	Commercial zone	Part One, section 4.1
Additional Accommodation	AA	X	
Aged Persons Home	AA	X	
Aged Persons Village	AA	X	
Auction Mart	X	P	SA
Amusement Parlour	X	P	SA
Arts and Craft Display	X	SA	
Bank	X	P	
Bed and Breakfast	SA	AA	
Caretaker's Dwelling	X	AA	
Car Park	SA	P	SA
Car Wash	X	P	SA
Chalet	SA	X	
Child Care Premises	SA	AA	
Civic Use	P	P	
Club Premises	X	AA	
Consulting Rooms	IP	P	
Corner Shop	SA	X	
Convenience Store	X	P	
Cultural Use	X	P	
Display Home Centre	AA	X	
Dwelling (Single House, Group, Multi)	P	Group, Multi - AA	
Fish Shop	X	P	
Funeral Parlour	X	P	X
Guesthouse	AA	X	
Health Studio	X	P	
Home Occupation	AA	AA	
Hotel	X	AA	X
Kindergarten	SA	X	
Land Sales Office	P	X	
Laundromat	X	P	AA
Liquor Store	X	P	AA
Lodging House	X	AA	
Lunch Bar	X	P	
Marina	X	SA	
Medical Centre	SA	P	
Motel	X	AA	SA
Motor Vehicle Hire	X	AA	
Night Club	X	SA	X
Nursing Home	SA	X	

Land use	City of Mandurah Town Planning Scheme No. 3		Lakelands East SP
	Residential zone	Commercial zone	Part One, section 4.1
Office	X	AA	
Place of Amusement	X	AA	SA
Public Amusement	X	AA	
Public Utility	P	P	
Public Workshop – Place of	SA	X	
Reception Centre	X	P	
Restaurant	X	P	
Service Premises	X	P	
Service Station	X	AA	
Serviced Apartment	SA	X	
Shop	X	P	
Showroom	X	P	
Take away Food Outlet	X	P	
Tavern	X	AA	X
Veterinary Clinic	X	P	

The Amendment No. 2 proposes the replacement of land set aside for community purposes partly as commercial and as medium density residential. Peet has satisfied the City's requirements via contributions towards community facilities in the Lakelands estate and the Lakelands Town Centre. From the City's perspective, the community facility contributions have been satisfied via the:

- (a) Lakelands Community House, Dalona Parkway; and
- (b) 0.5 hectares of land adjacent to the Lakelands Town Centre and 0.5 hectares equivalent as a cash contribution.

These community facility contributions provide the rationale for removing the community purpose in Lakelands East as it is provided elsewhere.

## 2.4 DENSITY

The medium density residential zoned land applies the same density code range of R30-R60 as per the approved Lakelands East structure plan.

For the commercial zone, the structure plan has been modified to remove the single house and marina land uses. A residential density of R60 has been designated.

### 2.4.1 DENSITY TARGETS

In the approved Lakelands East structure plan, the estimated dwelling yield was 750 lots and an estimated population of 2,108 persons (based on 2.81 persons per dwelling). The approved structure plan report section 6.1 based dwelling yield on 112.0118 gross hectares of urban zoned land and at a yield of 6.70 dwelling units per gross hectare of urban zoned land.

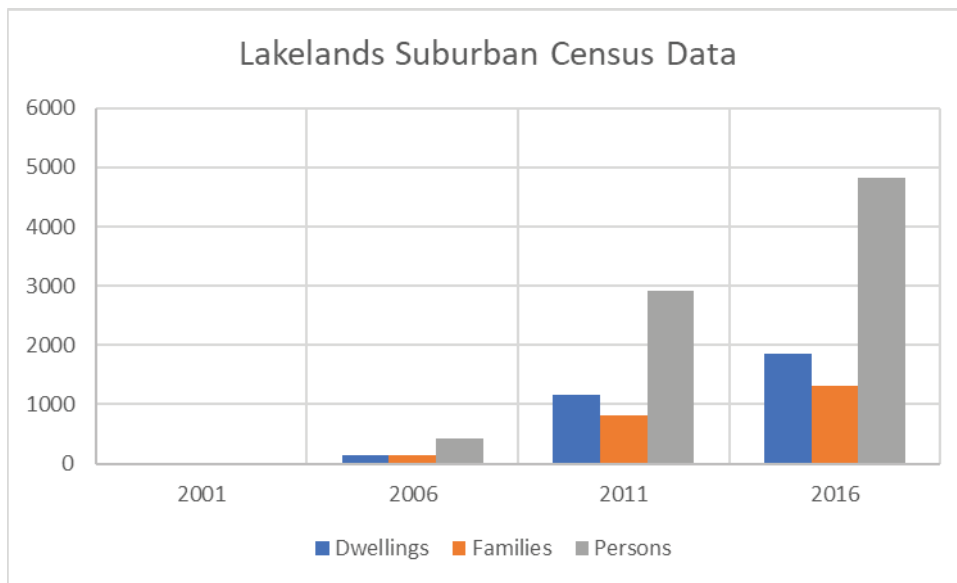
As part of Amendment No. 2, a review of dwelling targets and estimated population was undertaken for the whole structure plan area. The review acknowledged that over the life of the structure plan, there has been a trend towards smaller lot sizes. Latest calculations estimate a total yield of 1,059 lots and an estimated residential population of 2,965 persons (based on 2.81 persons per dwelling). With an increased yield of 1,059, this translates towards 9.45 dwelling units per gross hectare of urban zoned land. This includes all land in the urban zone, including local roads, local public open space reserves (refer **section 2.5**), primary school, and commercial zoned land. It should be noted, whilst this number is low, there is also 30% provision of public open space and it should be noted that the constructed lots in Lakelands East currently have an average lot size of 408m<sup>2</sup> (refer **Table 5**).

As per the RSA for the subject land, the City's and Western Australian Planning Commission's forecasts were interrogated. Notwithstanding, 1,059 lots (or 750 lots in the approved structure plan report) do not substantially change how the RSA was undertaken nor the findings from the RSA that there is no demand for additional retail activity. The lot yield is not enough to support significant retail or commercial activity.

## 2.4.2 CONSTRUCTED LOTS

Lots within Lakelands first went on sale in 2003. From there, the suburb experienced steady growth in a time when Mandurah was booming as a sea change city. At the 2016 Census, the suburb had 1,863 dwellings, 1,316 families, and a total population of 4,830 persons, refer **Graph 1**.

Over the previous three census periods for the Lakelands suburb, average people per household went from 3.0 in 2006 to 2.8 in 2011 and 2016, it apparently has then remained steady. In contrast, the average people per household for the whole City of Mandurah local government area was steady at 2.4 persons per household (for the 2006, 2011, 2016 census periods).



**Graph 1 Census Quickstats – Lakelands suburb (Source: ABS 2017)**

TBB has analysed the number of lots constructed within Lakelands West (including the lots on Clarendon Circuit, Blanche Crescent, and Pinpa Lane), and Lakelands East. As at December 2018, it was calculated that there were 2,056 lots within the whole estate. This implies that a number of lots would be vacant, based on the 2016 Census recording 1,863 dwellings. The following **Table 5** outlines the number of lots, average lot size, and estimated population if all lots had a constructed and occupied dwelling.

**Table 5 Constructed lots and estimated population, as at December 2018 (Source: TBB 2019)**

Structure plan area	Number of lots	Average lot size	Estimated population (2.8 persons per household)
Lakelands West	1,719 lots	520m <sup>2</sup>	4,813 persons
Lakelands East	337 lots	408m <sup>2</sup>	943 persons
TOTAL (December 2018)	2,056 lots	502m <sup>2</sup>	5,756 persons

### 2.4.3 POPULATION FORECASTS

The approved structure plan report anticipated a yield of 750 lots in Lakelands East, based on a net subdivisible area of 87.6817 hectares (of the whole structure plan area of 112.0117 hectares), and at a yield of 8.55 lots per hectare (average). 750 lots were estimated to have a residential population of 2,108 persons (2.8 persons per household).

With the passage of time since the structure plan was first prepared and endorsed, there has been a land development trend towards smaller lot sizes. Latest calculations by TBB estimate a total yield of 1,059 lots (excluding the constructed lots on Clarendon Circuit, Blanche Crescent, and Pinpa Lane), at an average lot size of 413m<sup>2</sup>. With 337 lots identified to be constructed in Lakelands East as at December 2018 this would infer there may be a future supply of 722 lots (to make a total of 1,059 lots) in the structure plan area.

Estimated residential population for 1,059 lots could range between 2,541-2,965 persons (refer **Table 6**).

As per the RSA, Forecast iD was interrogated by Taktics4 to forecast the estimated population of the suburb and of Lakelands East. In 2036, Forecast iD estimated a total population of 10,888 and in Lakelands East estimated 2,722 people. The Forecast iD is almost a 'mid-range' estimate when comparing it against the Lakelands suburban household average (2.8) and the City of Mandurah local government area household average (2.4) as per **Table 6**.

**Table 6 Comparison of forecasts population, based on different average persons per household**

Lakelands East number of lots	2.4 persons per household (City of Mandurah average)	2.57 persons per household (to achieve Forecast iD predictions)	2.8 persons per household (applying the 2016 Census average)
1,059 lots	2,541 people	2,722 people	2,965 people
Difference from Forecast iD mid-range	-181 people	same	+243 persons

#### 2.4.3.1 NORTHEAST LAKELANDS

Lot 105 Stock Road, Lakelands is subject to a WAPC-endorsed structure plan, which has an estimated yield of 461 lots (source: Creative Design and Planning 2017). This structure plan may have a population of 1,290 people, based on 2.8 persons per dwelling. Lots 518 and 519 Stock Road are currently zoned 'Rural' in the Shire of Murray Town Planning Scheme No. 4, but identified as urban in the *South Metropolitan Peel Sub-regional Framework*. These lots have a combined land area of 65 hectares.

Notwithstanding the additional dwelling yield that may be realised via the structure plan for Lot 105 Stock Road, and future planning for Lots 518 and 519 Stock Road, it is considered there is an insufficient catchment for a centre beyond that proposed in this modified Amendment. It is considered that the conclusions of the Retail Sustainability Assessment are still relevant, that there is no demand for additional retail activity in Lakelands East, due in part to the limited catchment and the established Lakelands district centre providing the choice and access for daily convenience shopping needs.

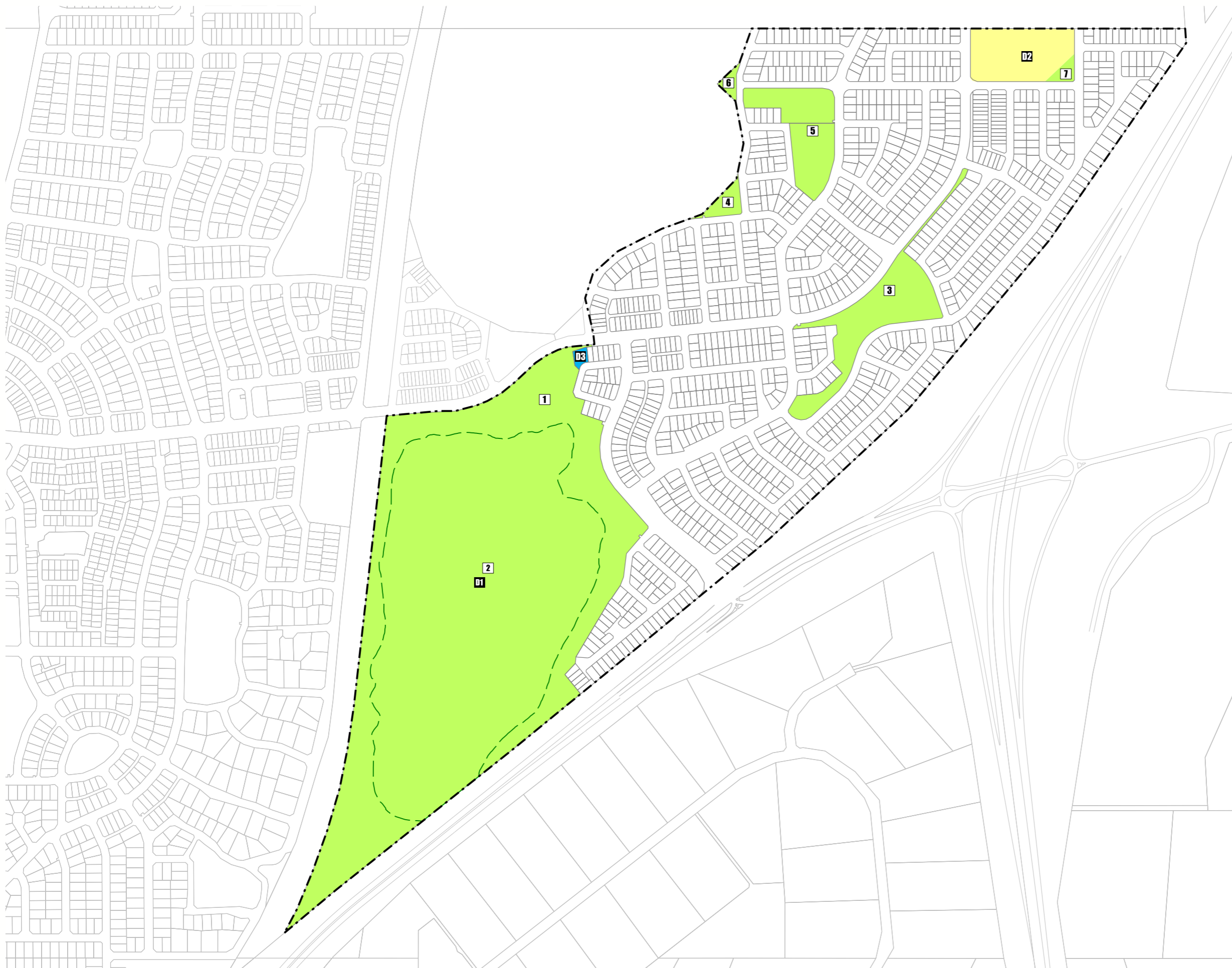
### 2.5 PUBLIC OPEN SPACE

A revised public open space plan (as **Figure 17**) has been prepared in accordance with *Liveable Neighbourhoods* public open space schedule (refer **Table 7**). A total of 30.3206 hectares (31.28%) of public open space is provided within the Lakelands East structure plan area. The subject land results in a very small increase of public open space calculated for Black Swan Lake public open space. As demonstrated in the approved Lakelands East structure plan, the public open space will provide for a range of purposes and sizing including several large pockets and smaller pocket parks and green spaces. The major components of public open space are described in the approved Lakelands East structure plan report.



**Table 7 Public open space schedule**

POS Plan 08/017/010L	Area (hectares)
STRUCTURE PLAN AREA	112.0188
<b>Deductions</b>	
Black Swan Lake (50% deduction)	12.5776
Primary school	2.0000
Commercial	0.0900
Drainage [1:1 yr events]	0.4200
<b>NET SUBDIVISIBLE AREA</b>	<b>96.9312</b>
<b>10% PUBLIC OPEN SPACE REQUIREMENT</b>	<b>9.6931</b>
Unrestricted public open space – minimum 80%	7.7545
Restricted public open space – maximum 20%	1.9386
<b>POS Provided</b>	
<b>Unrestricted public open space</b>	
POS 1	12.2105
POS 2	12.5776
POS 3	2.7834
POS 4	0.2965
POS 5	2.0328
POS 6	0.1443
POS 7	0.1097
<b>Restricted public open space</b>	
POS 1	0.0000
POS 2	0.0000
POS 3	0.0000
POS 4	0.0351
POS 5	0.0795
POS 6	0.0000
POS 7	0.0512
<b>Total unrestricted public open space</b>	<b>30.1548 ha</b>
<b>Total restricted public open space</b>	<b>0.1658 ha</b>
<b>TOTAL POS PROVIDED (AREA)</b>	<b>30.3206 ha</b>
<b>TOTAL POS PROVIDED (PERCENT)</b>	<b>31.28%</b>



LEGEND	
	LAKELANDS EAST STRUCTURE PLAN BOUNDARY (112.018ha)
	PUBLIC OPEN SPACE - ACTIVE AND PASSIVE
	PRIMARY SCHOOL
	COMMERCIAL
	PUBLIC OPEN SPACE NUMBERS
	DEDUCTION NUMBERS

PUBLIC OPEN SPACE YIELDS	
DEDUCTIONS	
<b>D1</b> BLACK SWAN LAKE	12.5776ha (50%)
<b>D2</b> PRIMARY SCHOOL	2.0000ha
<b>D3</b> COMMERCIAL	0.0900ha
<b>D4</b> DRAINAGE	0.4200ha
<b>TOTAL</b>	<b>15.0876ha</b>
PUBLIC OPEN SPACE (UNRESTRICTED)	
<b>1</b>	12.2105ha
<b>2</b>	12.5776ha
<b>3</b>	2.7834ha
<b>4</b> "ceded"	0.2965ha
<b>5</b>	2.0328ha
<b>6</b>	0.1443ha
<b>7</b>	0.1097ha
<b>TOTAL</b>	<b>30.1548ha</b>
PUBLIC OPEN SPACE (RESTRICTED)	
<b>1</b>	0.0000ha
<b>2</b>	0.0000ha
<b>3</b>	0.0000ha
<b>4</b> "ceded"	0.0351ha
<b>5</b>	0.0795ha
<b>6</b>	0.0000ha
<b>7</b>	0.0512ha
<b>TOTAL</b>	<b>0.1658ha</b>
<b>TOTAL POS PROVIDED</b>	<b>30.3206ha (31.28%)</b>

**FIGURE 17 - REVISED PUBLIC OPEN SPACE PLAN**  
Lakelands East Structure Plan - Amendment No. 2

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## 2.6 MOVEMENT NETWORK

The subject land is shown in the concept plan to be accessed via a subdivision road in a loop formation connecting at both intersections with Lilydale Drive. Where lots are located on either side of the road, the road reserve will be sufficient width for a local access street which will provide for local resident and visitor access and trips only. The existing pedestrian path network will be extended through the subject land as necessary and in accordance with *Liveable Neighbourhoods*.

## 2.7 SERVICING AND INFRASTRUCTURE

### 2.7.1 EARTHWORKS

The subject land has been subject to clearing and earthworks. Retaining walls will be considered and required as necessary, with details to be provided at the detailed engineering approval stage.

### 2.7.2 ROADS AND DRAINAGE

The existing road network adjacent to the subject land is constructed to a suitable residential standard to accommodate subdivision and development. The subdivision road shown on the concept plan would be constructed in accordance with the local government's requirements.

### 2.7.3 POWER, WATER, TELECOMMUNICATIONS, WASTEWATER, GAS SUPPLY

Existing service infrastructure is located within Lake Valley Drive and Lilydale Drive. Services are capable of being extended to service the subject land. The existing power transformer infrastructure adjacent to Lake Valley Drive and Lilydale Drive will be retained.

## 2.8 LOCAL DEVELOPMENT PLAN (LDP)

### 2.8.1 RESIDENTIAL ZONED LAND

LDPs may be prepared for residential lots in accordance with the requirements contained in Part One, section 5.1. The trigger is the preparation of the LDPs prior to the creation or development of residential lots. This is a suitable approach, as the preparation and approval of LDPs logically would follow on from a condition of subdivision approval, to be cleared in order for titles to be created.

### 2.8.2 COMMERCIAL ZONED LAND

A concept LDP has been prepared for the commercial site in order to illustrate provisions and requirements that can be addressed in a future local development plan to be lodged with the local government. The draft LDP concept is shown at **Figure 18**.

The LDP provisions include requirements in relation to fundamental considerations including:

- Streetscape and setback requirements;
- Building orientation;
- Open space and landscaping requirements;
- Interface with public open space and residential lots;
- Alfresco areas;
- Vehicular and pedestrian access and car parking;
- Noise buffering; and
- Fencing.

## Commercial site - Local Development Plan provisions (proposed)

### LDP Provisions (proposed, subject to preparation as a LDP and lodged with City of Mandurah)

*Typical overview and scheme references, and reference to Lakelands East structure plan (as amended).*

#### **Streetscape and Setback Requirements**

1. Building setback minimum 4.0m northern and western lot boundaries (as depicted on LDP Plan).
2. Building setback minimum 3.0m eastern and southern lot boundaries (as depicted on LDP Plan).
3. Nil boundary setbacks are not permitted to any lot boundary.

#### **Open Space Requirements**

4. High quality soft and hard landscaping shall be incorporated into all boundary edge treatments.

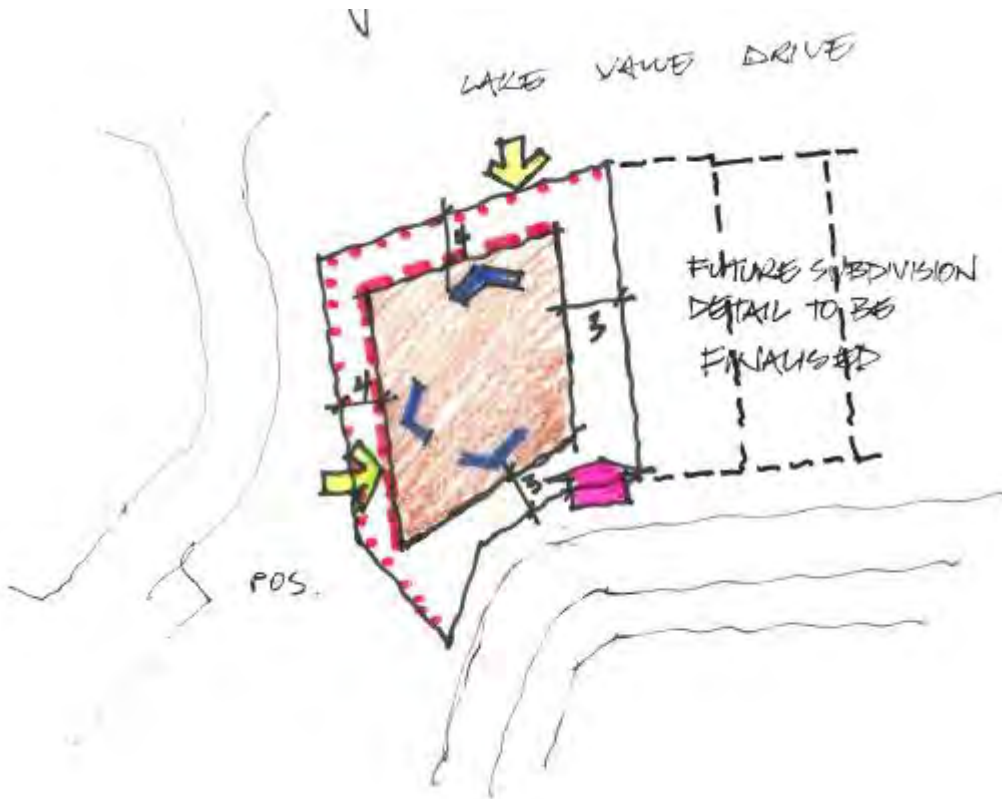
#### **Incidental Development Requirements**








5. Proposed building façade(s) shall orient to the northern, western and southern frontages, with articulated frontages that contain no blank walls.
6. Alfresco outdoor areas, shall be provided and oriented to Lake Valley Drive and public open space, with other treatments including soft and hard landscaping to integrate with the surround land and the built form.
7. Open aspect visually permeable fencing is required to all frontages depicted on LDP plan.
8. Noise management shall be addressed for adjacent residential development (eastern lot boundary). This shall consider appropriate building setback, masonry boundary fencing, appropriate landscaping or alternative outcomes deemed acceptable by the City of Mandurah.
9. Car parking for employees and disabled visitors shall be located on site. Visitor parking is permitted off site in adjacent public bays in the public open space or road network.
10. No vehicle access is permitted from Lake Valley Drive to the lot.

#### **Advice Notes**

11. Pedestrian access is required from Lake Valley Drive and public open space pathway networks and incorporate universal access.

LDP and legend (proposed)



-  maximum building envelope (not inclusive of outdoor dining areas)
-  Activated frontage requirement.
-  Pedestrian access location(s) & priority frontage
-  Vehicle access location
-  Bulky Facade orientation (Activated frontage - No blank walling)
-  open aspect - visually permeable fencing + no vehicle access
-  minimum boundary setbacks

