

Mandurah Junction Precinct Structure Plan

September 2023



Part One – Implementation

Endorsement

This Structure Plan is prepared under the provisions of the City of Mandurah Local Planning Scheme No 12 (in accordance with Part 5 of the Deemed Provisions for Local Planning Schemes).

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

2010

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:

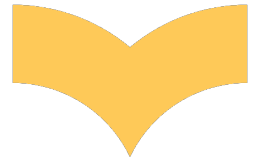
19 October 2025



Table of Amendments

Amendment No	Summary of Amendment	Amendment Type	Date Approved by the WAPC
1	<ul style="list-style-type: none">• Increase Area by adding lots in Rafferty Road to Service Commercial• Remove minimum scale for identified R100 lots• 1m setback to fencing and landscaping to rear laneways	-	3 June 2011
2	<ul style="list-style-type: none">• Modify layout to match subdivision (WAPC Ref 148503) by modifying one street block from MU(R160) to Res(R100)	-	17 September 2013
3	<ul style="list-style-type: none">• Modify layout for Stage 3 (remove Wyeree Road link to Galgoyl Road)	-	19 April 2016
4	<ul style="list-style-type: none">• Changes to the residential density codes, precinct areas, building heights and road network layout and additional public open space within the north-eastern portion of the approved Structure Plan, north of Allnutt Street and west of Galgoyl Road• Modifications to Structure Plan text to align with Structure Plan framework;• Alignment and Consistency with Local Planning Scheme 12;	Standard	07 September 2023

Executive Summary



Item	Data
Total Area Covered by the Precinct Structure Plan	16.8405ha
Area of Each Land Use Proposed	
• Residential / Mixed Use	7.0143ha
• Commercial / Mixed Business	0.6558ha
• Total Estimated Dwelling Lot	831
Estimated Residential Site Density	R60 – R160
Estimated Population	2078
Number of High Schools	-
Number of Primary Schools	-
Estimated Area and Percentage of Public Open Space	2.6223ha (15.57%)



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1. Precinct Structure Plan Area

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

The Mandurah Junction Precinct Structure Plan ('Structure Plan') shall apply to the land contained within the inner edge of the line denoting the Structure Plan Area as shown in Plan 1.

2. Vision and Design Principles

The vision for the Mandurah Junction site, which has been prepared by DevelopmentWA (then LandCorp) following consultation with the key stakeholder and community consultation groups, is:

"Mandurah Junction is an important transit linked and integrated urban centre which aims to achieve high sustainability standards and create a vibrant community that includes a choice of lifestyle and affordable living."

The intent for Mandurah Junction is to create a high quality contemporary built environment based on sound design principles that will provide opportunities for affordable living, diversity and choice in a walkable, pedestrian oriented development. The main design principles, which have been established for the subject site and incorporated within the Structure Plan, are to:

- Provide a legible and permeable street network that disperses traffic volumes and encourages walking as an alternative to car use;

- Provide sufficient parkland to establish a high level of residential attraction;
- Locate commercial uses in places that have exposure to the movement network, both in respect to vehicle and pedestrian movement;
- Increase residential densities in relative proximity to public transit access – the closer to the station, the higher the density of development;
- Establish a reasonable transition between areas of lower and higher residential densities and the subsequent scale of built form, bearing in mind the capacity of the surrounding area to be recoded and redeveloped over time;
- Incorporate longer-term parking within developments, out of view of the public domain (e.g. behind or under buildings), and to encourage shorter-term parking on street;
- Establish a maximum street-wall height subject to density and overshadowing;
- Maximise views onto parkland to provide residential amenity and passive surveillance;
- Minimise the visual impact of the railway infrastructure, such as the stowage depot, on local residents; and
- Provide a robust design that has the ability to connect with a variety of design options for the abutting Lots 5002 and 5003 Allnutt Street.



3. Operation

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

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

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

4. Staging

The staging of subdivision and/or development throughout the Local Structure Plan will be subject to individual land owner decisions, progression of proposals for consideration by the City of Mandurah and/or the WAPC and market demands.



5. Subdivision and Development Requirements

5.1 Land Use Permissibility

5.1.1 Land use permissibility within the Structure Plan area shall be in accordance with Table 1: Zoning Table.

5.1.2 Where a land use is proposed that has not been specifically referred to in the Zoning Table and cannot reasonably be determined as falling within a use class referred to in the Table, Council may consider the use in accordance with the Scheme.

Note: *The relevant clause is 3.3.6 of Scheme 12.*

5.1.3 Land Uses shall be taken to have the same meaning as defined within the Scheme and Appendix 1 of the R-Codes.

5.1.4 Land uses within all public spaces shall be determined as per the reserved land of the Scheme.

5.2 Subdivision Requirements

A Notification on Title may be required as a condition of subdivision for the creation of any new lot(s) to advise purchasers and interested parties of the potential for noise impact as a result of proximity to the passenger rail line or major road infrastructure.

Sites identified for a notification on title to be determined based on the outcomes of an Acoustic Report as required under Part 5.9 of the Precinct Structure Plan.

5.3 Application of the Residential Design Codes

Residential densities shall be as shown on Plan 1.



Table 1 Zoning Table

	Mixed Use Commercial	Mixed Use Residential	Residential
amusement parlour	P	X	
bed and breakfast	P	P	
bulky goods showroom	X	X	
car park	P	P	
child care premises	D	D	
club premises	P	X	
community purpose	D	D	
consulting rooms	P	P	
convenience store	P	P	
educational establishment	D	D	
family day care	P	P	
fast food outlet	X	X	
grouped dwelling	P	P	
holiday accommodation	D	P	
holiday house	P	P	
home business	P #	P	
home occupation	P #	P	
home office	P #	P	
hotel	D	X	
liquor store- large	D	X	
liquor store - small	P	P	
market	P	P	

As per Residential zone of Local Planning Scheme No 12

	Mixed Use Commercial	Mixed Use Residential	Residential
medical centre	P	P	
motel	D	P	
motor vehicle repair	X	X	
motor vehicle wash	X	X	
multiple dwelling	P	P	
nightclub	X	X	
office	P	P	
place of worship	D	D	
reception centre	P	X	
recreation - private	P	X	
restaurant/cafe	P	P	
restricted premises	X	X	
residential aged care	P	P	
service station	X	X	
serviced apartments	D	P	
shop	P	P	
single house	X	P	
small bar	P	X	
tavern	X	X	
telecommunications infra.	P	D	
tourist development	D	P	
veterinary centre	X	X	

As per Residential zone of Local Planning Scheme No 12

P – Permitted; I – Incidental; D – Discretionary; A – Discretionary Requiring Advertising; X – Not Permitted; #- Above Ground Floor Only;



5.4 Main Street Activation

All mixed use development within the Structure Plan shall seek to maximise activation of the Galgoyl Road.

To fulfil this requirement, the following shall be required as a minimum:

- (a) On-site car parking and service areas shall be located away from the street edge;
- (b) The design of the car parking areas shall be consistent with the overall vision and include well designed landscaping;
- (c) Crossovers shall be restricted unless approved via an LDP;
- (d) Services areas shall be discrete with rubbish bins, plant and equipment screened from the public view;
- (e) Ground floor tenancies shall incorporate full height glazing to street elevations with shading devices for solar control as required;
- (f) Building entrances at ground floor levels shall address the primary street frontage and be clearly identified;
- (g) A canopy or awning shall be provided to all ground floor tenancies adjacent to a street, to a minimum height of 3m, and a minimum depth of 2.5m into the street;
- (h) Areas of blank wall at ground floor level shall be minimised along any street frontage;
- (i) Corner lots shall have active frontages to both streets;
- (j) Commercial development to have a minimum nil setback to the street.

5.5 Building Design and Architectural Form

- (a) New developments should respond to the context and climate and should contribute positively to the desired character of each precinct as well as reinforcing a strong overall sense of place.
- (b) Careful consideration should be given to the interface between each precinct and to the relationship between new developments and adjoining areas.
- (c) A minimum nil setback applies to all development within the Mixed Use Commercial and Mixed Use Residential precincts.
- (d) Corner buildings are to address both frontages and should articulate the corner by incorporating a distinctive design feature (such as a tower element or entrance feature).
- (e) Ground floor windows of unobscured glass are required to be provided along all street frontages.
- (f) The public faces of buildings should be detailed in order to provide visual richness and variety. This can be achieved through the use of a variety of materials, surface modelling, projections such as balconies and verandas, the spacing of windows and doors, and the integration of art.
- (g) Exterior materials are to be robust, durable, and resistant to vandalism. Preferred materials for building walls and paving are masonry, brick, limestone, light framing clad with profiled steel sheet, and similarly coloured or painted and textured concrete. A schedule of proposed exterior colours and materials is to accompany applications for development approval.
- (h) Where there is proposed commercial development adjoining residential development, due regard shall be given to minimising bulk and height of the commercial building to the residential lots.



5.6 Signage

- (a) No pylon signs are to be permitted within the Structure Plan Area.
- (b) All other signage is to be in accordance with Local Planning Policy 2: Signage, unless otherwise specified within the approved signage concept plan for any major development approved within the Structure Plan Area.
- (c) The total area of any window sign must not cover more than one quarter (25%) of the total glazed surface area. The remaining glazed surface is to remain visually permeable.

5.7 Pedestrian Access

- (a) The design for exterior spaces, including car parks, is to provide a priority access for pedestrians. This shall include footpaths being continuous over driveways.
- (b) The pedestrian environment within the Structure Plan should include street trees, footpaths seating, lighting, shade and connection to the wider pedestrian environment, to ensure pedestrian comfort and promote walkability.

5.8 Car Parking

- (a) Car parking is to be provided in accordance with Table 2.

Table 2 Car Parking Requirements

Use	Standard (Floorspace in Gross Leasable Area)
Residential	As per R-Codes
Commercial and Retail Uses	1 bay per 80m ²
All Other Uses	As per the Scheme

- (b) Car parking ratios are calculated with reciprocal access to carparking to be maintained between all tenancies.
- (c) Multi storey car parks are to be screened from all street frontages and sleeved with other uses such as offices, retail and residential development.



5.9 Noise Attenuation

- (a) Where applicable, all new development Structure Plan area shall address the potential adverse impacts of noise intrusion and noise emissions at the planning and design stage, incorporating appropriate measures at the time of construction to achieve compliance with the relevant Australian Standard.

Note: *The current Australian Standard is AS2107:2000 "Acoustics Recommended Design Sound Levels and Reverberation Times for Building Interiors";*

- (b) All mixed use buildings that include a residential component must be designed to minimise structural noise transfer between ground floor commercial or retail uses and the residences above.
- (c) Where required by State Planning Policy 5.4: Road and Rail Noise (SPP5.4), for development within the Structure Plan area, an Acoustic Report will need to be prepared by a qualified acoustic (noise) consultant to confirm that the development complies with the requirements of the *Environmental Protection Noise Regulations 1997*.

The Acoustic Report will be required to accompany an application for development approval.

5.10 Landscape Design

- (a) A minimum of 10% of the site shall be landscaped.
- (b) A minimum of one shade tree per 4 uncovered bays shall be provided (minimum 45 litre for exotics and 1 litre for natives);
- (c) Landscaped areas should be at least 1 metre wide with a minimum area of 2m² to ensure enough space for plants to grow and to be of any landscape value;
- (d) All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds);
- (e) Vertical green walls and rooftop gardens are encouraged. Vertical green walls will be calculated as contributing 1 square metre of the landscaping requirement for every 2 square metres of vertical element;
- (f) Where paving within lot boundaries of private land abuts or is visible from the street or public spaces, effort should be made to coordinate the paving with that in the public areas, in terms of colour, scale and texture;
- (g) In order to increase on site water absorption and reduce run-off, paving which facilitates or promotes these qualities should be used for all hard surfaces.



5.11 Safety and Security

- (a) In order to ensure active street fronts and public spaces, all rubbish collection, loading areas and service zones shall be located at the rear of the building.
- (b) All plant and equipment (e.g. air-conditioners etc) shall be designed to be integrated into the design of the building, screened from view and appropriately located to minimise noise impact on adjacent residents.
- (c) Building and landscape design is to avoid the formation of 'blind' spaces, corners or alleys that cannot be seen from within the most used rooms of a building or from approach paths.
- (d) Where provided, security screens and grills are to be designed to be integral to the architecture of the development. (Reference shall be made to the WAPC's Safer Places by Design Planning Guidelines).



6. Local Development Plans

A Local Development Plan (LDP) is required in accordance with Part 6 of the Deemed Provisions prior to the development or subdivision of land within the Structure Plan Area.

LDPs shall be required for all lots within the Structure Plan Area as a condition of subdivision approval.

The LDP is required to address the following criteria:

- (a) Provide for minimum and maximum building heights;
- (b) Podium setback (street wall to overall height);
- (c) Dwelling design is to ensure front doors, verandahs, balconies and major openings address primary and secondary streets frontages;
- (d) Provide for minimum and maximum building setbacks;
- (e) Fencing;
- (f) Vehicle access;
- (g) Site coverage;
- (h) Outdoor living areas – covered and uncovered;
- (i) Overshadowing;
- (j) Privacy setbacks;
- (k) Number of dwellings;

- (l) Identify lots that have the potential to be impacted by noise arising from an Acoustic Report (refer to Section 5.9) and provide associated Quiet House Design Guidelines in order to achieve an internal environment that complies with the relevant Australian Standard;

Note: The current Australian Standard is AS2107:2000 “Acoustics Recommended Design Sound Levels and Reverberation Times for Building Interiors”;

- (m) Incorporate site and development standards to ensure the buildings and streets are urban in form and provide for passive surveillance of streets and public spaces including, unless otherwise covered by the R-Codes:
 - Residential development to be designed as street front development with active and permeable frontage to buildings;
 - Developments to provide openings to the street and other public spaces to facilitate surveillance and pedestrian safety;
 - Development on corner lots being designed to address both streets;
 - No blank walls being permitted on any street frontage; and

7. Other Requirements

There are no other requirements that apply to the Structure Plan Area with regard to infrastructure and funding arrangements for community infrastructure.



LEGEND

ZONING AND LAND USE

- MIXED USE COMMERCIAL (MANDATORY GROUND LEVEL COMMERCIAL)
- MIXED USE RESIDENTIAL (GROUND LEVEL DESIGNED FOR COMMERCIAL USE)
- MIXED USE RESIDENTIAL (NON-MANDATORY GROUND LEVEL COMMERCIAL)
- R160 RESIDENTIAL R160
- R100 RESIDENTIAL R100
- R60 RESIDENTIAL R60
- (1-3) MINIMUM AND MAXIMUM BUILDING HEIGHTS (IN STOREYS)
REFER TO STRUCTURE PLAN TEXT / DESIGN CRITERIA FOR DETAILED DEVELOPMENT STANDARDS, LAND USES AND DESIGN GUIDELINES FOR ABOVE SUB-PRECINCT AREAS
- PUBLIC OPEN SPACE

TRANSPORT AND MOVEMENT

- NEW ACCESS STREET
- SHARED PATHS TO BE PROVIDED
- EXISTING TRAFFIC SIGNALS
- PEDESTRIAN BRIDGE OVER MANDURAH ROAD

OVERLAYS AND BOUNDARIES

- LANDSCAPE BUFFER / PLANTING REQUIRED (IN CONSULTATION WITH PTA)
- LOCAL DEVELOPMENT PLAN REQUIRED (REFER TO SECTION 6(K) OF STRUCTURE PLAN TEXT)
- POTENTIAL LONG TERM DEVELOPMENT SITES ON GOVERNMENT OWNED LAND (REFER NOTE 5)
- 400M (5 MIN WALK) / 800M (10 MIN WALK) WALKABLE CATCHMENT TO STATION
- EXISTING TREE TO BE CONSIDERED FOR POSSIBLE RETENTION, SUBJECT TO FURTHER INVESTIGATION
- POS AREA TO BE PROVIDED SUBJECT TO RETENTION OF EXISTING TREES
- STRUCTURE PLAN BOUNDARY
- AMENDMENT AREA

STRUCTURE PLAN NOTES

- 1 CONNECTION NORTH TO RAFFERTY ROAD TO BE PROVIDED. ACCESS AND INTERSECTION ARRANGEMENTS TO MANDURAH ROAD SUBJECT TO REVIEW WITH FINAL DESIGN OF MANDURAH ROAD WORKS. POTENTIAL FOR LONG TERM CONNECTION TO ROUSE ROAD.
- 2 EXTENSION OF GALGOYL ROAD THROUGH SITE ADJACENT TO EASTERN BOUNDARY OF SITE, INCLUDING LANDSCAPING ENHANCEMENTS PROVIDING FOR PEDESTRIAN FOOTPATH, ON STREET PARKING (ON WESTERN SIDE), TREE LINED MEDIAN, ON STREET CYCLE LANES AND EXTENSIVE LANDSCAPE SCREENING (ON EASTERN SIDE) AS BUFFER TO RAIL / BUS DEPOTS. TO BE PROVIDED AS PART OF THE SUBDIVISION TO THE SATISFACTION OF THE CITY.
- 3 EXISTING EAST-WEST OPEN SPACE UPGRADED AND ENHANCED, INCLUDING ADDITIONAL AREA FROM THE STRUCTURE PLAN. UNIFORM FENCING WILL BE REQUIRED ADJACENT TO EXISTING INDUSTRIAL PROPERTIES UPON REDEVELOPMENT.
- 4 NEW RESIDENTIAL DEVELOPMENT DESIGNED AND CONSTRUCTED TO MINIMISE IMPACT ON EXISTING RESIDENTS.
- 5 POTENTIAL LONG TERM COMMERCIAL AND HIGH DENSITY DEVELOPMENT SITES OVER EXISTING CAR PARKING SITES ON GOVERNMENT OWNED LAND.
- 6 INTERSECTION CONFIGURATION OF RAFFERTY AND GALGOYL ROAD EXTENSION TO BE REVIEWED TO DETERMINE APPROPRIATE OUTCOME FOR THE AREA.
- 7 A MODIFICATION OF THE EXISTING LEWIS STREET/ PASSAGE WAY INTERSECTION IS REQUIRED TO ADDRESS VEHICLE PRIORITY IN LIEU OF THE WYEREE/GALGOYLE ROAD LINK, AT THE TIME OF SUBDIVISION.
- 8 THE 'LIVEABLE STREET' IS NOT ACCESSIBLE VIA CROSSOVERS.

ADDITIONAL DETAILS REQUIRED

- (TO BE PREPARED/APPROVED AT RELEVANT PLANNING STAGE)
- PUBLIC OPEN SPACE / LANDSCAPE MASTER PLAN
 - URBAN WATER MANAGEMENT PLAN
 - THE FEDERAL GOVERNMENT HAS DETERMINED THAT THIS PROPOSAL CONSTITUTES A 'CONTROLLED ACTION' AND REQUIRES APPROVAL UNDER THE ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT

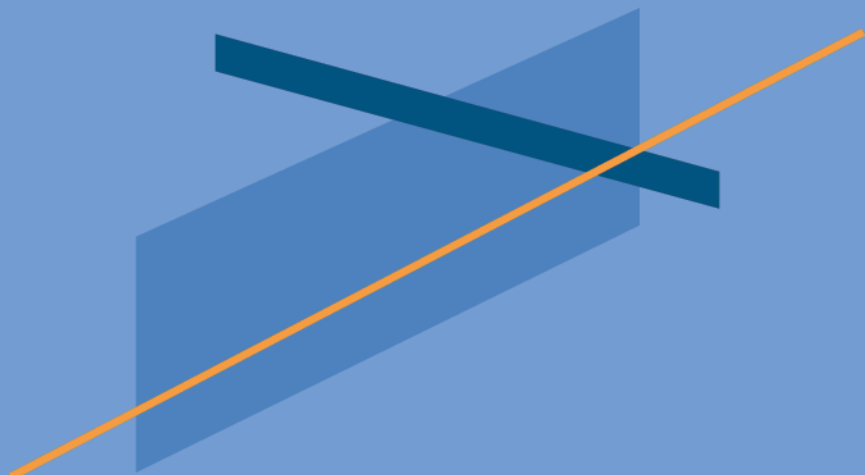
- SOURCE: CLE 13/05/2016 (PLAN: 09/4509/002Fa)



Part 2



Structure Plan Amendment
Explanatory Report



1.0 Introduction

Amendment 4 to the approved Mandurah Junction Structure Plan (SP) relates to the 3.0546ha portion of the Mandurah Junction SP area as identified on Figure 1 below. Figure 2 details the existing approved SP, Figure 3 illustrates the proposed modifications subject to Amendment 4, and Figure 4 provides an extract of the amendment of the Modified SP.



Figure 1 Site Plan



LEGEND

ZONING AND LAND USE

- MIXED USE COMMERCIAL (MANDATORY GROUND LEVEL COMMERCIAL)
- MIXED USE RESIDENTIAL (GROUND LEVEL DESIGNED FOR COMMERCIAL USE)
- R160 RESIDENTIAL R160
- R100 RESIDENTIAL R100
- R60 RESIDENTIAL R60
- (3) MAXIMUM BUILDING HEIGHTS (IN STOREYS)
REFER TO STRUCTURE PLAN TEXT / DESIGN CRITERIA FOR DETAILED DEVELOPMENT STANDARDS, LAND USES AND DESIGN GUIDELINES FOR ABOVE SUB-PRECINCT AREAS
- PUBLIC OPEN SPACE

TRANSPORT AND MOVEMENT

- NEW ACCESS STREET
- SHARED PATHS TO BE PROVIDED
- EXISTING TRAFFIC SIGNALS
- PEDESTRIAN BRIDGE OVER MANDURAH ROAD

OVERLAYS AND BOUNDARIES

- LANDSCAPE BUFFER / PLANTING REQUIRED (IN CONSULTATION WITH PTA)
- DETAILED AREA PLANS REQUIRED (REFER TO SECTION 2.3.12 OF STRUCTURE PLAN TEXT)
- POTENTIAL LONG TERM DEVELOPMENT SITES ON GOVERNMENT OWNED LAND (REFER NOTE 5)
- 400M (5 MIN WALK) / 800M (10 MIN WALK) WALKABLE CATCHMENT TO STATION
- STRUCTURE PLAN BOUNDARY
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- 1** CONNECTION NORTH TO RAFFERTY ROAD TO BE PROVIDED. ACCESS AND INTERSECTION ARRANGEMENTS TO MANDURAH ROAD SUBJECT TO REVIEW WITH FINAL DESIGN OF MANDURAH ROAD WORKS. POTENTIAL FOR LONG TERM CONNECTION TO ROUSE ROAD.
- 2** EXTENSION OF GALGOYL ROAD THROUGH SITE ADJACENT TO EASTERN BOUNDARY OF SITE, PROVIDING FOR PEDESTRIAN FOOTPATH, ON STREET PARKING (ON WESTERN SIDE), TREE LINED MEDIAN, ON STREET CYCLE LANES AND EXTENSIVE LANDSCAPE SCREENING (ON EASTERN SIDE) AS BUFFER TO RAIL / BUS DEPOTS.
- 3** EXISTING EAST-WEST OPEN SPACE UPGRADED AND ENHANCED, INCLUDING ADDITIONAL AREA FROM THE STRUCTURE PLAN. UNIFORM FENCING WILL BE REQUIRED ADJACENT TO EXISTING INDUSTRIAL PROPERTIES UPON REDEVELOPMENT.
- 4** NEW RESIDENTIAL DEVELOPMENT DESIGNED AND CONSTRUCTED TO MINIMISE IMPACT ON EXISTING RESIDENTS.
- 5** POTENTIAL LONG TERM COMMERCIAL AND HIGH DENSITY DEVELOPMENT SITES OVER EXISTING CAR PARKING SITES ON GOVERNMENT OWNED LAND. (EITHER IN CONJUNCTION WITH A NEW STATION AT GORDON ROAD AND/OR PARKING BEING PROVIDED IN DECKED STATIONS).
- 6** INTERSECTION CONFIGURATION OF RAFFERTY AND GALGOYL ROAD EXTENSION TO BE REVIEWED TO DETERMINE APPROPRIATE OUTCOME FOR THE AREA.
- 7** A MODIFICATION OF THE EXISTING LEWIS STREET / PASSAGE WAY INTERSECTION IS REQUIRED TO ADDRESS VEHICLE PRIORITY IN LIEU OF THE WYREE/GALGOYL ROAD LINK, AT THE TIME OF SUBDIVISION.

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- SOURCE: CLE 13/05/2016 (PLAN: 09/4509/002Fa)

Figure 2 Approved Local Structure Plan
MANDURAH JUNCTION



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- SOURCE: CLE 13/05/2016 (PLAN: 09/4509/002Fa)

Figure 3 Modified Local Structure Plan (Inclusive of Amendment 4)
MANDURAH JUNCTION

scale:
1:5000@A3 | 1:2500@A4

0 50 100m

plan:
22/017/008D
date:
14/08/2023

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LEGEND

ZONING AND LAND USE

- MIXED USE COMMERCIAL (MANDATORY GROUND LEVEL COMMERCIAL)
- MIXED USE RESIDENTIAL (GROUND LEVEL DESIGNED FOR COMMERCIAL USE)
- MIXED USE RESIDENTIAL (NON-MANDATORY GROUND LEVEL COMMERCIAL)
- R160 RESIDENTIAL R160
- R100 RESIDENTIAL R100
- R60 RESIDENTIAL R60
- (1-3) MINIMUM AND MAXIMUM BUILDING HEIGHTS (IN STOREYS)
REFER TO STRUCTURE PLAN TEXT / DESIGN CRITERIA FOR DETAILED DEVELOPMENT STANDARDS, LAND USES AND DESIGN GUIDELINES FOR ABOVE SUB-PRECINCT AREAS
- PUBLIC OPEN SPACE

TRANSPORT AND MOVEMENT

- NEW ACCESS STREET
- SHARED PATHS TO BE PROVIDED
- EXISTING TRAFFIC SIGNALS
- PEDESTRIAN BRIDGE OVER MANDURAH ROAD

OVERLAYS AND BOUNDARIES

- LANDSCAPE BUFFER / PLANTING REQUIRED (IN CONSULTATION WITH PTA)
- LOCAL DEVELOPMENT PLAN REQUIRED (REFER TO SECTION 6(K) OF STRUCTURE PLAN TEXT)
- POTENTIAL LONG TERM DEVELOPMENT SITES ON GOVERNMENT OWNED LAND (REFER NOTE 5)
- 400M (5 MIN WALK) / 800M (10 MIN WALK) WALKABLE CATCHMENT TO STATION
- EXISTING TREE TO BE CONSIDERED FOR POSSIBLE RETENTION, SUBJECT TO FURTHER INVESTIGATION
- POS AREA TO BE PROVIDED SUBJECT TO RETENTION OF EXISTING TREES
- STRUCTURE PLAN BOUNDARY**
- AMENDMENT AREA**

STRUCTURE PLAN NOTES

- 1** CONNECTION NORTH TO RAFFERTY ROAD TO BE PROVIDED. ACCESS AND INTERSECTION ARRANGEMENTS TO MANDURAH ROAD SUBJECT TO REVIEW WITH FINAL DESIGN OF MANDURAH ROAD WORKS. POTENTIAL FOR LONG TERM CONNECTION TO ROUSE ROAD.
- 2** EXTENSION OF GALGOYL ROAD THROUGH SITE ADJACENT TO EASTERN BOUNDARY OF SITE, INCLUDING LANDSCAPING ENHANCEMENTS PROVIDING FOR PEDESTRIAN FOOTPATH, ON STREET PARKING (ON WESTERN SIDE), TREE LINED MEDIAN, ON STREET CYCLE LANES AND EXTENSIVE LANDSCAPE SCREENING (ON EASTERN SIDE) AS BUFFER TO RAIL / BUS DEPOTS. TO BE PROVIDED AS PART OF THE SUBDIVISION TO THE SATISFACTION OF THE CITY.
- 3** EXISTING EAST-WEST OPEN SPACE UPGRADED AND ENHANCED, INCLUDING ADDITIONAL AREA FROM THE STRUCTURE PLAN. UNIFORM FENCING WILL BE REQUIRED ADJACENT TO EXISTING INDUSTRIAL PROPERTIES UPON REDEVELOPMENT.
- 4** NEW RESIDENTIAL DEVELOPMENT DESIGNED AND CONSTRUCTED TO MINIMISE IMPACT ON EXISTING RESIDENTS.
- 5** POTENTIAL LONG TERM COMMERCIAL AND HIGH DENSITY DEVELOPMENT SITES OVER EXISTING CAR PARKING SITES ON GOVERNMENT OWNED LAND.
- 6** INTERSECTION CONFIGURATION OF RAFFERTY AND GALGOYL ROAD EXTENSION TO BE REVIEWED TO DETERMINE APPROPRIATE OUTCOME FOR THE AREA.
- 7** A MODIFICATION OF THE EXISTING LEWIS STREET/ PASSAGE WAY INTERSECTION IS REQUIRED TO ADDRESS VEHICLE PRIORITY IN LIEU OF THE WYEREE/GALGOYLE ROAD LINK, AT THE TIME OF SUBDIVISION.
- 8** THE 'LIVEABLE STREET' IS NOT ACCESSIBLE VIA CROSSOVERS.

ADDITIONAL DETAILS REQUIRED

- (TO BE PREPARED/APPROVED AT RELEVANT PLANNING STAGE)
- PUBLIC OPEN SPACE / LANDSCAPE MASTER PLAN
 - URBAN WATER MANAGEMENT PLAN
 - THE FEDERAL GOVERNMENT HAS DETERMINED THAT THIS PROPOSAL CONSTITUTES A 'CONTROLLED ACTION' AND REQUIRES APPROVAL UNDER THE ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT

- SOURCE: CLE 13/05/2016 (PLAN: 09/4509/002Fa)

Figure 4 Extract of Structure Plan Area (Inclusive of Amendment 4)
MANDURAH JUNCTION

scale: 1:2500@A3 | 1:1250@A1



0 25 50m

plan: 22/017/009D

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1.1 Structure Plan Amendment

1.1.1 Proposed Modifications

The SP Amendment has been prepared on behalf of DevelopmentWA and proposes the following changes within the amendment area:

- Redesignate land within the amendment area from Mixed Use Commercial (Mandatory Ground Level Commercial) and Mixed Use Residential (Ground Level Designed for Commercial Use) to Residential;
- Modify the density coding within the amendment area from R160 to R60 and R100;
- Modify building heights for land proposed as Residential R60 to a maximum building height of 3 storeys (no minimum requirement) and 2 storeys (minimum) and 4 storeys (maximum) for land proposed as Residential R100;
- Modify precinct areas for land within the amendment area from Mixed Use Commercial and Mixed Use Residential to Medium Density Residential (R60) and Medium / High Density Residential (R100);
- Modify the approved road network layout; and
- Increase the provision of public open space (POS).

1.1.2 Reasons for Modifications

Mandurah Junction is on the cusp of fulfilling its potential as a vibrant, infill community. The majority of single residential lots sold soon after release, and communities have developed within the northern and southern areas of the estate. However, the mixed-use residential and commercial areas of the development have struggled with feasibility. While the majority of these sites found buyers close to eight years ago, none have been developed. A key aspiration of this proposed amendment is to deliver a community that can support the viability of these higher density, mixed-use areas of Mandurah Junction. The SP Amendment seeks to provide housing stock that responds to the current and future housing demand within the Mandurah Junction SP area. Primarily, the proposed Amendment responds to the need to provide affordable residential housing stock within the 800m walkable catchment of the transit station.

In response to the anticipated population growth to 2031, the Local Planning Strategy (LPS) concludes that approximately 20,000 additional dwellings will be required to accommodate the growth and demand on the existing housing supply. The LPS recommends that prior to progressing any further expansions, a review of each area's capacity to support increased density is required, including lot configurations, dwelling stock and timing for redevelopment, environmental constraints and servicing infrastructure capacity. As such, DevelopmentWA has undertaken an assessment of the performance of the SP area. The assessment identified that the current planned residential density and housing stock within the SP area, consisting primarily of high-density mixed-use development, does not adequately respond to the current and future market demand, which has led to a limited uptake of development and underutilised land within the 400m and 800m walkable catchment areas of the transit station and the wider SP area.

It should also be acknowledged that the SP area is not a designated centre under SPP 4.2, however being cognisant of the City's requirement to satisfy the density targets required by State Government and under the City's LPS, the proposed amendment supports the importance of providing for a variety of dwelling types in a form that is more sustainable to the market and demographic of the area. The desired density as required by the state and local planning framework and as originally envisaged under the approved SP is not undermined by the proposed amendment. The size of the dwelling and multi-storey building height does not alter or affect the density being delivered within the SP area. Given the increases in construction costs evident, there is the potential that land within the SP area could remain undeveloped for some time given there is limited market demand for multi-storey development. In response to the issues identified, the proposed SP Amendment will assist with accommodating future population growth, respond to a dynamic market demand and stimulate the uptake of development. Importantly, the proposed Amendment will:

- Provide medium to high residential density within a 800m walkable catchment of the transit station that maintains the density objectives of the existing SP;
- Provide a mix of housing product that better responds to market demand and affordability;
- Introduce a new residential population that supports the commercial and market viability of existing and future mixed use and commercial development within the remainder of the SP area;
- Provide a permeable street network that improves the streetscape amenity, safety and passive surveillance for pedestrians;

- The provision of additional greenspace and provide additional dwellings with access to green amenity;
- Improve public realm interface and passive surveillance through framing of linear open space with residential lots;
- Provide the opportunity for a community activation node representing a cohesive urban space that will enhance the place qualities of this location; and
- Achieve desirable built form design outcomes and character controlled through future Local Development Plans (LDPs)

As such, detailed planning has been undertaken to inform the proposed SP amendment to accommodate changes to the residential density and road network layout in the north eastern portion of the SP area to align with the recommendations of the City's LPS.

1.1.3 Key Design Features

There are a number of fundamental design principles which guide the revised design of the SP Amendment. Importantly, the main design principles and key elements in which the currently adopted SP are based are maintained as summarised below and detail in **Table 3**.


- The proposed changes meet the required dwelling and housing stock to accommodate future urban and population growth which is anticipated to occur throughout the City of Mandurah and will facilitate residential development within the 800m walkable catchment of the existing transit station.
- Numerous pedestrian/cycle connections and crossings can be provided to and through the Amendment area, linking to the surrounding networks.
- The proposed movement network will improve permeability and reduce the impact of through traffic movements on the residential streets and Galgoyl Road.
- The proposed 'Green Spine' will provide additional green space and connect the existing POS abutting Greenhouse Way to the green space via the Galgoyl Road shared path.

Table 1 Approved Mandurah Junction Structure Plan design principles and key elements

Ref	Policy Objective	Objective Achieved	Response
Design Principles			
1	Provide legible and permeable street network that disperses traffic volumes and encourages walking as an alternative to car use	Achieved	The proposed changes provide a permeable street network that improves the streetscape amenity, safety and passive surveillance for pedestrians.
2	Provide sufficient parkland to establish a high level of residential attraction	Achieved	Additional greenspace is provided within the proposed 'Green Spine' that will connect the existing POS abutting Greenhouse Way to the green space via the Galgoyl Road shared path.
3	Locate commercial uses in places that have exposure to the movement network, both in respect to vehicle and pedestrian movement	Achieved	The Amendment maintains sites capable of supporting non-residential land uses in strategic locations opposite the transit station. Whilst the Amendment proposes to remove the 'Mixed Use Commercial' and 'Mixed Use Residential' designation for land along Galgoyl Road, it is considered that the quantum of existing non-residential floorspace within the SP area better responds to market demand and the needs of the resident population.
4	Increase residential densities in relative proximity to public transit access – the closer to the station, the higher the density of development	Achieved	The proposed changes do not compromise the ability to meet the required density targets as anticipated under the City's LPS and maintain medium to high density residential development within the 800m walkable catchment of the transit station.

5	Establish a reasonable transition between areas of lower and higher residential densities and the subsequent scale of built form, bearing in mind the capacity of the surrounding area to be recoded and redeveloped over time	Achieved	Considerations were incorporated in current SP and proposed Amendment maintains an appropriate transition and interface with established residential development.
6	Incorporate longer-term parking within developments, out of view of the public domain (e.g. behind or under buildings), and to encourage shorter-term parking on street	N/A	Considerations were incorporated in current LSP.
7	Establish a maximum street-wall height subject to density and overshadowing	N/A	N/A - Considerations were incorporated in current LSP.
8	Maximise views onto parkland to provide residential amenity and passive surveillance;	Achieved	Provision of greenspace to provide additional dwellings with access to, and surveillance of, green amenity.
9	Minimise the visual impact of the railway infrastructure, such as the stowage depot, on local residents;	N/A	Considerations were incorporated in current LSP.
10	Provide a robust design that has the ability to connect with a variety of design options for the abutting Lots 5002 and 5003 Allnutt Street.	N/A	N/A - No changes proposed as Allnutt Street is outside the Amendment area.
Key Elements			
1	An overall design for Lot 5001 Allnutt Street which is flexible enough to reflect the potential long term redevelopment of Lots 5002 and 5003 Allnutt Street	N/A	No changes proposed as Allnutt Street is outside the amended Amendment area.
2	Three different possible design options for Lots 5002 and 5003, which show that the development for Lot 5001 can be implemented successfully regardless of which design option for the abutting lots is adopted in the future.	N/A	No changes proposed as Allnutt Street is outside the Amendment area.
3	The provision of a north-south neighbourhood connector linking Rafferty Road in the north with Allnutt Street in the south, ultimately providing a new connection to the train station, designed to cater for public transport;	N/A	No changes proposed as Allnutt Street and Rafferty Road are outside the Amendment area.
4	Extension of Morfitt Street, Palmer Way and Barker Road into the site from the west providing a more connected and legible street network;	N/A	No changes proposed to Morfitt Street, Palmer Way and Barker Road street network. Proposed Amendment results in a permeable and legible and well-connected network with the established movement system.
5	The provision of additional areas of public open space to allow for the retention of native vegetation (where possible), provide for the extension of the existing Palmer Way open space, create linear north-south and east-west corridors, accommodate overland drainage paths and provide relief to the proposed built form;	Achieved	Additional green space and 'Green Spine' established to provide east-west green network corridor between the existing POS and transit station. Additional allowances for onsite greenery through the provision of verge space.
6	Creation of key east-west and north-south open space corridors providing opportunities for pedestrian and cyclist access across the site, best practice urban water management techniques and providing a context within which the built form product can respond;	Achieved	The proposed changes retain existing east-west and north-south corridors and provide additional greenspace and amenity within the streetscape for pedestrians and cyclists.
7	The provision of an interconnected pedestrian and cyclist network which will link into potential improved east-west pedestrian and cyclist linkages between the train station and the beach / City Centre;	Achieved	The proposed changes will provide permeable street networks creating a legible pedestrian and cyclist network that connects the SP area with the transit station, existing POS and other amenities

			within the wider context such as the beach and City Centre.
8	The provision of sufficient retail and commercial floorspace within close proximity to the train station in the south and the existing service commercial precinct in the north	Achieved	Quantum of existing non-residential floorspace within the SP area responds to market demand and provides sufficient local convenience needs whilst not compromising the viability of established centres within the catchment, importantly the City Centre.
9	<u>Residential Development</u> The development has been designed to incorporate a mix of medium and high-density residential development, primarily based on the proximity of the train station, and the subsequent walkable catchment.	Achieved	The proposed Amendment maintains a mix of medium and high-density development opportunities within close proximity to transit station and within the 800m walkable catchment. As demonstrated in Table 6 below, the proposed Amendment is capable of achieving an additional 9 lots to support medium to high-density residential development.
10	<u>Affordable Housing</u> Achieving 15% affordable housing target and deliver affordable living through lower household cost as a result of energy, water and transport cost savings in alignment with the Affordable Community Strategy for Mandurah Junction	N/A	No change proposed to considerations incorporated in current SP.
11	<u>Movement Network</u> The street network is direct, interconnected and highly legible to allow pedestrians and vehicle users access to key destinations within the site.	Achieved	The proposed changes will retain the existing perimeter street blocks. The changes will improve connectivity between the north-south neighbourhood corridors and strengthen the connections with Galgoyl Road and the shared path.
12	<u>Public Open Space</u> Areas of public open space have been located throughout the subject site, with a balance of active, passive and conservation open space areas in alignment with the indicative Public Open Space Strategy prepared for the existing Mandurah Junction Structure Plan	Achieved	The proposed linear POS ('Green Spine') will provide a direct linkage between Greenhouse Park and Galgoyl Road. The proposed changes will create an additional 1,785m ² of POS and will provide a high-quality landscape setting for adjacent residents.
13	<u>Commercial and Employment</u> To provide sufficient employment opportunities and appropriate mixture of commercial and retail land uses and services to support the local community.	Achieved	Quantum of existing non-residential floorspace within the SP area provides sufficient local employment opportunities.
14	<u>Environment</u> To integrate the retention of vegetation (significant trees) and ecological restoration for the protection of potential Black Cockatoo habitat	Achieved	Considerations were incorporated in current SP.
15	<u>Surface Water Quality</u> To address stormwater management, the principles of the minor/major drainage will be employed.	Achieved	No changes proposed to the approved drainage regime under the current LSP.
16	<u>Public Art</u> Mandurah Junction will be a creative and vibrant place, which provides public art, which is accessible and creates a destination for all community members to enjoy.	N/A	Considerations were incorporated in current SP.
17	<u>Community Well-being</u> Mandurah Junction will be developed into a vibrant community that includes a choice of lifestyle and cultural pursuits. To achieve this, the developer is not	Achieved	The proposed Amendment provide the opportunity for a community activation node to foster a strong sense of community and well-being.



only required to develop a built environment, but also create a strong and connected community.

2.0 Planning Framework

2.1 Peel Region Scheme

The SP area is zoned 'Urban' under the *Peel Region Scheme* (PRS), as shown in **Figure 6** below. The surrounding SP area is predominantly zoned 'Urban' under the PRS, with the Mandurah Train Station identified as a 'Railway' reserve and Mandurah Road identified as a 'Primary Regional Road' reserve.

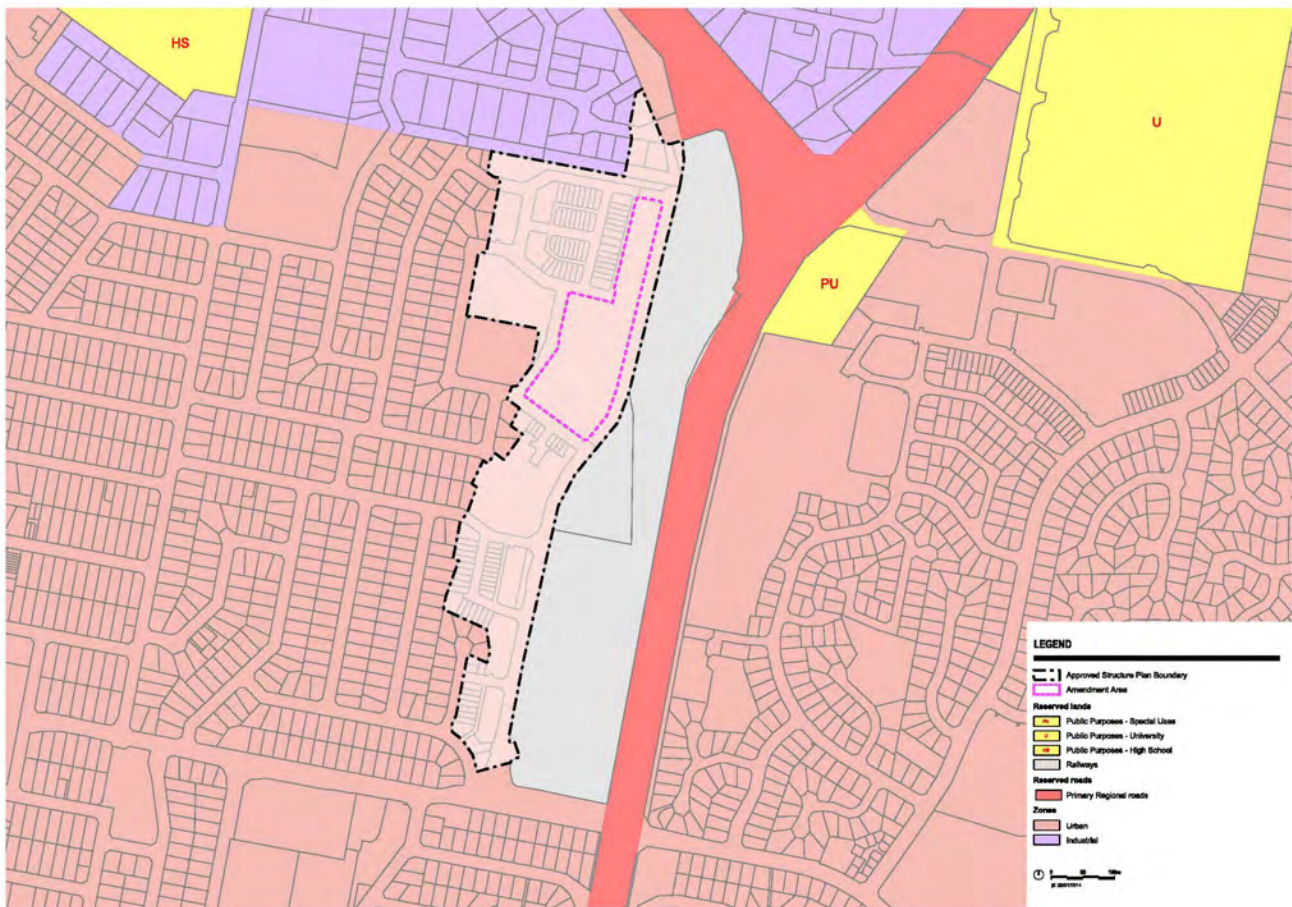


Figure 5 : Extract of the Peel Region Scheme for the subject site and surrounds

2.2 City of Mandurah Local Planning Scheme No. 12

The Amendment area is currently zoned 'Strategic Centre' under the City's Local Planning Scheme No. 12 (LPS 12), as shown in **Figure 7** below. The objectives of the Strategic Centre are as follows:

- *Provide a range of services and uses to cater for both the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment.*
- *To ensure that there is provision to transition between the uses in the strategic centre and the surrounding residential areas to ensure that the impacts from the operation of the regional centre are minimised.*
- *Provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.*

- Encourage high quality, pedestrian- friendly, street-orientated development that responds to and enhances the key elements of the Strategic Centre, to develop areas for public interaction and support the provision of public transport.
- Ensure the provision of residential opportunities within the Strategic Centre including high density housing and tourist accommodation that supports the role of the regional centre and meets the needs of the community.
- To provide a basis for future detailed planning in accordance with a precinct structure plan and the Activity Centres State Planning Policy.

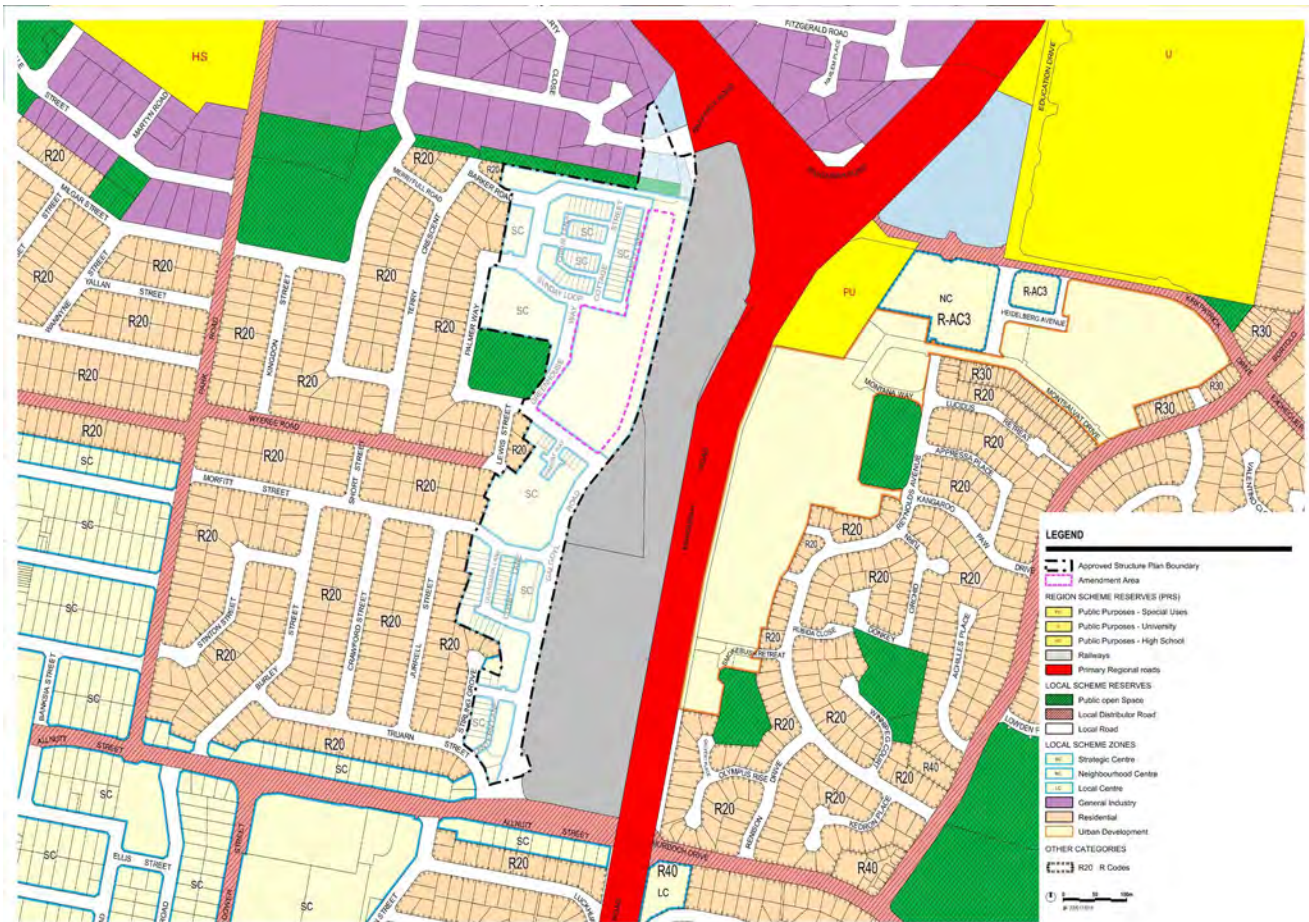


Figure 6 Extract of the Local Planning Scheme No. 12 for the subject site and surrounds

The Mandurah Junction SP provides further detail regarding the zoning, residential densities and development control provisions applicable to the subject land.

2.3 City of Mandurah Local Planning Strategy (2022)

The City of Mandurah LPS was endorsed by the Western Australian Planning Commission (WAPC) on 19 April 2022.

The LPS sets out the long term planning direction for the City. The LPS has been prepared to deliver 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 decisions.

The LPS identifies the Mandurah Junction SP area within the 'Mandurah Central (Strategic Centre)' Strategy Area and as an 'Urban Neighbourhood'. A gross urban density of 20 dwellings per hectare and residential site density of 40 dwellings per hectare applies within the Urban Neighbourhood. A residential density code of R40-R100 is identified for Urban Neighbourhoods.

The proposed SP Amendment is consistent with the LPS and will ensure that future land use and development can meet the purpose, strategies and actions of the LPS.

2.4 Planning Policies

2.4.1 State Planning Policy 4.2: Activity Centres for Perth and Peel

State Planning Policy 4.2 (SPP 4.2) applies to Activity Centres within the Perth and Peel regions to guide the broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. SPP 4.2 is primarily concerned with the distribution, function, broad land use and urban design criteria of activity centres and with the coordination of their land use and infrastructure planning.

In accordance with SPP 4.2, Mandurah has been identified as a 'Strategic Metropolitan Centre' providing a mixture of retail, office, community, entertainment, residential and employment activities. SPP 4.2 does not identify the Mandurah Junction SP area as a designated centre under Activity Centre Hierarchy in Table 2 of SPP 4.2. Ultimately, the transit station precinct (which is planned to accommodate a high level of land use intensity within 800m of the transit station) would likely generate the activity to accommodate a Local or Neighbourhood level of Activity Centre. The LPS supports the overarching principles of SPP 4.2, as such, a Local or Neighbourhood Centre classification is consistent with the criteria outlined within the LPS and would support the proposed residential development, level activity and provision of services and amenity within the Mandurah Junction SP area.

While the provisions of SPP 4.2 do not directly apply to the Mandurah Junction SP area, Neighbourhood and Local Centres are important community focal points. These centres play a key role in providing walkable access to services and facilities for the community and warrant recognition under relevant local and state planning policies. As such, we provide the following commentary for the proposed SP Amendment in relation to SPP 4.2.

This SP Amendment has been prepared in accordance with the requirements of SPP 4.2 as outlined in the **Table 4** below.

Table 2 State Planning Policy 4.2 – Activity Centres for Perth and Peel

Ref	Policy Objective	Objective Achieved	Response
1	Distribute Activity Centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community	N/A	The SP area is not identified as an Activity Centre under the policy, however provides the land use framework to support non-residential floorspace.
2	Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure	N/A	The SP area is not identified as an Activity Centre under the policy, however provides the land use framework to support non-residential floorspace.
3	Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market	Achieved	The land use framework under the existing SP area facilitates the provision of retail and commercial uses in close proximity to transit station.
4	Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets	Achieved	The land use framework under the existing SP area, and broader catchment, facilitates the achievement of employment and self-sufficiency targets.
5	Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities	Achieved	The proposed changes to the SP provide opportunities for medium to high density residential development and diversity of housing within close proximity to the existing transit station.
6	Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport	Achieved	The existing SP and proposed Amendment provide sufficient development intensity.

7	Maximise access to activity centres by walking, cycling and public transport while reducing private car trips	Achieved	The existing SP and proposed Amendment improve pedestrian and cyclist permeability within the SP area and support connections to the wider network.
8	Plan activity centre development around a legible street network and quality public spaces	Achieved	The proposal is seeking to introduce additional quality public space and maintain legible street network.
9	Concentrate activities, particularly those that generate high numbers or trips, within activity centres	Achieved	The proposed LSP facilitates the provision of retail and commercial uses within close proximity to transit station.

2.4.2 State Planning Policy 5.4: Road and Rail Noise

The key objective of State Planning Policy 5.4 (SPP 5.4) is to minimise the impact of road and rail noise on sensitive land uses and protect the State's key transport corridors. In accordance with SPP 5.4, future residential development is considered a noise-sensitive land use. Accordingly, consideration needs to be given to the future residential development abutting Mandurah Road and the Mandurah Transit Station, and any mitigation measures required.

2.4.3 Development Control Policy 1.6: Planning to Support Transit Use and Transit Oriented Development

Development Control Policy 1.6 (DC 1.6) addresses requirements relating to the development potential of transit facilities in metropolitan Perth and applies to land within transit precincts. The policy facilitates a place-based approach to the development of land identified within a transit precinct while ensuring the relationship between urban form, land use and transit may be enhanced, promoted and planned for. This SP amendment has been prepared with due regard to the policy provisions of DC 1.6, as discussed in **Table 5** below.

Table 3 Development Control Policy 1.6: Planning to Support Transit Use and Transit Oriented Development

Ref	Policy Objective	Objective Achieved	Response
1	To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.	Achieved	The proposed Amendment will provide permeable street connections and will maintain the required existing residential densities within 800m of the transit station.
2	To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.	Achieved	The proposed changes will not impact the provision of transit services within the SP area.
3	To encourage balanced public transport ridership along transit corridors by creating places that are destinations as well as points of departure.	N/A	No transit corridor proposed within the existing SP area.
4	To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.	Achieved	The SP Amendment provides for a mix of land uses within close proximity to the transit station and the appropriate levels of density beyond 800m walkable catchment are retained.
5	To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.	Achieved	The proposed changes will not impact the ability of sites within the SP area to create opportunities for transit supportive development while facilitating the integration of transit infrastructure and development.
6	To promote and facilitate walking and cycling within transit-oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.	Achieved	The proposed Amendment provides a permeable street system that integrates high quality bicycle infrastructure and pedestrian infrastructure into the street system.
4.1 Transit-supportive development patterns			
4.1.1	Transit-oriented precincts should be designed to enhance general walkability, and to facilitate pedestrian access to transit facilities	Achieved	Permeable street system and provision of paths will still occur within the SP area.
4.1.2	Street layout and design should be used to minimise walking distances, rather than segregated system of pedestrian nodes	Achieved	Connected pedestrian movement network is proposed that prioritises pedestrian safety and access within the SP area.
4.1.3	Street pattern is to be designed to enhance commuter and recreational cycling, and to facilitate cyclist access to transit facilities	Achieved	The proposed Amendment creates a permeable street system and retention of the Galgoyl Road shared path.
4.1.4	Diversity of lot sizes in subdivisions within transit-oriented precincts, matched with a robust street layout	Achieved	The proposed changes provide a subdivision layout that is capable of accommodating a variety of lot typologies.

Ref	Policy Objective	Objective Achieved	Response
4.1.5	Appropriate planning, operation and provision of bus services	Achieved	No changes to bus services proposed.
4.1.6	Bus stations and major bus interchanges are to be serviced by a well-connected network of local streets to maximise accessibility and walkability to services	Achieved	No changes to bus stations proposed.
4.2 Precinct Planning			
4.2.1	Residential development should be encouraged close to transit facilities	Achieved	Residential development within close proximity of the existing transit station is maintained under the proposed Amendment.
4.2.2	Identify and promote opportunities for residential development at a minimum density of 25 dwellings per hectare where sites have close proximity to a rail station, major bus interchange or bus route that provides service frequencies equivalent to rail	Achieved	Residential density of R60 and R100 is proposed under the Amendment. A residential density of 48 dwellings per site hectare is achieved within the SP Amendment Area.
4.2.3	Subdivision patterns should be robust, to allow for future more intensive subdivision and development as suburbs mature as population and density increase	Achieved	The proposed street layout improves the street block dimensions to accommodate a greater diversity of residential development types, notably within the area between Morfitt Street and Palmer Way. Street block depths have been designed to provide flexibility for multiple and single dwelling development choices.
4.2.4	Other uses that are likely to be significant generators of trips should be located close to transit facilities where possible	Achieved	No changes within 400m of transit station proposed.
4.2.5	Location of education buildings within TOD precincts	N/A	No education buildings are identified under the approved SP.
4.2.6	Land extensive, low development, low employment density uses (e.g. general industry, bulky goods retailing, business parks etc) should not be located near transit oriented precincts	N/A	No uses of this nature are identified under the approved SP.
4.2.7	Building robustness and planning for less intensive land uses to be replaced as required, e.g. replacing surface level carparking with structured parking and more intensive uses	Noted	Considerations were incorporated in current SP.
4.2.8	Public authorities to consider the implications of accessibility to and the use of transit services when undertaking the development of transit supportive uses on public land	Noted	Considerations were incorporated in current SP.
4.2.9	Locate major civic buildings in TOD precincts, where they can actively contribute to the amenity of the area and significant generators of transit use	Achieved	No major civic buildings or uses are identified under the approved SP.
4.3 Public Domain in Transit-oriented Precincts			
4.3.1	Streetscapes should promote walking by improving the general level of amenity along pedestrian routes to and from the transit facility	Achieved	Pedestrian circulation provided and 'Green Spine' established as pedestrian walkway from open space to transit station.
4.3.2	Continuity of footpaths on both sides of the street to avoid pedestrians crossing major roads or traversing obstacles to access transit facilities	Achieved	Footpaths are to be provided on both sides of the streets.

Ref	Policy Objective	Objective Achieved	Response
4.4 Transit-supportive Design			
4.4.1	Uses should be oriented to the street and public domain including ground floor activation to encourage interaction and provide surveillance and security	Achieved	The Amendment maintains sites capable of supporting non-residential land uses in strategic locations opposite the transit station. Whilst the Amendment proposes to remove the 'Mixed Use Commercial' and 'Mixed Use Residential' designation for land along Galgoyl Road, it is considered that the quantum of existing non-residential floorspace within the SP area better responds to market demand and the needs of the resident population.
4.4.2	Designing development to facilitate access to and enhance the legibility of transit facilities	N/A	No proposed changes to the SP.
4.4.3	Design robust developments that allow the use of buildings to change overtime	N/A	No proposed changes to the SP development requirements with respect to robust developments.
4.5 Integrating Transit Infrastructure			
4.5.1	Designed to suit the scale and character of its surroundings	N/A	No new transit facilities proposed
4.5.2	Provide a high standard of amenity for uses with appropriate onsite walking/cycling facilities	N/A	No new transit facilities proposed
4.5.3	Safe and convenient interchange for users	N/A	No new transit facilities proposed
4.5.4	Reflect civic nature of the transit function	N/A	No new transit facilities proposed
4.5.5	Consider possible severance effects of new line work on existing and future local community connections	N/A	No new transit facilities proposed
4.6 Precinct Planning			
	Structure Plan should be designed to maximise potential of TOD to support and engender increased use of transit services, requiring comprehensive planning which has regard for community values.	Noted	The preparation of the SP has been undertaken comprehensively with regard to community needs. The proposed amendments have been prepared with a key purpose to accommodate residential development that responds appropriately to the current market and in turn fostering a residential population which will help to achieve increased use of transit services sooner than later.

3.0 Structure Plan Amendment

The proposed SP Amendment (refer **Figure 3**) will guide the future detailed planning and development for the area with a focus on providing for medium to high density residential development within the walkable catchment of the transit station, providing a permeable street network and improvements to the public realm.

In support of the SP Amendment, a Preliminary Concept Plan (refer **Figure 8**) has been prepared to provide an illustration of the development intent for the Amendment Area.

The fundamental design principles which have guided the SP Amendment are summarised below:

- Provision of high-quality urban greenspaces that create an appealing setting and experience for residents and visitors.
- Provision of high-quality urban streets and mews that create a special environment for residents living in small-lot housing and apartments.
- Ensuring the visual and activity experience of streets and spaces interfaces is enhanced through safe and appealing interfaces between development in private and public realm areas.
- Provision of residential living opportunities that create a diversity of housing and affordability choices.

3.1 Land Use and Density

3.1.1 Residential Land

The proposed Amendment seeks to identify the SP Amendment area as 'Residential' in addition to portions of land identified as POS. The Amendment also proposes changes to the residential density coding within the Amendment area from R160 to R60 and R100.

The SP Amendment includes a total of 2.1131ha of residential land east of Galgoyl Road – 1.7448ha of which is identified as R60 and 0.3683ha identified as R100. The Preliminary Concept Plan achieves an indicative yield of 102 single dwellings within the Amendment area.

The R60 and R100 zoning provides for medium and high density housing opportunities within the 800m walkable catchment of the transit station and other areas of key amenity and provides a greater diversity of housing options in the Mandurah Junction locality. The new allocation of residential densities responds to the DevelopmentWA's understanding of the market expectations in the locality, which demonstrates limited uptake of development in the area for multiple dwelling and high-density multi-storey development. Furthermore, increasing the residential population through the delivery of single dwelling residential development will support the commercial and market viability of the existing mixed use precincts within the approved SP area.

3.1.2 Residential R60

The majority of the new residential land within the LSP Amendment area will be developed as Residential R60 lots. These lots areas will be developed to accommodate a mixture of single dwellings, townhouses and opportunity for low-scale apartment buildings that creates an appropriate interface with the existing residential development. The R60 lots will provide for a dynamic urban form that compliments the character of the existing development character and frames the proposed 'Green Spine'. The Preliminary Concept Plan indicatively illustrates a yield of 81 single dwellings coded R60 (final lot sizes are to be determined during the detailed subdivision design phase). Lots with a residential density coding of R60 are proposed with a maximum building height of 3 storeys (no minimum building height requirement) as discussed further in this report.

3.1.2 Residential R100

A portion of the SP Amendment area east of Greenhouse Way has been identified with a residential density of R100. These areas will be developed to accommodate a mixture of townhouses through narrow fronted lot product (6m and 7.5m product) and opportunities for low-scale apartment buildings that define the boundaries of the streetscape and provide a

built form outcome that is domestic in scale and residential in character. R100 lots are proposed in locations that take advantage of the high levels of amenity provided by the existing POS at Greenhouse Park and the proposed 'Green Spine'. The provision of R100 lots provides the opportunity for greater dwelling density and diversity within the 800m walkable catchment area of the transit station, which facilitates passive surveillance and contributes to housing diversity.

The Preliminary Concept Plan indicatively illustrates a yield of 21 single dwellings coded R100 (final lot sizes are to be determined during the detailed subdivision design phase). Lots with a residential density coding of R100 are proposed with a minimum building height of 2 storeys and a maximum building height of 4 storeys as discussed further in this report.

LEGEND

 AMENDMENT AREA

Notes

- 1 Special 'Homezone' street, designed as a narrow, slow-speed, attractively landscaped shared space environment.
- 2 Diversity of single dwelling product types and sizes that creating a desirable streetscape appearance through dwelling orientation and built form quality.
- 3 Development of public realm interfaces that are respectful and sensitive to existing residences.
- 4 Central 'Living Street' and Public Open Space spine providing passive recreational benefits and connectivity with the wider public open space network.
- 5 Highly connected vehicle and path network which supports good connectivity for residents and pedestrians/cyclists and provides an appropriate buffer to the rail through enhanced landscaping.



Figure 7 Preliminary Concept Plan
MANDURAH JUNCTION

A DevelopmentWA Project

scale:
1:1500@A3 | 1:750@A1

plan:
22/017/011B
date:
23/11/2022

0 10 20m

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3.1.3 Estimated Residential Lot Yield

The existing SP identifies an indicative yield of 950 dwellings, comprising 113 townhouses and 837 apartments. As discussed above, the Preliminary Concept Plan delivers a notional yield of 102 of single dwellings.

The indicative lot yield scenarios for the SP Amendment area under the approved SP and the proposed Amendment are outlined in **Table 6** below:

Table 4 Net Developable Area and Dwelling Yield Summary

	Existing SP (Multiple Dwelling Scenario)	Proposed SP (Multiple Dwelling Scenario)	Existing SP (Single Dwelling Scenario)	Proposed SP (Single Dwelling Scenario)	Existing SP (Actual – Single Dwelling Avg Lot Size)	Proposed SP (Actual – Single Dwelling Avg Lot Size)	Proposed SP (Preliminary Concept Plan)
R60							
NDA	-	17,448	-	17,448	-	17,448	17,448
Yield	-	109	-	116	-	64	81
R100							
NDA	-	3,683	-	3,683	-	3,683	3,683
Yield	-	35	-	31	-	16	21
R160							
NDA	25,771	-	25,771	-	25,771	-	-
Yield	322	-	215	-	111	-	-
TOTAL							
NDA	25,771	21,131	25,771	21,131	25,771	21,131	21,131
Yield	322	144	215	147	111	80	102
Difference	-178 dwellings		-68 dwellings		-31 dwellings		-9 dwellings (based on actual single dwelling scenario)

Assumptions:

- The above dwelling yield was calculated assuming the following minimum plot ratios as per Precinct Development Standards within existing SP:
 - R60: 0.5:1
 - R100: 0.75:1
 - R160: 1:1
- Yield calculations under 'Single Dwelling Scenario' based on average lot size of R-Codes:
 - R60: 150m²
 - R100: 120m²
 - R160: 120m²

- Yield calculations under 'Actual - Single Dwelling Avg Lot Size' based on actual lot sizes (average) for R100 lots within Citrus Lane and Teapot Lane equating to 233m² lot size.
- All dwellings within the Multiple Dwelling Scenarios are assumed to be 80m² apartments

The above table provides a comparison of various development scenarios for single dwelling and multiple dwelling development outcomes. As market demand has been one of the driving forces behind the design review, it was also considered relevant to understand the lot product currently delivered on the ground. As such, the average lot size for R100 coded lots was calculated for land within the surrounding area.

To provide an accurate comparison, the single dwelling yield that could be achieved within the Amendment area under the existing SP based on an 'actual' average lot size for R100 lots (233m²) has been compared with the indicative yield achieved under the Preliminary Concept Plan. The table above demonstrates a net loss of only 9 single dwellings between the existing and proposed SPs.

These yields have been calculated at SP stage and will be subject to detailed design refinement and are therefore subject to change. The final development form will be determined at the Development Application and or Subdivision Application stages.

3.2 Design Criteria

3.2.1 Land Use Precincts

The approved SP area has been divided into five distinct land use 'precincts' or 'zones' that establish objectives and precinct specific criteria. The precinct criteria ensures that new developments appropriately respond to their context, as well as forming a positive contribution to the desired character of the precinct. Land within the SP Amendment area is currently located within the 'Mixed Use Commercial', 'Mixed Use Residential' and 'High Density Residential (R60)' precinct areas.

In alignment with the proposed changes to the density coding, the SP Amendment proposes to identify land within the 'Medium Density Residential (R60)' and 'Medium/High Density Residential (R100)' precinct areas as demonstrated on the proposed Precinct Area Plan provided in **Figure 8** below.

It is recognised that the R100 coding will result in an anticipated built form that is 'domestic' in scale and residential in character, as such, the Medium/High Density Residential precinct criteria will be applied to deliver a dynamic streetscape comprised of high-quality residential townhouses and small apartment buildings. The Medium Density Precinct criteria to be applied to the land coded R60 will ensure an appropriate interface with the existing residential area is established and ensure an appropriate residential built form scale is delivered. While the proposed SP Amendment seeks to reconfigure the layout of the Precinct Areas, the existing design principles and built form controls under the 'Medium Density Residential' and 'Medium/High Density Residential' are considered appropriate and will be retained under the SP Amendment.

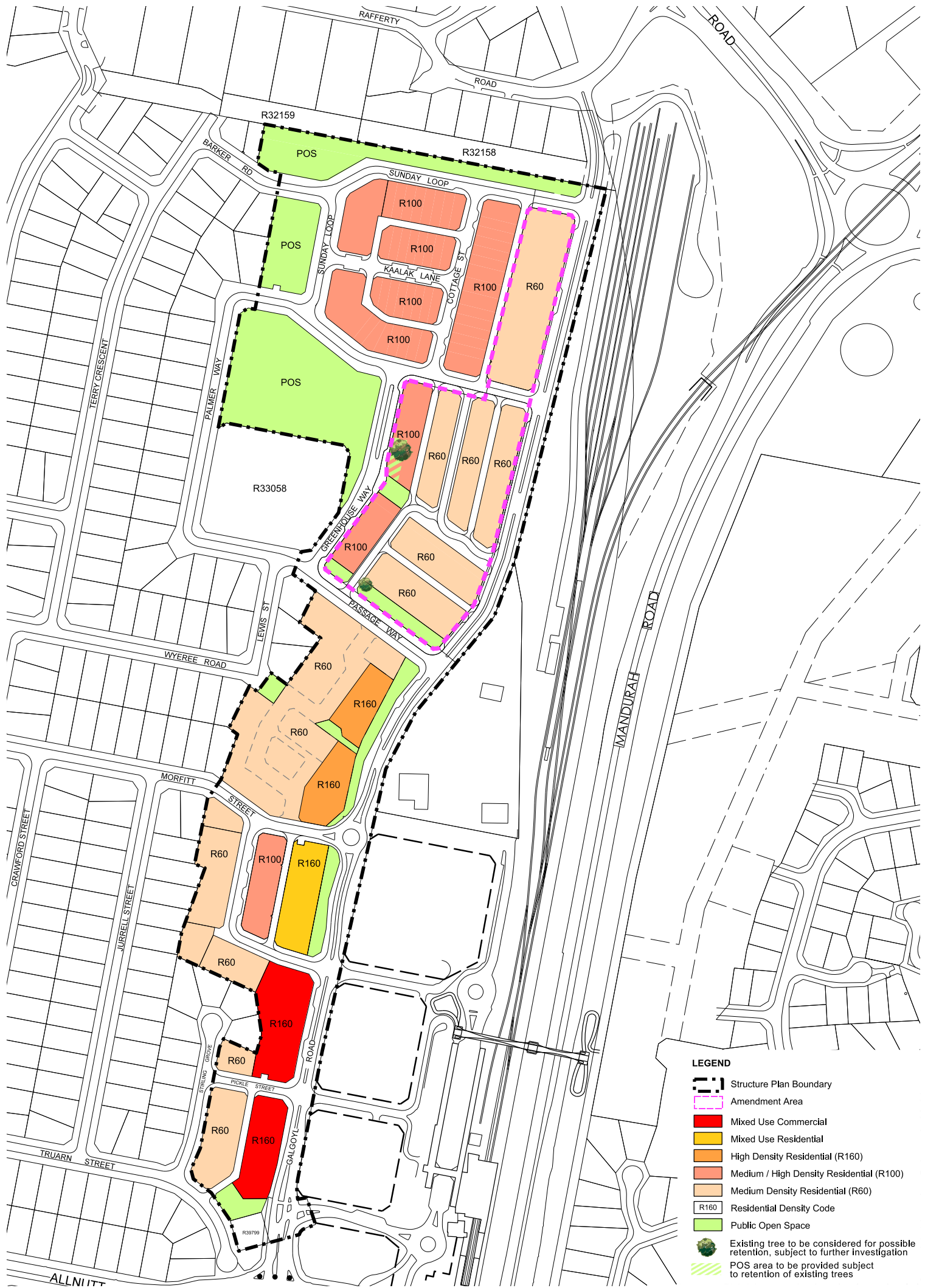
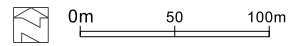


Figure 8 Precinct Plan Area



3.2.2 Building Heights

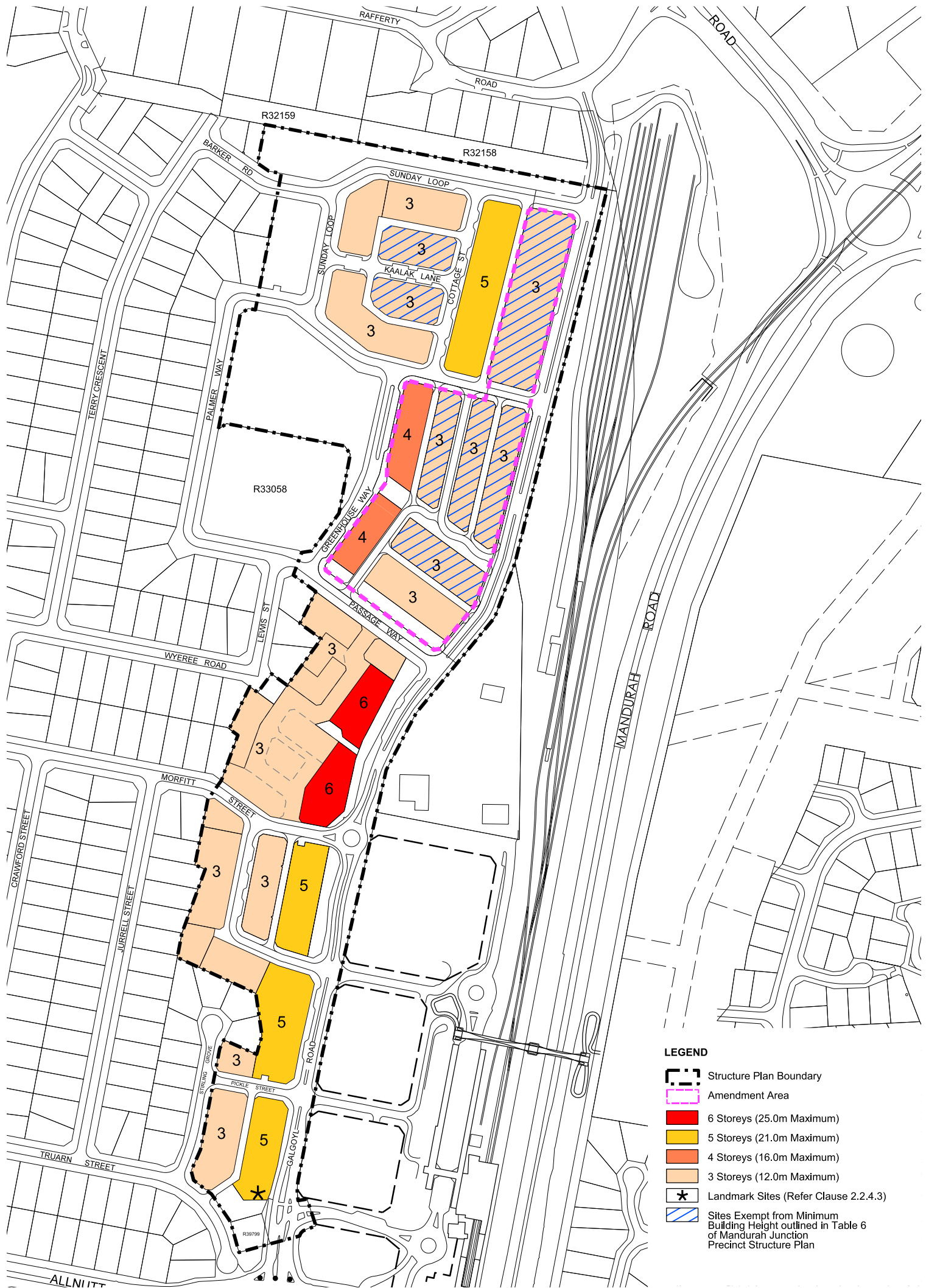
The Building Height and Scale Plan of the approved SP identifies maximum building heights that apply throughout the SP area. In addition, minimum building heights apply as referenced in the development standards tables within specific precincts.

The proposed Amendment seeks to modify building height requirements for land within the 'Medium Density Residential (R60)' to a maximum building height of 3 storeys (no minimum requirement) and 2 storeys (minimum) and 4 storeys (maximum) for land within the 'Medium/High Density Residential (R100)' precinct. In addition, land within the SP Amendment area designated 'Medium Density Residential (R60)' is exempt from the minimum building height requirements outlined in Table 6 of the SP.

The proposed amendments to the minimum and maximum building heights will ensure the housing stock responds to market demand and delivers more affordable product within the SP area. Multi-storey development has become significantly less affordable to construct and in-turn will have significant ramifications on affordability for landowners. There is the potential that the precinct could remain undeveloped for some time given there is limited market demand for multi-storey development in Mandurah.

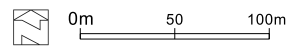
The height of the dwelling will not alter or affect the density being delivered within the SP area. The built form provisions of the SP and future LDPs will ensure high quality built form outcomes, appropriate interface with the surrounding context, surveillance of the street and POS and an attractive streetscape environment are achieved through single-storey development. A minimum building height of two-storeys is proposed for land within Medium/High Density Residential (R100) precinct fronting overlooking Greenhouse Park to facilitate compact dwelling types and frame the announce the central urban landscape, whilst ensuring a moderated human-scale interface with neighbouring development.

The proposed Building Height and Scale Plan is provided in **Figure 9** below.



- LEGEND**
- Structure Plan Boundary
 - Amendment Area
 - 6 Storeys (25.0m Maximum)
 - 5 Storeys (21.0m Maximum)
 - 4 Storeys (16.0m Maximum)
 - 3 Storeys (12.0m Maximum)
 - Landmark Sites (Refer Clause 2.2.4.3)
 - Sites Exempt from Minimum Building Height outlined in Table 6 of Mandurah Junction Precinct Structure Plan

Figure 9 Building Height Plan



3.2.3 Local Development Plans

While the majority of the built form controls can be administered through the SP, there are some elements, such as R-Code variations, that are more appropriately contained in a LDP and to appropriately control the design and construction of the streets and open space.

As a prerequisite to subdivision and development, a LDP shall be prepared for all lots within the SP Amendment area to address the following key considerations including:

- Site and built form design to address considerations such as building orientation, parking location, building height, bushfire management responses, surveillance of publicly-accessible areas, and major openings;
- Built form design to improve the interfaces between the streetscape, private property and public open space to encourage walking within the SP area and improve general amenity;
- Road layout is to provide a permeable street network that improves the streetscape amenity, safety and passive surveillance for pedestrians;
- For multiple-dwelling development, landscaping requirements within public spaces, carparking and verges to provide shade, amenity and suitable interface with adjacent residential areas;
- For multiple-dwelling development, built form and vehicle-accessway design to address the positioning of loading/service areas, to minimise impact on adjacent residential areas; and
- For multiple-dwelling development, access arrangements, enabling effective entry/exit for delivery vehicles and service vehicles, customers, and appropriate interface with adjacent residential areas.

For single-dwelling lots, the preparation of LDPs may be required to address the following criteria:

- More specific building height locations and extents;
- Dwelling design and orientation;
- Building setback requirements;
- Fencing;
- Vehicle access;
- Open space requirements;
- Overshadowing;
- Presentation to public realm interface – built form and fencing/landscape outcomes; and
- Site and development standards to ensure the buildings and streets are urban in form and provide for passive surveillance of streets and public spaces.

3.4 Public Realm

Open Space provision for the overall SP area has already been established through the approved SP, and there is therefore no technical requirement for additional open space within the Amendment area; however, the design review exercise identified the benefit of providing high quality public realm amenity to support medium and high density residential development proposed under the Amendment. No changes to the linear POS abutting Passage Way as shown on the approved SP are proposed under this Amendment. Optimising lots directly abutting POS will improve amenity within the local area, creating a sense of place and ownership and passive surveillance from adjacent direct frontage lots.

An area of 1,785m² of additional POS is proposed within the Amendment area in the form of 12.0m wide high-quality linear POS ('Green Spine'). The purpose and function of the central POS area is to connect the existing POS abutting Greenhouse Way to the green space via the Galgoyl Road shared path. The centralised POS will also promote amenity uplift with outlook benefits for adjacent residents encouraging passive surveillance opportunities as demonstrated in the indicative cross-section provided at **Figure 10**.

The Amended SP also identifies the opportunity for a community activation node between the existing POS area west of Greenhouse Way and the proposed 'Green Spine' that provides a space for community gathering and place activation.

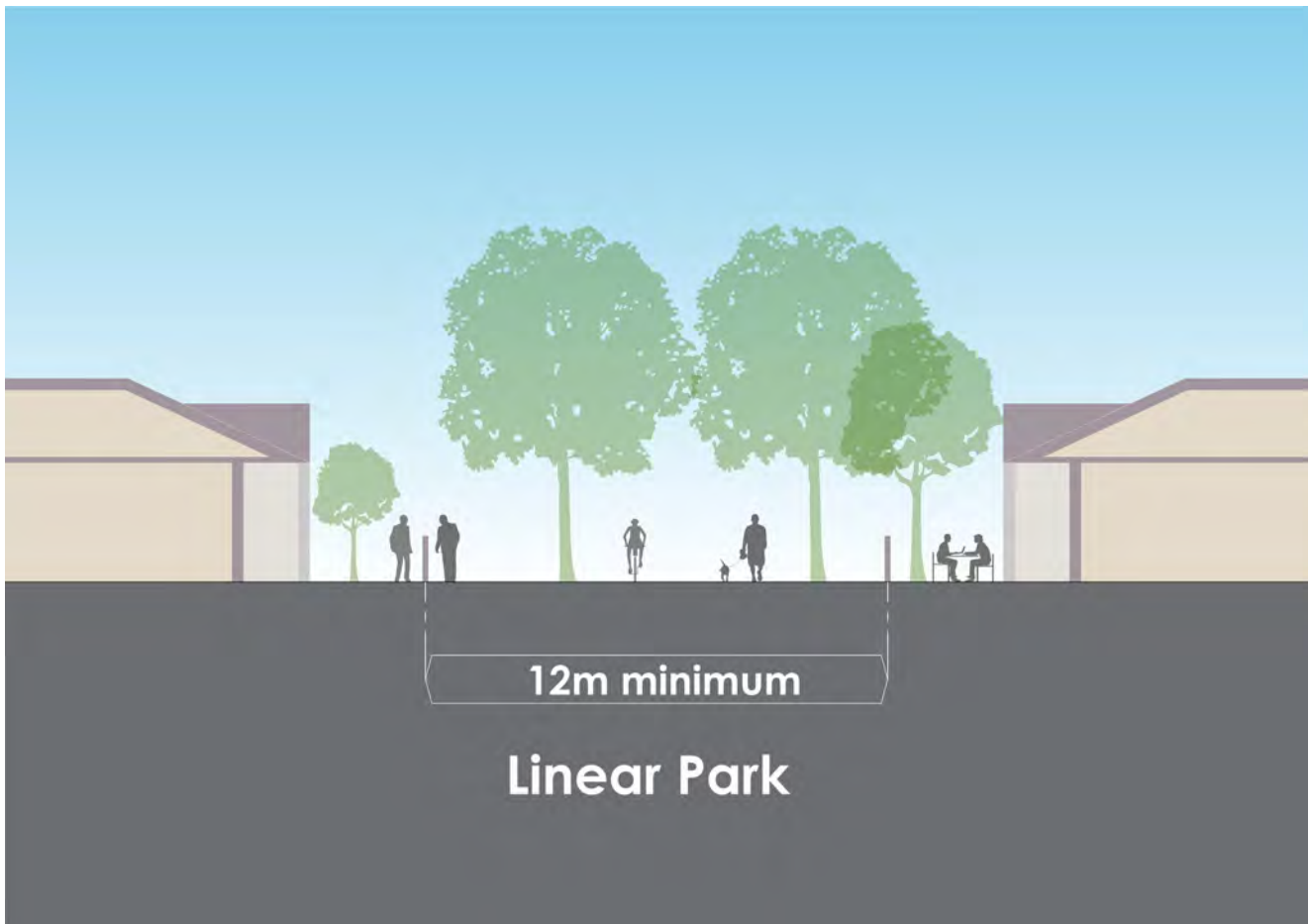


Figure 10 'Green Spine' Indicative Cross-Section

The following examples of public spaces provide an indication of the envisaged public space and interface characteristics.

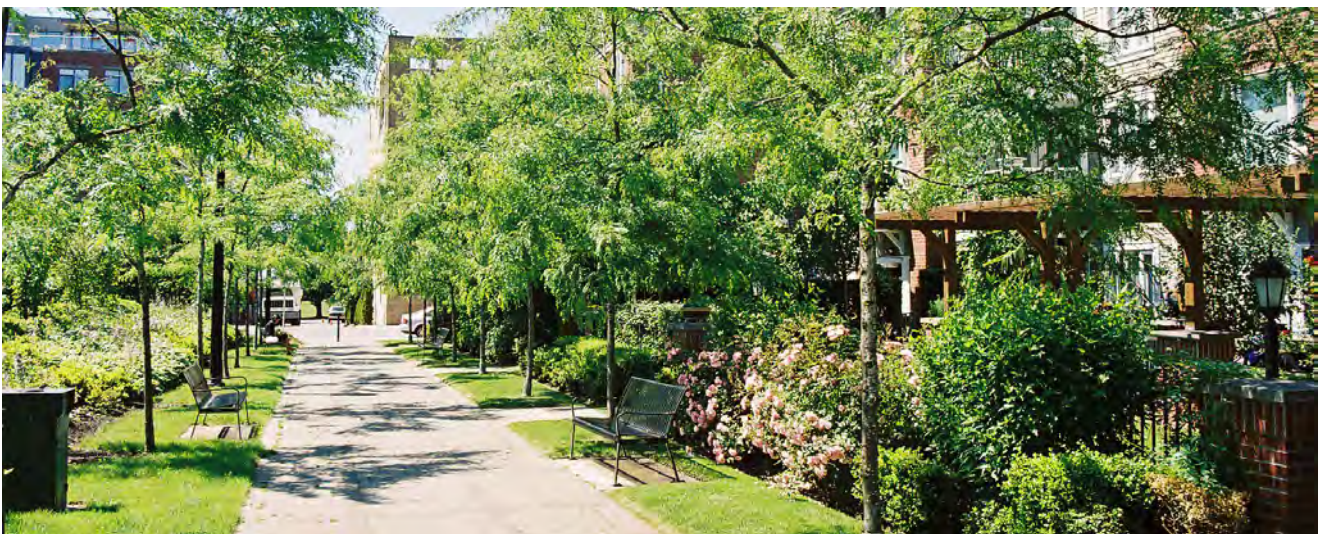
Examples of linear parks



Above: Ellenbrook



Above: Ellenbrook



Above: Vancouver

Examples of good interfaces between linear parks and private property



Above: Wellard



Above: Ellenbrook



Above: Adelaide

3.5 Movement Network

The proposed movement network is illustrated on the Preliminary Concept Plan provided at **Figure 8**. Through the design review process, the internal road system has been carefully designed to reduce direct lot access to Galgoyl Road and reconfiguration of east-west movement system and laneway structure. A key design principle has been to ensure a hierarchy of slow speed urban streets as demonstrated in the indicative cross-section provided at **Figure 11**.

Key elements of the proposed movement network include:

- Extension of Galgoyl Road: varying road reserve width of 20.0m at the southern end to 23.5m at the northern end in order to accommodate the functional traffic requirements in addition to enhanced street tree planting as a landscaped buffer to the railway line and Mandurah Road. Direct lot frontage to Galgoyl Road has been minimised.
- Extension of Barker Road: 16.0m road reserve width as an extension to existing Barker Road.
- Extension of Palmer Way: 20.5m road reserve width as an extension to existing Palmer Way.
- Special "Homezone" Street: the 12.0m wide road reserve comprises a 6.0m wide road pavement and 3.0m wide verge on both sides to accommodate a footpath and tree planting to maximise landscape amenity and shade. Widening of road reserve width to 14.0m in sections to accommodate on-street parking.
- 'Mews': 9.0m - 10.0m wide road reserve providing two-way movement enhanced with tree planting for visual relief within specific locations to enable garage accessibility. For lots with direct lot frontage to the Mews and POS, the Mews will provide vehicular access to the lot with landscape amenity provided through tree planting and formalised pedestrian connections.



Figure 11 Special "Homezone" Street Indicative Cross-Section

The following examples of public spaces provide an indication of the envisaged urban street characteristics.



Above: Busselton



Above: Adelaide



Above: Amsterdam

3.6 Servicing and Drainage

The proposed SP Amendment will have no impact on the design of the surrounding service infrastructure and drainage systems. The road and POS systems have been designed to ensure that all service utilities can be suitably accommodated and to address the current principles of the adopted drainage regime.

Existing service infrastructure is located within the surrounding road network which will be extended to the SP Amendment area providing all lots with the necessary services.

3.7 Staging and Delivery

The Preliminary Concept Plan provided is indicative only and should not be construed as the ultimate development outcome for the site. The final form of development will be determined by matters such as market conditions; development progress within the remainder of the SP area and surrounding City are all factors which will influence development of the Amendment area.

The SP Amendment area is an appropriate size in which to accommodate the coordinated subdivision and development of land based on a mix of dwelling types. At this juncture, a firm estimate of staging is unknown. However, it is possible that the precinct could be developed in a single stage due to the size of the site. However, this will entirely depend on lot and dwelling yield; the form of development pursued; and the condition of the housing market at the time of development.

4.0 Conclusion

In summary, Amendment 4 to the Mandurah Junction SP seeks to amend the land use designation within the north-eastern portion of the SP area from Mixed Use Commercial (Mandatory Ground Level Commercial) and Mixed Use Residential (Ground Level Designed for Commercial Use) to Residential (R60 and R100).

The proposed Amendment will facilitate medium to high-density residential development that will be developed to accommodate a mixture of single dwellings, townhouses and opportunity for low-scale apartment buildings. The proposed Amendment has been informed by market research by DevelopmentWA which has reviewed the current design in response to market trends which have changed the lot product type and mix and take-up of non-residential floorspace as originally envisaged under the existing SP.

Importantly, the SP Amendment does not undermine the ability to achieve the desired density as required by the state and local planning framework particularly where only a portion of the SP Amendment area is located within the 800m walkable catchment and is not a designated centre under SPP 4.2.

The proposed Amendment through the development requirements of the SP and controlled through future LDPs will deliver quality built form that contributes to liveability and affordability outcomes and delivers enhanced streetscape outcomes and landscape amenity.

The proposed amendment to designate the land for residential purposes will not result in any adverse impacts to surrounding residents and is a compatible land use within the immediate residential context.

