

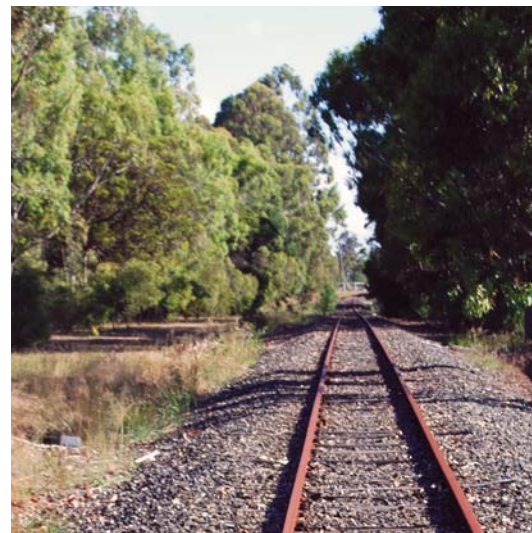
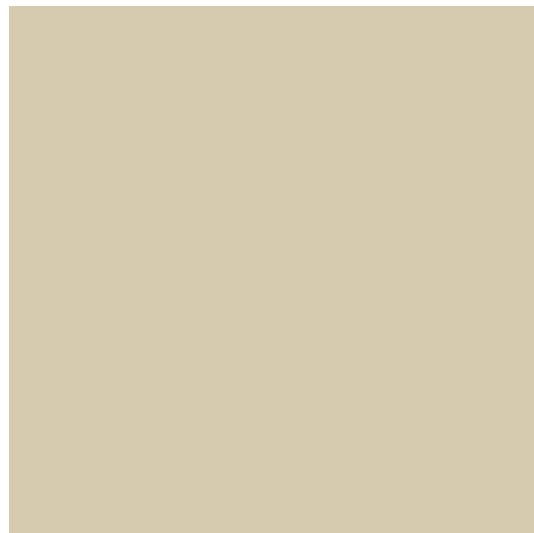
RPS



Manjimup SuperTown

Townsite Growth Plan

A Royalties for Regions initiative
www.rdl.wa.gov.au/supertowns



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Premier and Minister Grylls' message



Manjimup is entering an exciting growth phase. As one of a network of nine SuperTowns, it has been identified to play a key role in the future development of regional Western Australia.

The State's population is set to double over the next 40 years to almost 4.5 million people. We want to ensure regional areas can accommodate some of this population growth to ease pressure on metropolitan Perth and create strong, vibrant regional communities.

The Regional Centres Development Plan (SuperTowns) is a Royalties for Regions initiative aimed at encouraging regional communities in the southern half of Western Australia to plan and prepare for growth.

Through Royalties for Regions, 25 per cent of the State's mining and onshore petroleum royalties is being returned to regional areas each year as an additional investment in projects, infrastructure and community services to build regional communities. Royalties for Regions has

delivered more than 3,000 projects and programs since the program commenced in late 2008.

As part of this broader focus on regional development, SuperTowns aims to help communities become more desirable places to live, work and invest. The program encourages towns to build on their unique character and economic drivers to support the development of industry, services and infrastructure.

Nine towns – Boddington, Collie, Esperance, Jurien Bay, Katanning, Manjimup, Margaret River, Morawa and Northam – were identified as strategically located towns with the potential for significant growth. Each SuperTown was required to prepare a Growth Plan, which sets out a shared vision and a format around which all sectors and levels of government can work together to support and prepare for growth.

Growth Plans reflect the extensive work undertaken by key SuperTown partners including the Shire of Manjimup,

South West Development Commission and state agencies, in consultation with local and neighbouring communities. The Growth Plan is vital in identifying the needs of the community and addressing current barriers to growth.

The completion of the SuperTowns Growth Plans marks a key milestone for regional development in WA.

I encourage businesses, families and individuals to take advantage of the opportunities SuperTowns offer and look forward to a bright future of growth for Manjimup.

Hon Colin Barnett MLA
Premier

Hon Brendon Grylls MLA
Minister for Regional Development; Lands

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EXECUTIVE SUMMARY

Regional Context

Manjimup is situated central to the South-West region approximately 307 kilometres south of Perth and 126 kilometres from the regional city of Bunbury. It has a Townsite population of approximately 5,000 people sitting within a Local Government population of approximately 10,200 people.

Despite, volatile economic fortunes over past decades and static population growth, primarily due to its strong exposure to and continuing transition of the timber industry, Manjimup has been underestimated in its role in the region. The Shire has grown to become a premium ‘food bowl’ of Western Australia – larger than either Carnarvon or the Ord River horticultural precinct. The area is highly productive in terms of agriculture and is a major contributor to the development of the State and local economy. This is supported by the restructured timber industry, which historically has been the key economic driving force and tourism, both of which will continue to be a significant component of the regional economy.

Manjimup benefits from a range of competitive advantages and opportunities in these foundation and emerging industries, which will underpin strong economic and population growth over the next 20 years. In particular, the concentration of major agricultural and timber related activities, high levels of lifestyle amenity and the Town’s setting in the broader natural environment all present opportunities to leverage external growth drivers and build greater local economic diversification for Manjimup, underlining its status as a “SuperTown”.

What is Manjimup’s SuperTown Growth Plan?

The Manjimup SuperTown Growth Plan provides a high level strategic blueprint to facilitate the continued and sustained growth of Manjimup as a regional centre with a population of up to 11,000 people by 2031. It is being driven by the need to modernise and transform the Town to support long term economic activity, improve the quality of life for existing residents and to attract and retain new residents. The Growth Plan builds on many of the themes of previous strategic planning undertaken, which have sought to guide the future structure and form of growth.

Manjimup’s Growth Plan, in conjunction with the supporting Economic Development Plan, provides guidance on:

- How to provide for significant population growth, create local employment and investment and diversify the economy;

- How the Town will reflect cultural values through development of strong community and sense of place;
- Where the direction of urban and industrial growth will be focussed and what form of land use activity will support this growth;
- How Manjimup will relate to its landscape and protect natural environmental assets; and
- The delivery of essential ‘hard’ and ‘soft’ infrastructure to support the growth of the Town.

The Manjimup Growth Plan comprises two important components, one being the Spatial Growth Plan, and a second being the Implementation Schedule. The latter will provide details on the proactive actions required to facilitate economic and population growth, prioritisation of those activities, and the broad roles and responsibilities of the key stakeholders involved in ensuring a timely delivery of the projects and programs.

What kind of Town will Manjimup be?

Manjimup’s Growth Plan is based on the following vision and is supported by 5 core themes that have informed the Growth Plan’s preparation (**Figure 1**).

Manjimup’s Economic Vision

Manjimup’s economic vision is to enhance the role of the Town as a service centre and an agricultural production centre. There are three key strategic initiatives to achieve this:

- Promoting the District. Marketing the District to new residents and to attract investment and increase awareness;
- Improving amenity. Increasing the liveability of the Town and community wellbeing; and
- Ensuring education pathways and jobs for residents. Recruit new jobs and ensure local education / career pathways through education together with industry.

In the future, economic growth will require leveraging of the region’s existing strengths in agriculture and forestry to undertake higher value-adding activities. Diversification of industry and job creation both within and outside of these core sectors will also be important for sustaining population growth, as will be the provision of infrastructure and services for the local population.

• Agriculture

Agriculture will continue to be the mainstay of the Shire and local Manjimup economy. With proximity to South-East Asian markets and global food security becoming increasingly important, Manjimup is well placed to benefit from the economic opportunities in this sector. Marketing of the region through the development of a Food Council and establishing relationships with emerging markets will be important to the success of the industry. There has been a decline in the agricultural research resources, which historically contributed to the expansion and success of agriculture in the district. SuperTowns presents an opportunity to reverse this trend, to develop a holistic approach to agriculture, horticulture and aquaculture research and training and to foster small businesses seeking to value-add agricultural product. Manjimup has a reputable education system that should be utilised for this opportunity.

• Tourism

While the tourism sector is currently subdued, Manjimup’s ability to grow in the tourism market in the future may be significantly constrained by the lack of improved tourist accommodation options. The delivery of a quality short-stay facility is essential to not only to address the current undersupply but also to facilitate a diversification of local economic activity. Good quality cafes and restaurants are also limited. Such facilities are seen as high value-adding opportunities for visitor and local expenditure, as well as showcasing Manjimup’s local produce.

Manjimup will also continue to benefit from its strong links with surrounding tourist Towns of Bridgetown, Pemberton, Walpole and Northcliffe, the significant National Parks, wilderness and marine park areas the broader Shire has to offer, and the various local events and festivals the Town supports.

• Timber

Timber will continue to play a critical role Manjimup’s local economic structure. Value-adding opportunities such as engineered wood products, wood flooring, wood veneer, timber processing and climate change opportunities i.e. bio-char, bio-fuels, carbon capture are seen as key economic driver for the Town.

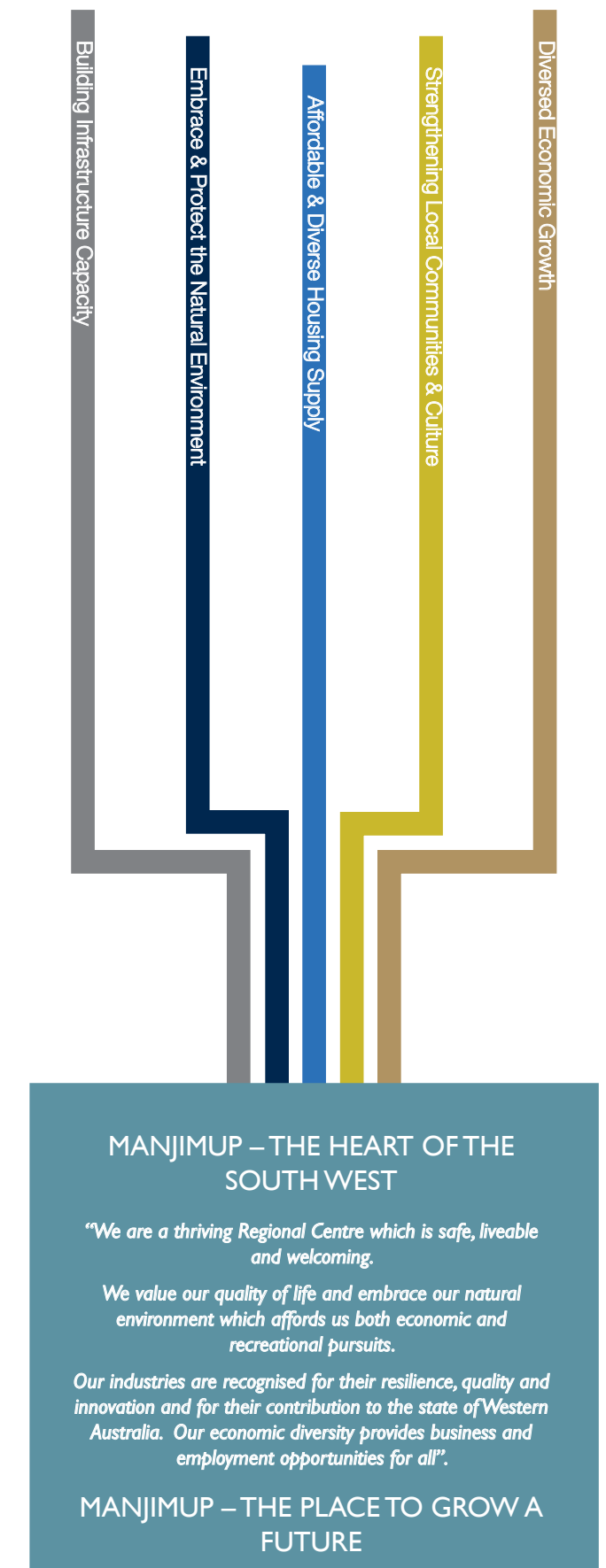


Figure 1 Manjimup Vision Statement

- **Regional Airport**

The potential benefits of a new airport for Manjimup are seen as a significant opportunity for employment and services in aviation related industry. Furthermore, it has the potential to attract fly-in-fly-out operations and facilitate more direct relationships between local agricultural producers and South-East Asian markets. A new site located north of Manjimup will also provide a more central location in the regional context and will remove the existing operational constraints that affect the current site.

Infrastructure Challenges and Opportunities

The Townsite Growth Plan has identified a range of ‘hard’ and ‘soft’ infrastructure items that will need to be expanded or augmented as a result of population increases. These include:

- **‘Hard’ Infrastructure**

The growth strategy for Manjimup is largely dependent on the provision of an adequate long-term water supply, upgrade or relocation of wastewater infrastructure including a new treatment plant, and new 22Kv power lines from the Manjimup Zone substation to key urban expansion areas once power capacity has been reached. The outward spread of the Town will be consistent with servicing efficiencies and contained to those areas forming a logical progression of development. Opportunities to introduce increased water pressure and infill sewer into the existing industrial area should also be further explored as an incentive to future industrial development as a key economic driver for Manjimup in the SuperTown context. Furthermore, Manjimup is likely to benefit from access to the proposed Bunbury - Albany gas pipeline.

- **‘Soft’ Infrastructure**

Currently Manjimup has an adequate level of community facilities to support the Town’s existing quality of life, law and order, stability and social well being. However, population growth will trigger demand for additional facilities and services including but not limited to:

- Additional public and private schools;
- A full suite of health services and supporting accommodation for general practitioners based at the Warren District Hospital;
- Additional aged care services and housing to meet

the needs of the ageing population;

- Passive and active open space facilities and playground facilities within future urban expansion areas;
- Facilities to service the future needs of the local youth;
- Additional public transport services; and
- Developing a suitable standard of business and tourist short-stay accommodation in the Town.

Preferred Scenario for Growth

The Townsite Growth Plan examined two development scenarios for growth and adopted an approach that recognised the key opportunities and constraints facing Manjimup in its ability to accommodate a doubling of the population to approximately 11,000 people (**Figure 2**).

Key components of the plan have been developed in response to these issues and the following land use planning principles have played a fundamental role in developing the Spatial Growth Plan for Manjimup:

- Protection of existing horticultural operations and surrounding priority agriculture land to reinforce the role of the region as a major food producer for the State and overseas markets;
- Consolidation of the Town Centre and utilisation of the railway reserve land for townscape enhancement;
- Directing urban expansion to suitable land and in an orderly and co-ordinated manner commensurate with the availability or provision of infrastructure;
- Maximising existing and future industry opportunities by providing a variety of industrial lot sizes with good accessibility to a new multi-modal transport corridor (west of the Townsite) that should be constructed at a later stage when demand dictates;
- Acknowledging that the Manjimup Wastewater Treatment Plant is a use that will influence the land use on nearby land with ultimate relocation further east recommended by this Growth Plan;
- Encouraging both medium density and low density residential development in order to achieve diversity and affordability in housing type and lifestyle choices; and
- The existing ‘green’ corridors and reserves being retained to provide for passive and active recreation opportunities that form an integrated network of

cycle and pedestrian connections to support the establishment of new development sites and provide high levels of visual amenity..

A key component of the Growth Plan has been to ensure that the Town Centre functions can accommodate the demands of potential population increase, provide an appropriate level of retail choice and encourage a range of activities to create a vibrant community focal point for the people of Manjimup to enjoy.

Redevelopment opportunities will be assisted through the integration of the railway corridor into the Town Centre and Timber and Heritage Park. Reuse of the rail corridor will also improve the presentation and functioning of the Town Centre.

An important legacy of the Manjimup Growth Plan will be to provide guidance in the future planning direction for all stakeholders as Manjimup grows to 11,000 and beyond. The Growth Plan identifies sufficient opportunities to accommodate a doubling of the population, while also identifying longer term urban expansion opportunities north of the Townsite for continued growth beyond 2031. These areas will be the subject of further investigation as part of the imminent review of the Shire’s Local Planning Strategy.

Strategic Projects

The Shire of Manjimup in collaboration with the Community Reference Group, AEC Group and relevant State Government agencies has identified a number of strategic projects that are designed to 'kick start' economic and population growth in the Town. The projects have been identified as transformational projects that will be pursued as business cases for Royalties for Regions (SuperTown) funding. The five (5) strategic projects are:

1. **Agricultural Promotion and Expansion:** marketing and promotion of agricultural production in the district, food processing, research/development, new crops as well as investment opportunities in regards to supporting food security in the future;
2. **Revitalising the Town Centre:** including main street revitalisation, timber and heritage park development, improved access and flow as well as attraction of business accommodation;
3. **Upgrade and Relocation of Airport:** to facilitate pilot training, recreational airport industry development and ancillary services, facilitate access for residents as well as reinforce airport's role in emergency services;
4. **Age Friendly Town:** is a town that is designed for all ages and including initiatives to attract older Australians, retirees as well as aged care facilities and health services;
5. **Research into Economic Opportunities:** undertake further study of other areas of economic growth including timber innovations, migrant re-settlement and affordable housing

Making it Happen - Delivering on the Growth Plan

Manjimup's Growth Plan and supporting Implementation Schedule will ultimately be adopted by the Shire of Manjimup, South West Development Commission and Western Australian Planning Commission.

The Implementation Schedule sets out programs for the delivery of all recommended work across each of the five core themes – comprising economic, community, environment, built environment & infrastructure and governance. It includes a broad set of actions, roles and responsibilities, costs and timing required to inform the delivery of the necessary actions.

Delivering the outcomes required to meet this vision requires a 'whole of Government' approach and commitment by many stakeholders across the region and the state – with sustained levels of support and resourcing. Critically, this transformation will need to be led at the local level by a strong and well resourced Local Government, playing a central role in the coordination of activities, investment initiatives and the development of strong and effective delivery partnerships.

Supporting Documents

The Growth Plan is to be read in conjunction with the following supporting documents:

- Indigenous Inclusion Report;
- Manjimup Airport Study;
- Manjimup Community Infrastructure Feasibility;
- Manjimup Performing Arts Centre Pre-Feasibility;
- Manjimup SuperTown Economic Development Plan;
- Manjimup SuperTown Recreation Infrastructure Feasibility Study;
- Manjimup Timber and Heritage Park Masterplan;
- Streetscape Enhancement - Town of Manjimup;
- SuperTown Project Community Consultation Report; and
- Water and Wastewater Infrastructure for Industrial and Commercial Precincts.



1.0 INTRODUCTION



The Warren-Blackwood Sub-Region is a rich and diverse area and is renowned for its high karri and jarrah forests, diversity of vegetation, the remote south coast and its topography and landscape variety. The area is highly productive in terms of agriculture and forestry and has been a main contributor to the development of the State and local economy. These natural assets and its close proximity to the Perth metropolitan area have also made it a popular tourism and recreation destination, with it being increasingly recognised as a desirable place to live.

Manjimup as the sub-regional centre is well placed to take advantage of these natural assets that can be conserved and enhanced to maximise the opportunities for current and future generations. Although the population of the Town is relatively small and current (and historical) growth rates relatively low, the Town offers an attractive lifestyle alternative to city living.

Strategic planning has already been carried out for the Town at both the regional and local levels, although there remains a need to strengthen and build a robust economy through the formulation of a Growth Plan and supporting Economic Development Plan for the Town, identifying the key milestones, priority actions and strategic initiatives required to achieve the long term vision for the Town's growth.

The SuperTown Growth Plan builds on, without replacing, existing statutory requirements and sets the direction for community population expansion for Manjimup. More than just a planning document, it speaks a common language and can be readily used by a wide range of delivery partners and local stakeholders, being both visionary and practical in its implementation.

The Growth Plan is a document that delivers:

- An adaptive project plan, as well as an Implementation Plan to facilitate the growth of the Town for the next 20 years;
- An integrated strategic planning framework that outlines a distinctive vision with objectives for growth and development within the Local Government area, and facilitates the preparation or review of local planning strategies as part of local planning scheme reviews;
- A development framework illustrating preferred growth areas, key land uses and priority projects to be implemented over the short, medium and long term; and
- A common action agenda for all SuperTown partners to set a new direction for Manjimup and provide a funding stream to modernise and transform the Town.

2.0 GOVERNANCE ARRANGEMENTS FOR GROWTH PLAN PREPARATION

2.1 / GROWTH PLAN PRINCIPLES

The key principles that have driven the approach to the preparation of the Growth Plan for Manjimup, in line with the SuperTown objectives, are as follows:

1. **Strategic alignment, coordination and collaboration** - drawing together the relevant stakeholders at all levels who can make a difference;
2. **Sustainable development** - ensuring that strategic planning processes provide a common and coherent basis for growth scenarios to be considered;
3. **Place-making** - strongly underpinned by sustainability and community engagement principles;
4. **Local decision-making / community engagement** - those closest to the communities to be a key part of decision making processes. This includes engagement of Local Government, Regional Development Commissions and relevant State agencies at the local community level; and
5. **Proactive implementation focus** – what is required to drive the necessary change and achieve outcomes.

2.2 / PROJECT APPROACH AND METHODOLOGY

The formulation of the Growth Plan and Implementation Schedule for Manjimup has involved a number of distinct phases focused on a logical process of:

Stage 1 – Visioning, goal setting and economic profiling;

Stage 2 - Context analysis of economic growth pressures/ challenges and identification of spatial growth objectives; and

Stage 3 - The development of a Growth Plan and Implementation Schedule through spatial and non-spatial responses to identified challenges/objectives. Preparation of a supporting Economic Development Plan for the Town and a clear implementation framework to make it happen.

2.2.1 / Stage 1 - Vision Setting / Validation

Paramount to the success of the Growth Plan, and its ultimate delivery by partners and stakeholders, is the agreement of a clear vision and aspirational goals for the future growth and vitality of Manjimup.

The following scope of work has been undertaken as part of Stage 1:

- i. Review of strategic visioning work previously undertaken by the Shire of Manjimup and South West Development Commission (SWDC);
- ii. Consultation and engagement with the Community Reference Group (a formal advisory committee of Council) via a visioning and goal setting workshop held in the Town;
- iii. Identification of key economic drivers and other aspirational projects; and
- iv. Confirmation of a Vision Statement for endorsement by the project CRG.

Facilitated by the Shire of Manjimup, the outcomes of the vision setting process have received the support of the Community Reference Group (CRG). The commitment of public and private sector stakeholders, who will be charged with responsibility for delivering the strategy and implementation actions, has been (and will continue to be) communicated through the marketing of the SuperTown initiative by the Department of Regional Development and Lands (RDL) and SWDC in conjunction with LandCorp and the Shire of Manjimup.

The resultant Vision for Manjimup is shown in **Figure 3** – Manjimup Vision Statement. An overview of the community consultation programme conducted and the agreed outcomes reached is outlined in section 4.

2.2.2 / Stage 2 – Gap Analysis

Following identification and agreement of the vision, an analysis of the Town was undertaken to determine the following:

- i. Its current state (e.g. economic and environmental characteristics, social and demographic makeup, governance and planning frameworks etc);
- ii. Current and future influencing drivers and pressures (e.g. emerging industry trends, changes in population structures, changing climatic/environmental conditions etc); and
- iii. The key impacts and implications for the achievement of the growth vision and goals (e.g. gaps in infrastructure provision, availability of resources, labour and skills shortages etc).

To inform this work, the following tasks were undertaken as part of the Stage 2 works:

- i. Strategic desktop review of all necessary literature (e.g. review of statutory and strategic planning frameworks, Australian Bureau of Statistics (ABS) and other socio-demographic data, environmental registers etc);
- ii. Detailed technical investigations by the ‘in house’ Shire of Manjimup SuperTown Team across a range of disciplines to inform the preparation of the Growth Plan and supporting Implementation Schedule;
- iii. Site visits / investigations and targeted engagement by Shire officers, the lead consultant and economic consultant with appropriate public and private sector agencies (e.g. Shire of Manjimup, Department of Planning, key servicing authorities and other relevant state government agencies etc) and individuals to supplement desktop assessment where necessary;
- iv. Preparation of relevant information and plans by the Shire of Manjimup SuperTown team (with input provided by relevant state government and servicing authorities) outlining analysis findings with recommendations for further work to be undertaken; and
- v. Review the existing Town Centre structure in terms of the existing urban structure and identification of key projects and principles to be implemented as part of future redevelopment opportunities.

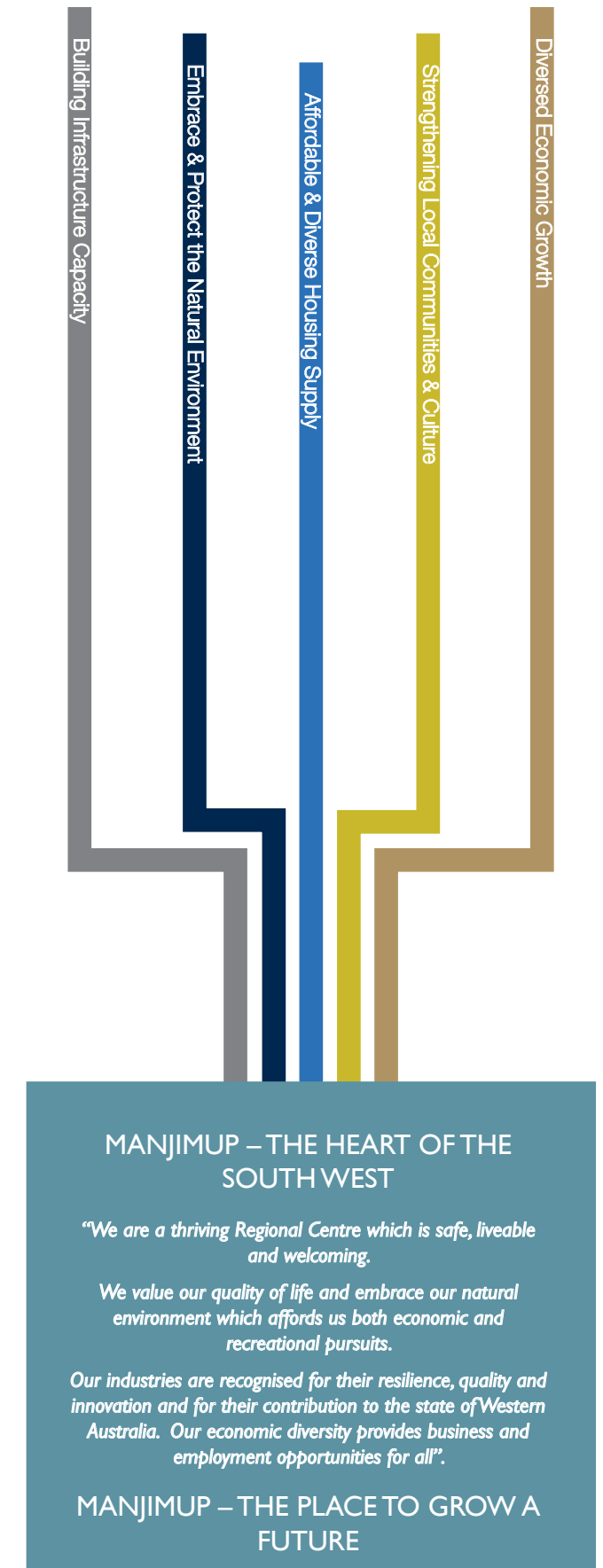


Figure 3 Manjimup Vision Statement

2.2.3 / Plan, Strategies, Actions and Implementation

This stage comprises the formulation of plans and strategies addressing the growth objectives identified in Stages 1 and 2. A preferred growth scenario (following the identification and assessment of 2 potential scenarios) has been prepared including the identification of growth areas and precincts, activity nodes, key development parcels, infrastructure requirements and milestones, and the identification of economic development and diversification initiatives through the assistance of the economic consultant. It was also deemed necessary during Stage 2 investigations, that a high level 'Town Centre Principles Plan' be developed identifying key projects that have the potential to effect the greatest change and leverage funding opportunities.

A critical element of Stage 3 is the development of an Implementation Plan setting out those priority actions and projects required to deliver the growth needed to unlock the potential of the Town. This is one of the most important elements of the Growth Plan, as it translates strategies and plans into a tangible set of deliverables with real world applications, and can be used to inform and underpin local and regional investment planning activities.

The governance structure aims to provide strategic alignment coordination and collaboration between relevant stakeholders and local and State Government decision making bodies to enable implementation of the strategic initiatives.

2.3 / PROJECT MANAGEMENT AND DECISION MAKING

The SuperTown governance structure flows from the local Community Reference Group and the Shire of Manjimup through to the Minister and Cabinet for consideration and endorsement of project funding proposals. Such decisions will be guided by the Growth Plan, Feasible Implementation Program and Economic Development Plan.

The governance structure is illustrated as **Figure 4**.

2.4 / SUPPORTING DOCUMENTS

This Growth Plan is supported by the following documents:

- Indigenous Inclusion Report (I Michael 2012);
- Manjimup Airport (Cardno 2012);
- Manjimup Community Infrastructure Feasibility (TME Town Planning Management Engineering 2012);
- Manjimup Performing Arts Centre Pre-Feasibility (P Alexander 2012);
- Manjimup SuperTown Economic Development Plan (AEC Group 2012);
- Manjimup SuperTown Recreation Infrastructure Feasibility Study (ABV Leisure Consultancy Services 2012);
- Manjimup Timber and Heritage Park Masterplan (Opus International Consultants 2012);
- Streetscape Enhancement - Town of Manjimup (Opus International Consultants 2012);
- SuperTown Project Community Consultation Report (Shire of Manjimup 2012); and
- Water and Wastewater Infrastructure for Industrial and Commercial Precincts (Opus International Consultants 2012).

The relevant findings of the above documents have been summarised and reflected in this Growth Plan. The Growth Plan is to be read in conjunction with the supporting documents, which provide a greater depth of detail on the topics covered.

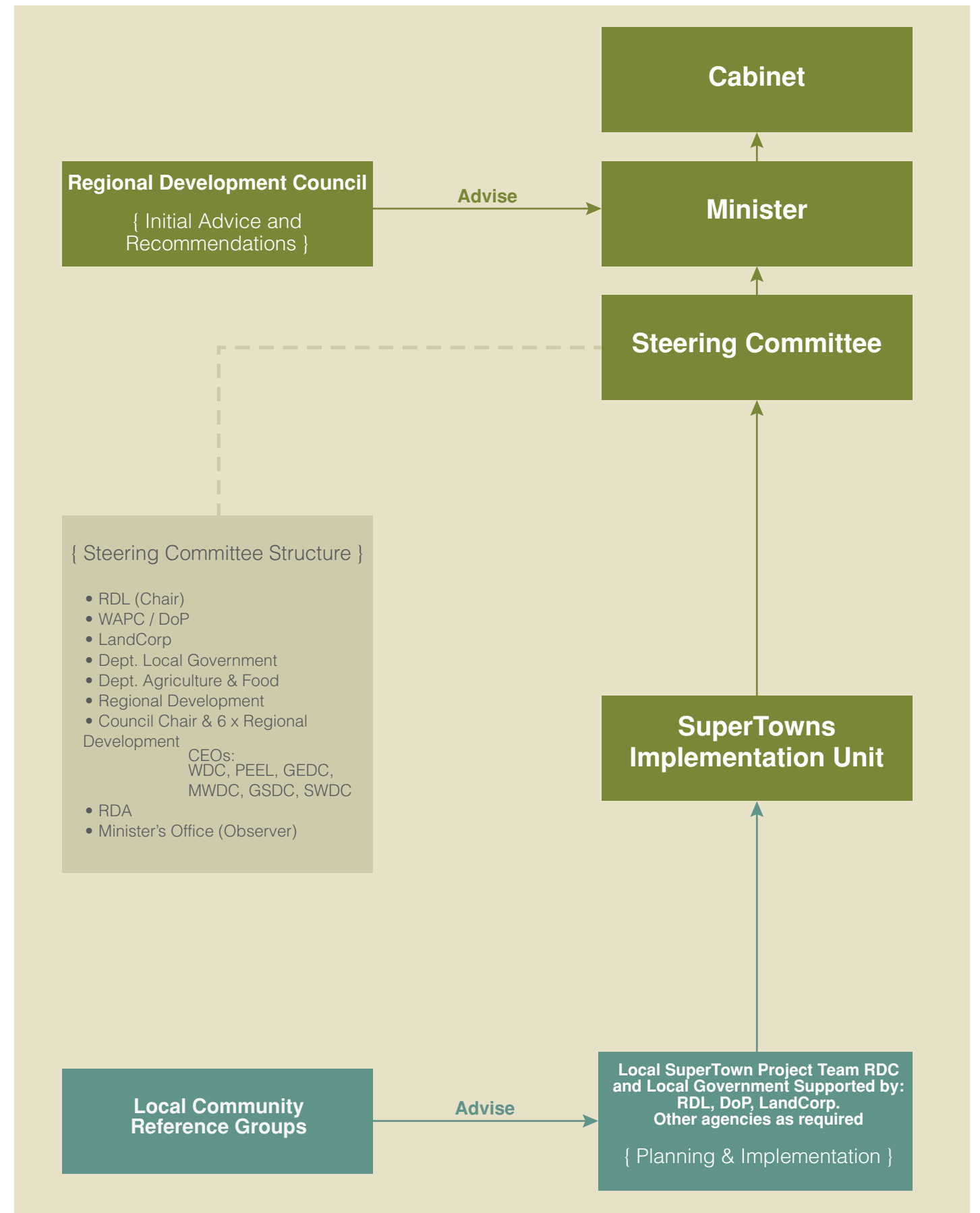


Figure 4 Governance

3.0 CONTEXT & ANALYSIS

3.1 / ROLE AND FUNCTION OF MANJIMUP AND ADJOINING TOWNS

Manjimup is in the lower South West of WA, approximately 307 kilometres south of Perth and 126 kilometres from the regional city of Bunbury (Refer **Figure 5** – SW Location Plan). The Town of Manjimup is a regional centre for the largest shire in the South West of Western Australia (7082km²) with approximately 83% of the Shire being comprised of wilderness area, National Park, State Forests or reserves. It is the sub regional centre for the Warren Blackwood region. The Shire has a high level of annual rainfall and is a significant contributor to the State's agricultural production. The current population of the Shire of Manjimup is 10,162 with the four main Town sites being Manjimup, Pemberton, Northcliffe and Walpole (refer **Figure 6** – Shire of Manjimup Location Plan). The current population of Manjimup Townsite is slightly over 5,000 people.

Traditionally Manjimup's economy was primarily based around the timber and dairy industries however this has diversified to include general agriculture, fruit and vegetable production, tourism, viticulture and timber production. Manjimup has significant orchard produce and boasts the largest single orchard in the state. The cultivation of apples, peaches, apricots, pears, plums, cherries, avocados, chestnuts and truffles are all undertaken within the Shire. The recently-established black truffle industry has Manjimup well placed in relation to gourmet produce. The Shire of Manjimup is the largest food-bowl in Western Australia – larger than Carnarvon and the Ord River horticultural precinct.

Tourism is also a key focus of the Shire of Manjimup due to the natural amenity of the region. Manjimup is in close proximity to the recognised tourist destinations of Bridgetown, Pemberton, Walpole and Windy Harbour. Other attractions include the botanically significant D'Entrecasteaux National Park, the Lake Muir RAMSAR Wetlands, Gloucester Tree, Walpole Wilderness and Marine Parks, Jarrah, Karri and Tingle forests, and the Bibbulman Track (hiking) and Munda Biddi Trail (mountain biking) – altogether attracting over 200,000 tourists annually.

Manjimup has strong links with the neighbouring Shires of Bridgetown-Greenbushes, Nannup and Boyup Brook with each having a different complexion in their agricultural economic base and important forestry and tourism industries.



Figure 5 South-West Region Location Plan

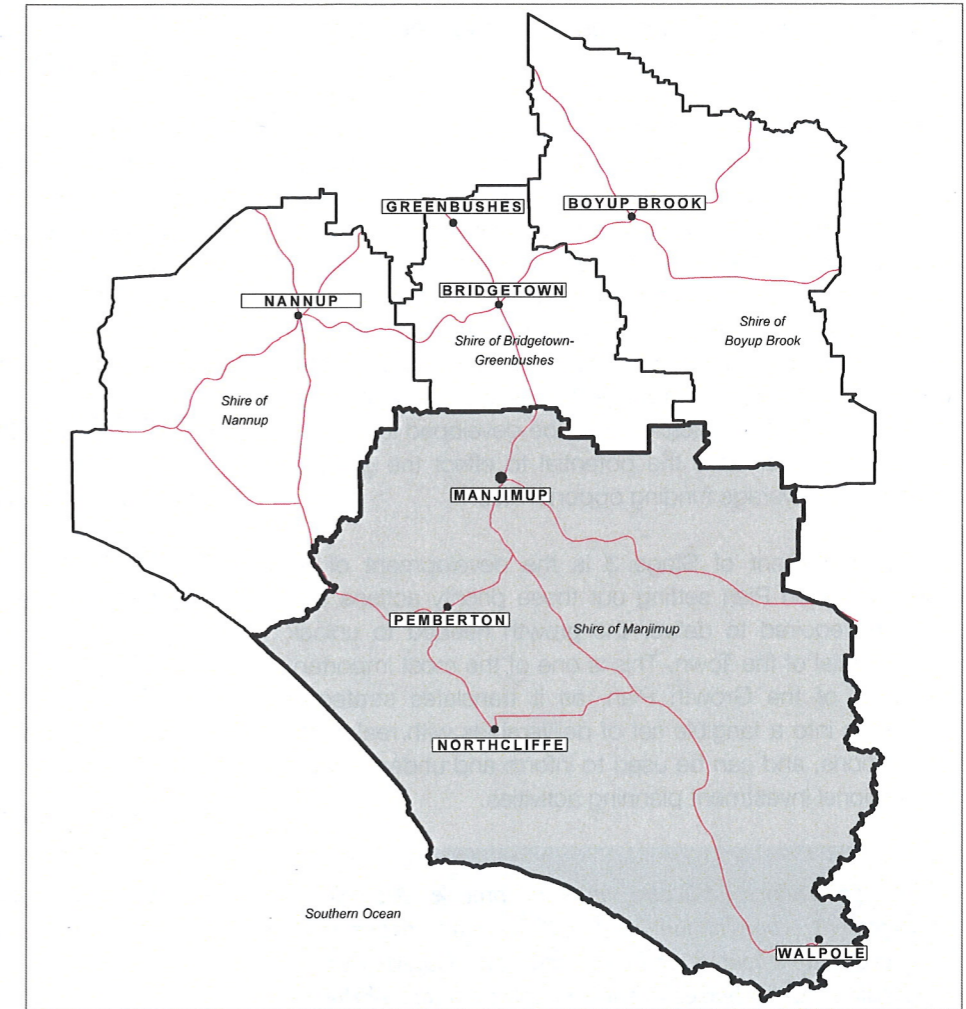


Figure 6 Shire of Manjimup Location Plan



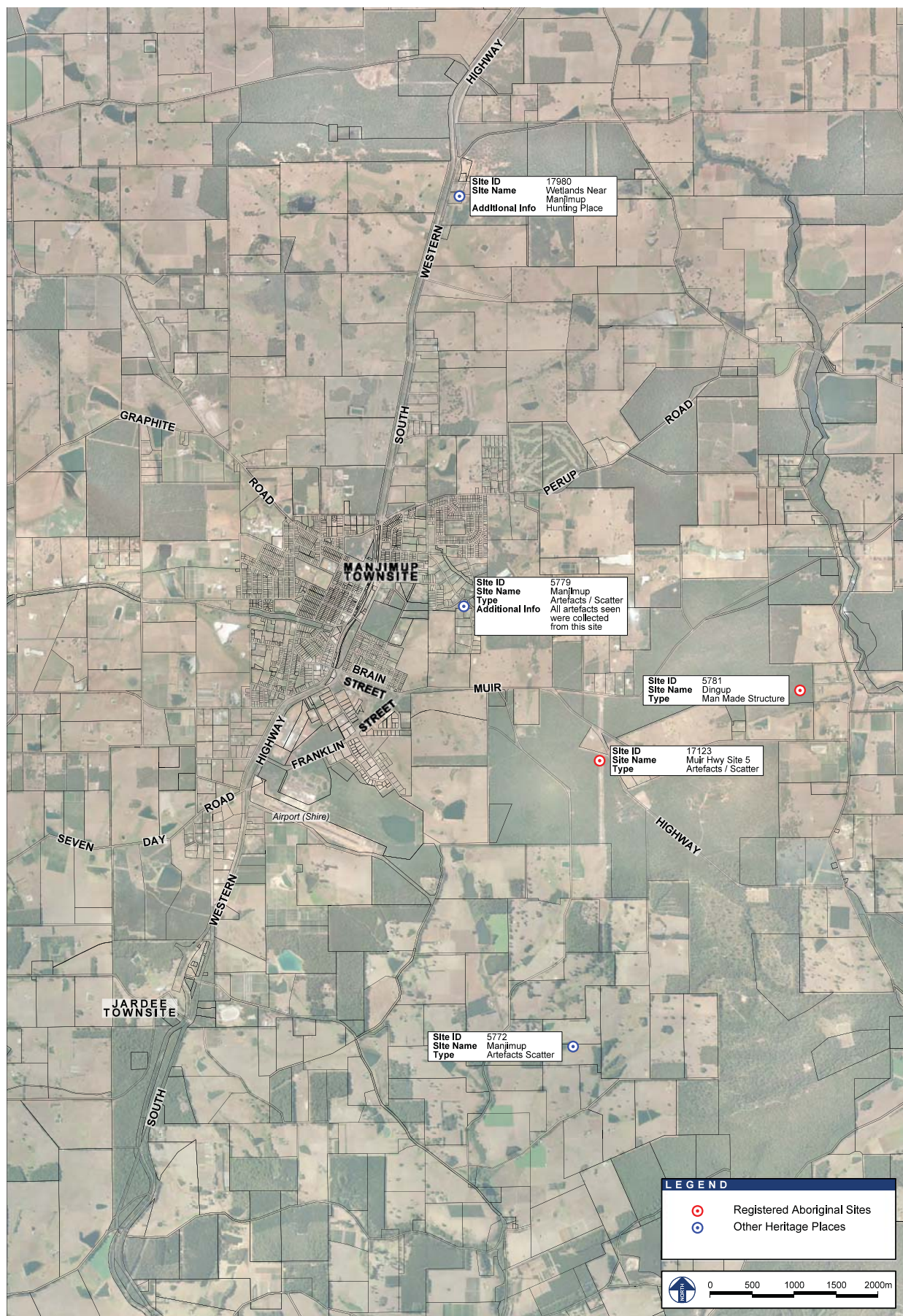


Figure 7 Aboriginal Heritage Sites

3.2 / CULTURAL HERITAGE

It is important when considering the development of Manjimup to consider its history and heritage as this forms part of the character of the Town. In order to achieve the SuperTown population objectives it will be necessary to development new areas and redevelop existing ones. However, with appropriate care and controls, this development does not have to be to the detriment of the heritage and character of Manjimup.

3.2.1 / Indigenous Heritage

It is estimated that the original nomadic residents of this district were the Nyungar / Murrum people dating back 30,000 years. They are the long time custodians of the land who hold a special bond with the land and yet leave little evidence of their presence. They not only used the land as a source of food, but they managed the land to ensure the continuation of their food resources thereby working the land on a “sustainable yield” basis long before the term was coined.

The Shire gains its name “Manjimup” from the indigenous “Manjin” reed, whose edible roots were highly valued, and from “up” meaning place. Originally, Manjimup was spelt with a double “p” however this was later dropped to the singular we have today.

Walgenup Aboriginal Corporation has been active over a number of years in collecting oral histories of local indigenous community members to preserve some of the stories of the area. The Corporation is looking at opportunities to create an Indigenous Cultural Centre in Manjimup that would showcase the local indigenous history and culture.

A number of sites within the Manjimup Townsite have been identified as containing significant Aboriginal cultural heritage, and as a result have been listed on the Register of Aboriginal sites under the Aboriginal Heritage Act 1972, **Figure 7**. It is possible however, that not all sites of Aboriginal significance have been entered onto the register. The development of any future land in and around the Townsite to facilitate urban expansion has an obligation under the relevant legislation to protect all places and objects in Western Australia that are important to Aboriginal people because of the connections to their culture. This will include site surveys and liaising with representatives of the Noongar people as and when detailed planning occurs.

The Shire is currently engaged with the Walgenup Aboriginal Corporation on preparing a Memorandum of Understanding MoU between the two parties. This MoU will cover how the Shire will consult with the Corporation and the local aboriginal

community on future projects, including SuperTown initiatives, as part of the consultation that is underway, the Shire is working with the community on identifying places of significance that are not currently included on the DIA database. Another project will be research and recording of place names in the District.

Planning for the Timber and Heritage Park incorporates a number of spaces where indigenous culture and history can be displayed and interpreted. The Shire will continue to work with the Walgenup Aboriginal Corporation on how best to incorporate indigenous heritage into the SuperTown initiative. The MoU will also seek to foster working relationships between the two parties on a wider range of issues and opportunities than just SuperTowns.

3.2.2 / Development of Manjimup

1850's & 60's Early settlement

European settlement in the District has been traced back to the 1850s. The first settlers were the Muir family in the Perup district, followed by Charles Rose and Frank Hall near Manjimup. Early settlement was characterised by modest clearing of land for cropping and the keeping of livestock. However, due to isolation from other settled areas, poor transport and difficult terrain, large-scale settlement did not occur until after the turn of the Century. The 100 Year Forest near Pemberton is an example of land cleared during this time, which was allowed to return to nature after the early settlers left the land.

1890 Agriculture push

Demand for quality agricultural land led to the release of good land near the Wilgarup River. The first Townsite in the District was gazetted in 1902 on the Wilgarup River at Balbarrup approximately 5km to the east of today's Manjimup Post Office.

1904 Graphite Mine

Graphite was discovered near the Donnelly River in 1882. The famous "One Tree Bridge" was built to cart graphite out from the mine and 65 tons was shipped to New York. However, the quality was poor and the venture failed resulting in the notable swindle of deceived investors.

1908 Local Governance

Originally, the District was partly located in the Sussex, Wellington and Plantagenet Road Boards created in 1871 and later within the Nelson Road Board. By 1900, settlement in the District had developed to the point where the community began to lobby for local governance. After many years of lobbying the Warren Road Board was established in 1908 with an annual rates income of £250 and population of 339. The name was changed in 1924 to the Manjimup Road Board and again in 1961 to the Shire of Manjimup.

1910 Gazettal of Townsite

The Townsite of Manjimup was gazetted and laid out in 1910. Government facilities were established soon after with the first school, railway station, police station and post office in 1911. Some services took longer to establish, particularly the Warren District Hospital, which replaced an earlier hospital in Jardee in 1935.

1911 Establishment of the Timber Industry

Timber felling had begun in the last decades of the 19 Century, although due to a lack of transport, large-scale exploitation of the Districts forest resources did not occur until the 1910s. The requirement for hardwood timber sleepers for the Trans-Australia Railway from Kalgoorlie to Port Augusta led to the opening up of the karri and jarrah forests in the District. In 1911, the Wilgarup Karri and Jarrah Co mill was opened near Jaradanup (now Jardee) and State Saw Mill No.1 established in Deanmill. The need to ship the cut timber from the area led to the extension of the Western Australian Government Railways (WAGR) line from Bridgetown to Jaradanup (Jardee) in 1911. This was later extended to State Saw Mills 2 and 3 at Big Brook (now Pemberton) in 1914. Other mills and their supporting mill towns followed over the next four decades at Northcliffe, Shannon, Quinninup, Nyamup, Tone River and Palgarup. Manjimup became a base of operations for Bunnings Bros, which continues to this day, under the ownership of Auswest Timbers.

1921 Group Settlement Scheme

Premier Sir James Mitchell initiated the group settlement scheme to "bring together idle hands and the idle lands of the South West". This resulted in hundreds of new migrants moving into the District. However, it was a period of harshness, isolation and poverty with most of the group settlement properties subsequently abandoned.

1928 Tobacco Industry

The tobacco industry was established in the Manjimup District in 1928. Its growth is closely connected to the influx of Macedonian immigrants to Manjimup in the Inter-War period. The industry continued until its sudden demise in 1961 due to tobacco companies halting purchase of Manjimup product,

1929 Manjimup Butter Factory

A co-operative butter factory was established in Ralston Street, Manjimup in the late 1920's to support the burgeoning dairy industry. This facility was later brought under the South West Dairy Farmers Co-operative trading as 'Sunnywest' butter and operated until 1976. The butter factory was later supplemented by the Peters Creamery in Rose Street, which has ceased operations by the early 1980's as the dairy industry declined.

1938 Introduction of Town Planning Scheme

Manjimup was one of the first towns outside of Perth to create a Town Planning Scheme to guide development. Gazettal of

Town Planning Scheme No.1 in 1938 highlighted the fact that the Town was growing rapidly in a period where many other towns were still affected by the Great Depression. Further illustrating the importance of Manjimup in the State economy at this time is that many larger towns did not receive Town Planning Schemes until the 1960s or even 1970s.

1950s War Relocation

This was a period of boom for the local population with hundreds of displaced people from the war ravaged countries of Europe seeking to make a new start. There was a significant change to the mix of nationalities and cultures at this time. This period also saw investment in the Town in the form of new commercial and industrial businesses and construction of Manjimup Senior High School. Civic pride was displayed with the establishment of a number of parks and gardens and the erection of the famous Timber Arches at each end of Town.

1960s Horticulture and Fruit Processing

Large scale horticulture commenced after the Second World War in many product groups, including potatoes, apples and stone fruit. The desire to value add local horticultural produce resulted in the building of a cannery in Manjimup in the late 1960s. After a period of ownership by a number of private companies, the cannery was taken over by a local cooperative. Unfortunately, this was unsuccessful and the facility converted to potato processing, which continues to this day, albeit at a smaller production rate. Manjimup remains the base of a number of large-scale apple production and packing companies and has seen the establishment of vegetable and avocado packing.

1970s - 1990s Decline in Timber Industry

The decline in the timber industry commenced in 1970 as community attitudes began to change. The last steam-driven timber mills were closed in the late 1970s with the location of large mills rationalised to Deanmill (jarrah), Diamond Mill (woodchips) and Pemberton (karri). More recently, the 1996 Regional Forest Agreement and 2001 ban on old growth logging resulted in over a 50% reduction in the volume of timber harvested and a large increase in areas of the Shire protected from harvesting. The downscale of native timber production has been partly offset by the creation of the plantation timber industry. The dispersed nature of plantations has led to a greater dependence on chipping at the plantation site or at Bunbury Port with a gradual decline in output from large chipping mills such as Diamond Mill south of Manjimup. Although not as dominant as previously,

timber production remains a major employer and economic generator in the District.

1980s Grape production and Wineries

In the early 1980s, the area's potential to produce high quality cool climate grapes was noticed. Two wine appellation regions have been established with the Manjimup Wine Region extending south to Seven Day Road with the Pemberton Region beyond. The coming of vineyards and wineries has led to a number of related café, restaurants, short stay accommodation and galleries being established on these properties.

1990s Dairy Deregulation

One of the less publicised but darker times for the District was the period of dairy deregulation which resulted in a massive reduction in the number of operative dairies. Notwithstanding this, companies such as Bannister Downs Dairy in Northcliffe are investing heavily in modern dairy and milk production facilities to provide premium milk products. Overseas interest in the District's dairy potential may lead to a continuing investment in dairy farms and down-stream production, including powdered milk for the Asian market.

2000s Tourism and Truffles

The natural attributes of the District have made it a popular tourism destination. The growing interest in food and wine tourism has led to a range of large and small tourist developments being established over the past two decades. The growth in tourism and diversification of agriculture is demonstrated in the establishment of the local black truffle industry in the mid 2000s, which continues to grow in domestic and international reputation. The District's climate and soils allows for the production of a range of other niche products, including nuts, marron and trout. The planting of a range of vegetables also continues with supply dependent upon commodity prices.

3.2.3 / Built Heritage

Manjimup's history is reflected in a large number of buildings and places with local and state heritage significance. Manjimup has been identified as the only town in Western Australia whose main centre is predominantly 'Art Deco' or 'Inter-War Functionalist' in character. The large growth of the Town in the 1920s and 1930s saw the town centre develop rapidly with the various commercial and civic buildings reflecting the modern architecture styles of the times. The general 'Art Deco' style was reflected in commercial building construction in Manjimup up to and including the 1950s.

Unlike contemporary images of Art Deco, which can include relatively opulent elements, Manjimup's Art Deco buildings are more modest and simple. This reflects a booming regional town whose residents and business owners wished to show the Town as modern, but had more limited resources available to achieve it.

A major characteristic of Manjimup is that most of its period buildings in the Town Centre remain in place and relatively unaltered. This compares favourably with larger regional towns, such as Bunbury and Geraldton, where many buildings of this era have been demolished due to development pressure. It is vital that any development of Manjimup seeks to respect and where possible, protect and enhance the Art Deco character of the Town Centre. Manjimup's heritage significance is best characterised as the whole being more than the sum of its parts. This reflects that although an individual building may not be particularly significant on its own its significance is heightened by being located in a group of buildings of the same age and character.

This fact will require heritage considerations to be targeted at the precinct level, rather than be limited to an individual place alone.

Preservation of Manjimup's built heritage will require employment of a range of mechanisms. These mechanisms may include, but are not limited to statutory protection through the Shire's Local Planning Scheme or the State Register of Heritage Places. The Shire of Manjimup is currently preparing a new Local Planning Scheme Heritage List and Heritage Protection Local Planning Policy that will provide statutory protection to places identified in the Shire of Manjimup Municipal Heritage Inventory as Category A+, A and B. In addition to statutory measures, heritage preservation can be promoted through incentives, including, but not limited to grants for conservation and interpretation works, town improvement programmes and rates reductions.

3.2.4 / Intangible Heritage

Intangible heritage can be considered the collection and telling of "stories" that are integral to the history and character of Manjimup. The history and heritage of Manjimup is an important part of the Town's identity and will feature strongly in many of the projects that are planned to enhance the attractiveness and functionality of the Town.

For many years, the Manjimup Historical Society has been active in collecting a range of artefacts and information that illustrate the history of Manjimup and districts. This collection is primarily displayed in the Timber and Heritage Park. The history and heritage features of the Timber and Heritage Park create the main theme of the Park and will underline projects to enhance its role as the predominant resident and visitor focal point of the Town.

The Growth Plan incorporates a large-scale upgrade of the Timber and Heritage Park as part of the strategic projects identified under the SuperTowns programme. One key objective of the upgrade is to expand on its heritage themes and provide a purpose-built facility for storage of the community's archives. A 'History House' is planned for the hamlet area, which will provide an archive area built to modern standards and include facilities for access and interpretation of this information.

The area's timber history is displayed in the State Timber Museum located within the Timber and Heritage Park. Established in 1977, it is planned to relocate it to the nearby Timber Roundhouse. This will allow the displays to be modernised and new information contained within the museum. A new display building is planned to house the State's energy heritage, which will complement the existing timber and steam displays within the Park. This new building is designed to act as a 'landmark' to entice visitors into stopping in Manjimup and will be located so as to clearly link into the Town Centre.

In addition to the Timber and Heritage Park, heritage themes will be incorporated into other public spaces. In the case of Manjin Park and the Linear Park along the existing railway corridor, the former railway use of the land will be interpreted. The Linear Park also allows for other forms of 'story telling', particularly that relating to Manjimup's strong multicultural heritage.

The Shire of Manjimup is currently working on a Heritage Icons Trail, with the first three 'icons' having been installed. This trail will over time will link the Shire's towns and places of

heritage significance within the Shire and seek to tell a range of stories from a variety of perspectives. Each icon includes a sculpture depicting a heritage theme and an interpretation panel and will be linked into a cohesive trail. As part of the Town Centre Revitalisation concepts, a heritage icon trail head has been identified at South Western Highway and Seven Day Road and will act as the southern end of the Linear Park through the Town.

3.2.5 / Town Character

An important objective of the Growth Plan is to protect and enhance the 'character' of the Town. However, character is not easily defined, as is perceived differently by different people. During the consultation process, the notion of character and how history and heritage contributes to this was explored. It is apparent that people perceived Manjimup's character as being made up of a number of tangible and intangible elements. Tangible elements include the Town's buildings, public places, forest setting and agricultural industries. Less tangible elements included the town's multi-cultural heritage, working class nature and the general unpretentiousness of the place.

What becomes apparent in considering of the Town's character is the general themes that many people in the community perceive. These themes have played an important role in identifying the vision for the Town (see Chapter 4). The general character themes for Manjimup include, but are not limited to:

- Nature - Natural attributes, climate and the forest setting, with a particular connection to the karri forest given the bulk of it is located within the Manjimup Shire;
- People – Multicultural and working class nature of the Town given its roots in timber and agriculture and a strong sporting culture;
- Buildings - Its relatively late development (1920s and 1930s) when compared to towns further north, with this fact reflected in its architectural style; and
- Uniqueness – Unique areas such as the Timber and Heritage Park and the fire lookout trees are highly regarded by the community and help to define Manjimup as different to other places.

3.3 / NATIVE TITLE

The Town is located within the South West Boojarah 2 Native Title Claim (Native Title Tribunal No. WC2006/004). This claim extends to approximately 8km east of Manjimup Post Office and covers the western third of the Shire, including the towns of Manjimup, Pemberton and Northcliffe (refer **Figure 8** - Native Title Claim).

The eastern two-thirds of the Shire is covered by the Wagyl Kaip Claim (WC1998/070) and shares a common boundary with the South West Boojarah Claim. Also covering the eastern portion of the Shire is the Southern Noongar Claim (WC 1996/109), with the exception of some land in the Quinninup, Nyamup and Strachan localities.

All three claims have been incorporated into the Single Noongar 1 Claim (WC2003/006) and are being considered collectively. At the time of preparing the Growth Plan, a settlement was yet to be finalised on the Single Noongar Claim. What any agreement will mean to Manjimup is unknown at this time.

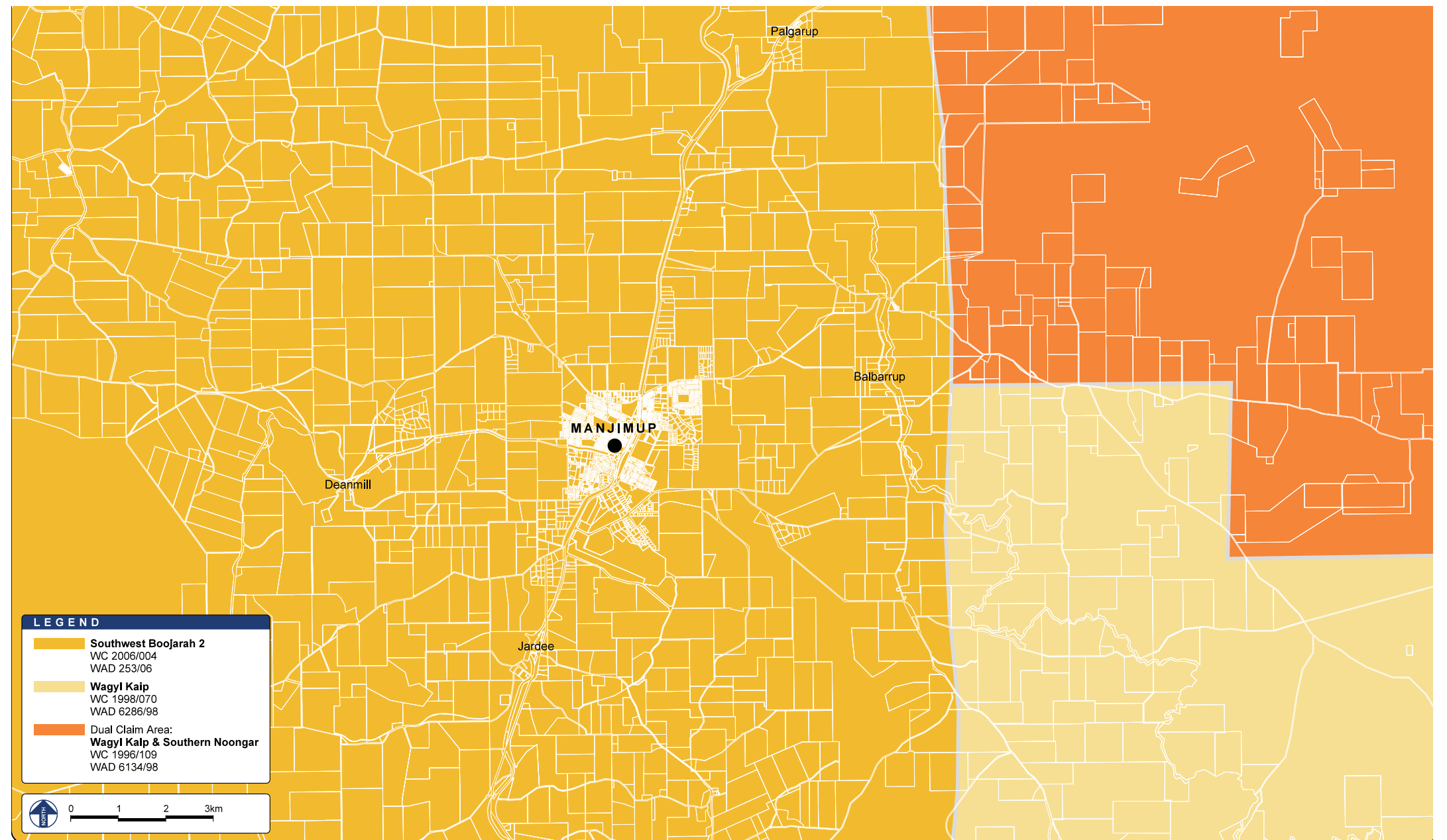
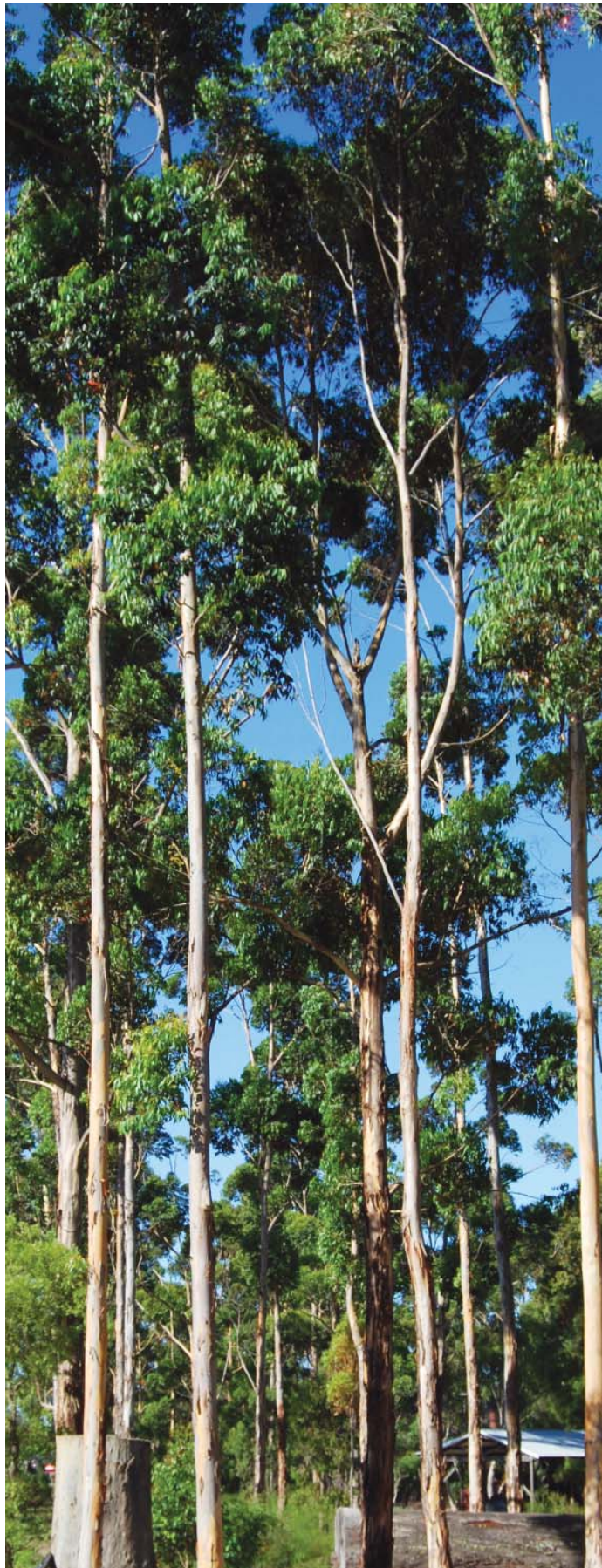


Figure 8 Native Title Claim



3.4 / STATE, REGIONAL AND LOCAL PLANNING CONTEXT

3.4.1 / State Planning Framework

The “State Planning Framework” is a Statement of Planning Policy (Variation No. 2), which applies to all land within Western Australia. It is an amalgamation of all planning policies, strategies and guidelines that provide direction on the form and methods of growth and development throughout the State.

3.4.2 / State Planning Strategy

The “State Planning Strategy” (SPS) was originally prepared in 1996 and is currently under review. It provides an overall government framework for the co-ordination and management of regional planning and development. It contains a number of scenarios for the State’s development based on certain predicted levels of regional economic growth.

3.4.3 / South-West Framework

The South-West Framework was prepared in 2009 to clearly establish the WAPC position with regard to planning for a sustainable future so that both current and future generations can enjoy the benefits of living in the South-West.

The Department of Planning commenced a review of the Framework in July 2012 and intends to broaden its scope to include regional and sub-regional infrastructure requirements to support the growth and development of the region. It is in the context of this review that the findings of this Growth Plan will need to be reflected at the regional level.

The current Framework acknowledges Manjimup as the sub-regional centre of the Warren-Blackwood. The framework identifies Manjimup as a centre for high-value and specialised / creative / innovative industries, such as plantation timber and food industries. The Growth Plan seeks to reinforce Manjimup’s role as the sub-regional centre and builds upon this focus in developing a Town that not only services its own residents, but those of surrounding towns and districts and is a centre for a burgeoning agriculture and food industry.

3.4.4 / Agricultural and Rural Land Use Planning Policy (SPP 2.5)

The overarching intent of this State Planning Policy is the long term protection and support for agriculture within the State. This Policy is guided by the following fundamental principles:

- The State’s priority agricultural land resource should be protected;
- Rural settlement opportunities should be provided if sustainable and of benefit to the community;
- The potential for land use conflict should be minimised;
- The State’s natural resources should be carefully managed.

The provisions of the Policy have been applied in the Shire’s Local Planning Strategy (LPS) and associated Local Planning Scheme No. 4, through the identification of “Priority Agriculture” areas and other rural land uses and activities, including rural-residential areas.

The Growth Plan recognises and protects Manjimup’s priority agricultural areas through a more thoroughly critiqued approach to the Town’s growth opportunities given the existing land use and natural constraints that influence many of the potential expansion areas initially identified by the Shire in its LPS.

3.4.5 / Warren Blackwood Rural Strategy

Preparation of the Warren-Blackwood Rural Strategy (WBRS) was one of the principal recommendations of the Warren-Blackwood Regional Planning Strategy. Its purpose is to provide a planning framework to address the rural land use, land management, agricultural productivity, environmental protection and resource rehabilitation issues.

The main objective of the Strategy has been to introduce the principles of sustainability and natural resources management into the planning system and to attain an appropriate balance between enhancing productive capacity, protecting the environment and maximising community opportunity.

The WBRS forms the basis for rural land use planning, management and decision-making across the region and forms the basis for the rural component of the Shire’s Local Planning Strategy.

The preparation of the Growth Plan for Manjimup recognises the intent of this Strategy through an examination of

economic development and land use opportunities to help unlock the growth potential of the Town.

3.4.6 / Local Planning Strategy (LPS)

Endorsed by the WAPC in 2003, the Local Planning Strategy guides the vision and long term land use planning direction for the Shire forming the basis of the Local Planning Scheme No. 4.

The Growth Plan for Manjimup undertakes an analysis of the LPS in terms of its capacity to accommodate growth. It does not replace the existing LPS as the primary decision-making tool but will be used to guide the review and / or preparation of any future LPS (as referenced within the supporting Implementation Schedule) through the normal statutory planning procedures.

The Local Planning Strategy will be reviewed by the Shire during 2013/14. The land use planning elements of the Growth Plan will be incorporated into the Local Planning Strategy at this time. The review will allow the Shire and WAPC to consider the growth and development of the other centres in the Shire of Manjimup as the SuperTowns initiative may positively affect growth rates and land demand in surrounding towns.

3.4.7 / Local Planning Scheme No. 4

The Shire of Manjimup Local Planning Scheme No. 4 (gazetted in December 2010) will continue to set out the Shire’s planning aims and intentions for the Scheme area along with the procedures and assessment of development proposals.

The Growth Plan for Manjimup will not replace the role of the current Local Planning Scheme. However, initiatives outlined in the Growth Plan Implementation Schedule may result in Scheme amendments being required, after review of the Local Planning Strategy.

3.4.8 / Shire of Manjimup Integrated Planning Framework

The Shire is currently preparing a Strategic Community Plan and Corporate Business Plan as required by the Department of Local Government for completion by 30 June 2013. Together with a number of informing strategies, these Plans form the Integrated Planning Framework (IPF) within which

the Shire organisation will operate and respond to the community's aspirations. The IPF applies to the whole of the Shire district, which is a broader scope than this Growth Plan.

The IPF does not include land use planning, as this is undertaken via the Local Planning Strategy required by the Western Australian Planning Commission.

The Shire has determined that this Growth Plan will be an informing document into the IPF. It has taken this stance given the Growth Plan is based on extensive community consultation and provides a long-term strategic direction for the Town.

3.4.9 / Other State Government Agency Strategies and Planning

Various State Government agencies have vested interests within the Shire of Manjimup and the surrounding South-West region, in the context of the SuperTown process.

The relevant State Government agencies are identified below along with a brief summary of their respective statutory or strategic interest.

Department of Transport

Currently State transport strategic documents are being completed by the Department of Transport (DoT). Strategic documents, which are in various stages of preparation, are as follows:

- **The State Transport Strategy** – currently being drafted;
- **The Regional Freight Strategy** - currently in draft form;
- **The Aviation Strategy** - currently being drafted; and
- **A Regional Transport Strategy** - prepared but is yet to be finalised.

It is unknown whether or not the various strategies will acknowledge the SuperTown initiative, as consultation for the many of the documents was undertaken prior to commencement of the project. The Strategies will be considered further upon completion.

Department of Education and Training

The key Strategy prepared by the Department of Education

and Training (DET) is the *Plans for Public Schools 2008 – 2011*. The document provides the strategic direction for the education system within the State and aims to deliver quality schools, effective teachers, successful students and build confidence in the schooling system.

Other documents include: the Classroom First Strategy; and Futures 2012 which underpin the strategic plan and set objectives goals for the delivery of education within the State.

The DET uses demand based infrastructure planning, with the delivery of school infrastructure and upgrades based upon population size and estimated growth.

Department of Environment and Conservation (DEC)

The Department of Environment and Conservation (DEC) carries out the majority of its works under management plans which sit within a framework under State legislation and policy. Of key importance to the Manjimup Shire are the following documents:

- **Forest Management Plan (FMP) 2004-2013**
- **Management Plans for National Parks (D'ENTRECASTEAUX National Park Management Plan; WALPOLE Wilderness & Adjacent Parks and Reserves Management Plan 2008; and the Walpole and Nornalup Inlets Marine Park Management Plan 2009-2019)**
- **Augusta to Walpole Coastal Planning Strategy (WAPC)**

The Warren-Blackwood Regional Forestry Agreement is a document that provides for the establishment of forest reserves across the Warren Blackwood Region while providing funds for an industry development program. The program is focused on assisting the timber industry to move into a new phase, with a key emphasis being placed on downstream processing and value adding. The agreement also provides for the establishment of tourism facilities within the region, with a major focus being placed on the upgrading of tourist roads and access to attractions.

Forestry Products Commission (FPC)

The Forestry Products Commission operates as a state owned and run business. The FPC operates under strategies and plans established controlled by other State Agencies, including: The Warren Blackwood Regional Forestry Agreement, which is administered by DEC; and Western Australia's Strategy for Plantations and Farm Forestry

administered by the Department of Agriculture and Food.

The importance of the timber industry in the Shire has been acknowledged through the preparation of Growth Plan and reinforced as a key economic driver to deliver economic and social benefits to Manjimup.

Department of Health (DOH)

The Department of Health (DoH) is currently involved in the implementation of the Southern Inland Health Initiative as part of the Royalties for Regions program. The project has funding for a period of 4 years and has the primary objective of increasing the number of doctors working within the southern inland region.

Additionally, the DoH is also implementing the WA Health Clinical Services Framework 2010–2020. This framework provides for the provision of planned public health services within Western Australia until 2020, describes the current state of clinical services and provides estimates of future demand on clinical services. The framework has also been designed to assist Area Health Services in developing localised clinical service plans.

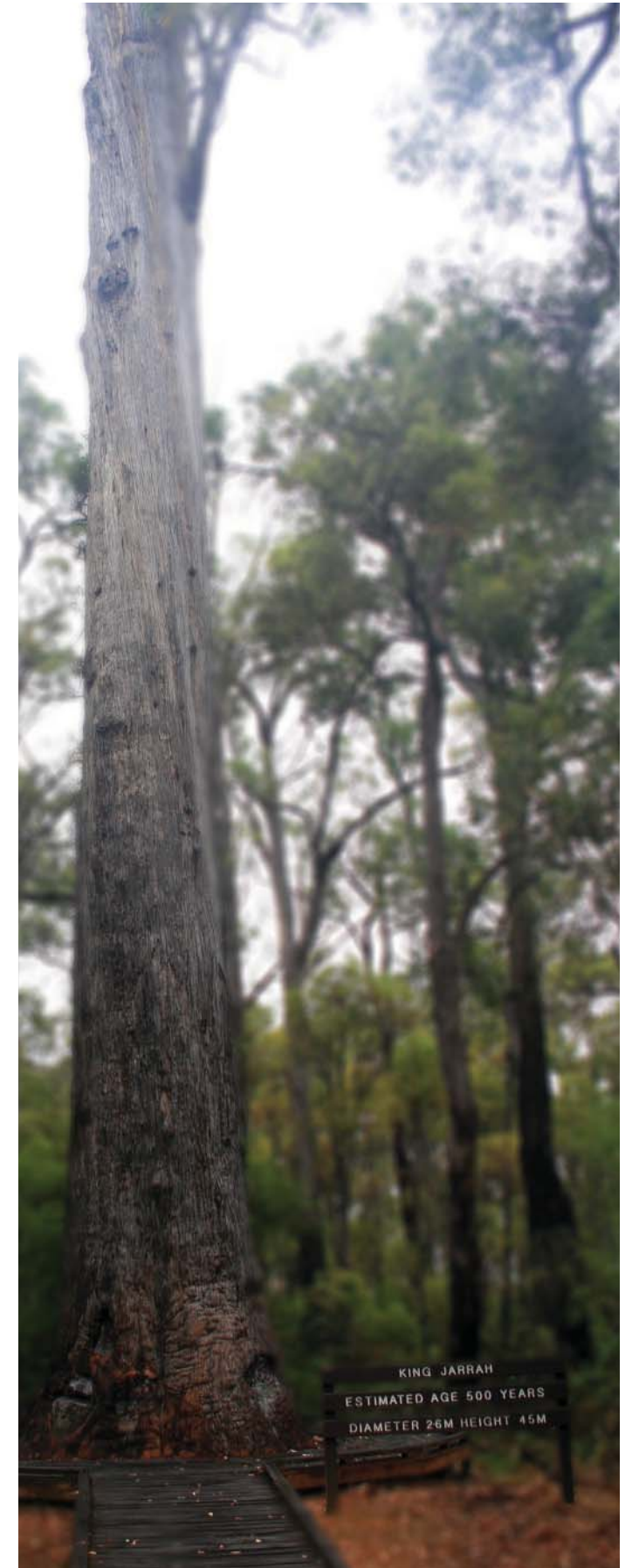
Water Corporation (WC)

Water Corporation currently uses demand based infrastructure planning to identify future infrastructure requirements and network expansion projects. Anticipated population growth for Manjimup will result in an increased demand upon current water and sewer infrastructure that will necessitate the need for future infrastructure upgrades to ensure adequate network capacity is delivered.

Western Power (WP)

Western Power builds, maintains and operates the electricity network in the south west corner of Western Australia. The Western Power Network forms the vast majority of the South West Interconnected Network (SWIN), which together with all of the electricity generators comprises the South West Interconnected System (SWIS).

Western Power carries out infrastructure planning based on 5 yearly review periods. The last review undertaken for Manjimup was undertaken in May 2011. Present and future capacities of the Western Power system will be considered to ensure Manjimup is suitably serviced to cater for the projected population growth.



Department of Water (DoW)

The Department of Water is responsible for the management of water resources within the State and the South West region. The State Water Strategy for Western Australia 2003, aims to deliver a state wide approach to the management of water resources. Under this document a number of regional strategies exist, including the document Water Planning for the South West Region 2010-2030.

The Water Planning for the South West Region document establishes a regional framework for the management of delivery of water resources. At a local level, the Southwest Ground Water Plan and the Warren Donnelly Water Allocation Plan, which is currently still in draft form, have been considered. The overarching aim of these documents is the protection and management of existing water resources and the provision of long term water security for business, farming and residential uses within the South-West region.

Department of Agriculture and Food (DAFWA)

The Department of Agriculture and Food Western Australia (DAFWA) has a vested interest in the Shire as a major contributor to the State and local economy to ensure the sector continues to be sustainable and profitable, with a clear focus on export-led growth through the implementation of the following key strategic documents:

- 2011-2015 Strategic Plan;
- Operational Plan 2011-2012;



- Plan to support Horticulture Industry Development 2009-2012; and
- Western Australia's Strategy for Plantations and Farm Forestry.

The strength and reputation of the agriculture sector in the Shire has been acknowledged through the preparation of Growth Plan and reinforced as a key economic driver to build capacity and stimulate growth in the local Manjimup economy.

Department of Housing (DoH)

The Department's Affordable Housing Strategy 2010-2020 aims to increase affordable housing options available to low-moderate income earners. At a local government level, this involves the Department of Housing working in conjunction with Councils to facilitate planning reforms and approvals and the creation of incentives for developers.

Development of Regional Development and Lands (RDL)

The Department of Regional Development and Lands (RDL) is responsible for a number of strategic land use projects. The most prominent of the projects is the Royalties for Regions program, which provides a long term vision aiming to support the sustainable development of regional areas of Western Australia. A number of projects sit under the banner of the Royalties for Regions Program, including the SuperTowns project.



Support for Manjimup through this initiative will assist with the transformation of the Town through the identification of key economic drivers to ensure it's well placed to take advantage of opportunities created by the future growth of Western Australia's population.

South West Development Commission (SWDC)

The SWDC works in close partnership with government bodies, industry, business and community groups to ensure the region develops in a positive and sustainable way.

Developing the region's economy and improving quality of life are key areas of focus and the Commission's Strategic Plan for the South-West region guides the delivery of services into the areas of people, infrastructure and enterprise and innovation.

A number of key documents that are relevant to the growth of Manjimup and the surrounding Shire include:

- **South West Action Statement;**
- **South West Active Ageing research project,** which is supported at a local level by the Shire of Manjimup's Active Ageing Strategic Plan 2008 – 2028;
- **Manjimup Futures Project in 2012;**
- **Strategic Tourism Plan** for the South-West; and
- **National Broadband Network: Impact Assessment**



The SWDC has recently commenced preparation of a Regional Investment Blueprint. Key infrastructure requirements identified in this Growth Plan will need to be reflected in the Blueprint in order to be considered for funding.

Department of Sport and Recreation

The Department's 'Strategic direction for the Western Australian Sport and Recreation Industry' identifies the challenges and issues facing the sport and recreation industry and outlines the key elements which should be considered in the future development of plans and strategies.

The Shire also has produced a number of documents relating to the delivery of sports and recreation facilities across the shire. These documents include the:

- **Shire of Manjimup Sport and Recreation Strategic Plan;**
- **Collier Street / Rea Park Precinct Sport and Recreation Facility Master Plan;**
- **Shire of Manjimup Disability Access and Inclusion Plan;** and
- **Shire of Manjimup Local Bike Plan.**

Department of Indigenous Affairs (DIA)

The Department's interests relating to service delivery to indigenous people, social inclusion and the protection of all registered and non-registered places and objects under the Aboriginal Heritage Act 1972 will be acknowledged through the anticipated growth of Manjimup.

Department of Planning (DoP)

The Department of Planning has a state-wide responsibility for the planning of future communities. The expansion of Manjimup as a SuperTown will acknowledge and implement where relevant the various State, regional and local planning Policy to facilitate sound land use planning outcomes to support a strong future economic base.

The above list of State Government strategies and plans is not exhaustive and is broadly representative in the SuperTown context. A comprehensive list of State, regional and sub-regional strategies and policies, as they relate to elements of the Growth Plan, are enclosed as Appendix A.

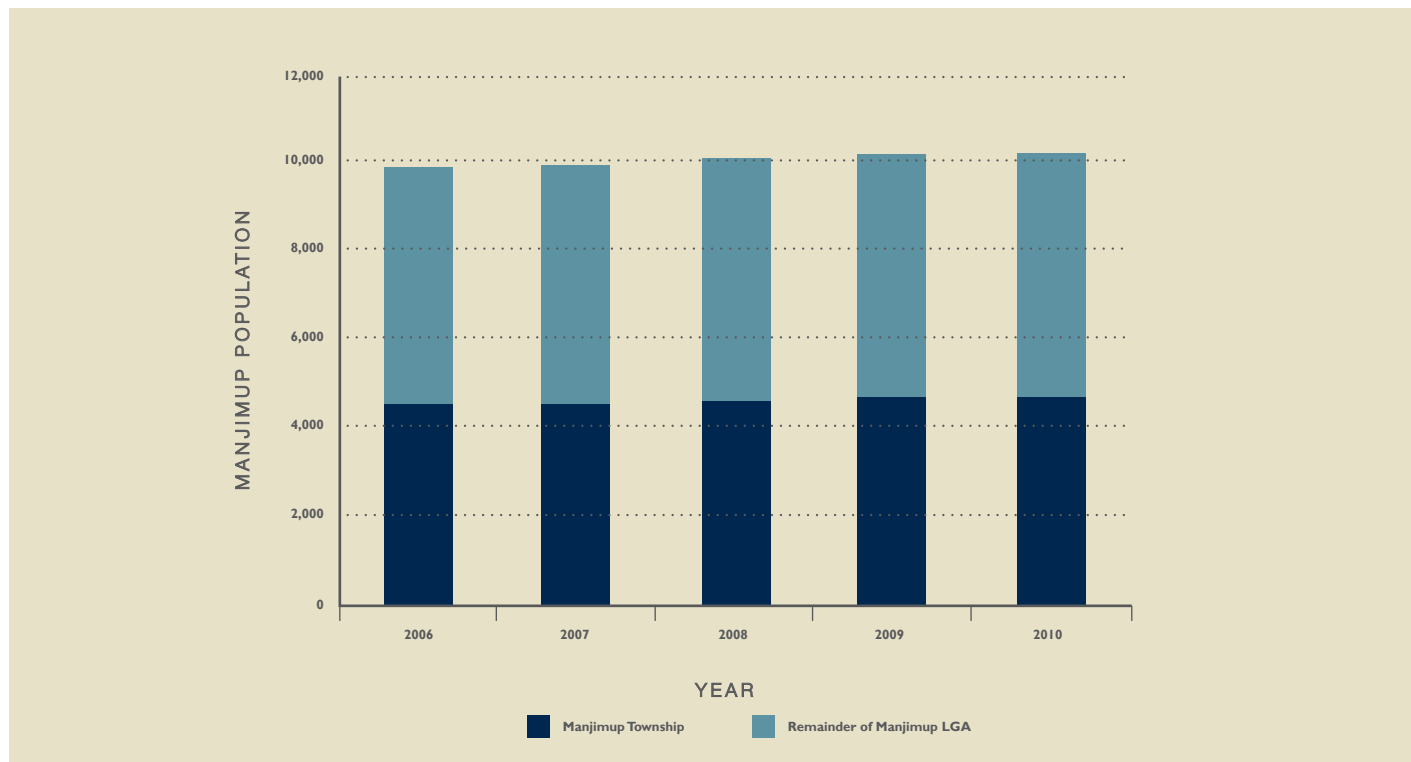


Figure 9 Manjimup LGA Population Growth 2001-2010 (Source: AECgroup)

3.5 / ECONOMY

3.5.1 / Population and Demographics

After experiencing a declining population for many years, Manjimup Town experienced an increase in the population of 0.9% per annum (or 41 persons per annum) to 4,662 persons in 2010 (**Figure 9**). This was in line with the broader Manjimup LGA growth trend, where Manjimup Town makes up 45.8% of the broader population. Manjimup Townsite currently has a population base approximately 5,000 people.

Manjimup Town has a slightly younger population than the surrounding SWDC region, and slightly older than the State. This is in contrast to the broader Manjimup LGA region, which typically has an older population that has been aging at a faster rate than the SWDC and Western Australia averages.

In line with the age profile, the majority of Manjimup's working aged residents have not completed year 12 and a high proportion hold certificate qualifications which is consistent with the skills requirements and Australian

occupational profile of the agriculture and forestry sector but is also reflective of the reliance of the region upon migrants for labour to support this industry. As the next generation of the population is educated it is expected that skills and qualifications of Manjimup's residents will move towards the national average.

The Manjimup LGA occupational profile comprises a high proportion of blue-collar workers, with many of these being labourers. Manjimup Town has a higher concentration of blue-collar and service workers than compared with the surrounding Manjimup LGA. Average incomes in the Manjimup Urban Centre are well below State and SWDC regional averages across all occupational types, however incomes are also generally higher in Manjimup Town than the Manjimup LGA whole of region average. Lower wages generally signal lower median dwelling prices, which is true for Manjimup Town. However, comparison of Manjimup Town's household incomes to median dwelling prices indicate that Manjimup Town's housing affordability is quite poor compared to the broader SWDC region and in line with the average affordability of housing for regional Western Australia - considered to be highly unaffordable benchmark by international standards.

Lower average incomes and relatively unaffordable housing in Manjimup Town will impact future population growth as this is a key consideration by households when moving to an area.

It is noted that preliminary information from the 2011 Census was released during preparation of this Growth Plan. However, an insufficient level of detail was available to allow for the new information to be integrated into the Growth Plan. Once available, it is recommended that the underlying demographic and economic information is updated given the 2011 Census took place immediately prior to the SuperTown initiative being implemented.

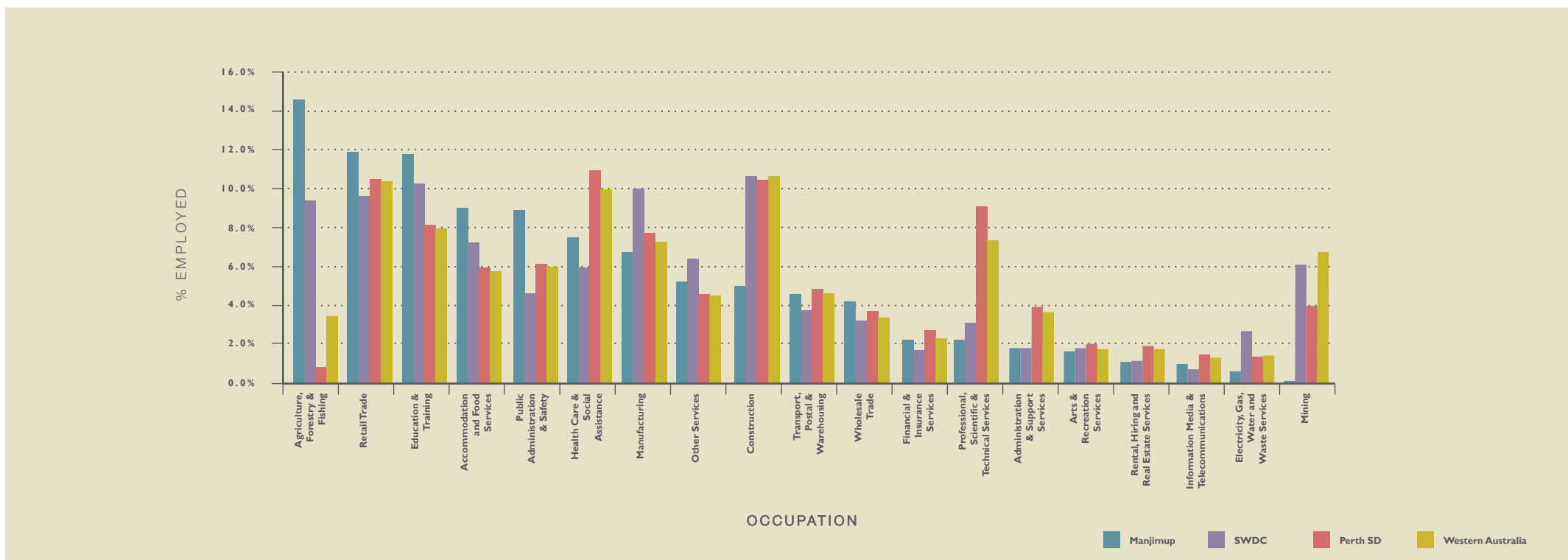


Figure 10 Employment by Industry 2010-2011 (Source: AECgroup)

3.5.2 / Employment and Business Activity

The agriculture and forestry sector is Manjimup LGA's key employment sector (**Figure 10**). Within the Manjimup Town retail trade and manufacturing are also key employers, with 60% of Manjimup Town's manufacturing industry being wood product manufacturing and timber milling, due to the presence of three major timber mills within the Manjimup Town.

Manjimup Town also acts as the regional hub for business, industry and population services. The population service sectors of health care and social assistance, education and training and public administration and safety are also key employers for the Manjimup Town's resident population.

The Manjimup Town's manufacturing sector employment is primarily based on wood product manufacturing (58% of total manufacturing, or 6.6% of total Manjimup Town employment). This is due to the large amount of value adding wood production activity that occurs within the Manjimup Town due to the presence of three major timber mills.

Labour force and employment growth is steady but below regional and State averages, however, recent declines in the timber and logging industry have impacted local unemployment rates which increased in the lead up to and following the closure of major timber milling operations in Manjimup. However, following the announcement of the recent sale of timber assets in Manjimup LGA to Auswest, there is an expectation that unemployment rate trends will turn-around in 2012 due to the creation of an additional 55 timber industry jobs in the local economy.

Not surprisingly, the majority of Manjimup LGA's businesses are in the agriculture and forestry sector and almost 60% of the Manjimup's businesses are non-employing.

3.5.3 / Population Growth Target

Manjimup LGA's estimated Gross Regional Product (GRP) has grown steadily by an average of 6.7% per annum since 2006-07 to over \$527.2 million in 2010-11, although the region's growth was upstaged by the stronger growth of the wider Western Australian economy over the four year period.

The agriculture and forestry industry generated the highest proportion of industry value add for Manjimup in 2010-11, accounting for over 15% of the economies total value-add (**Figure 11**).

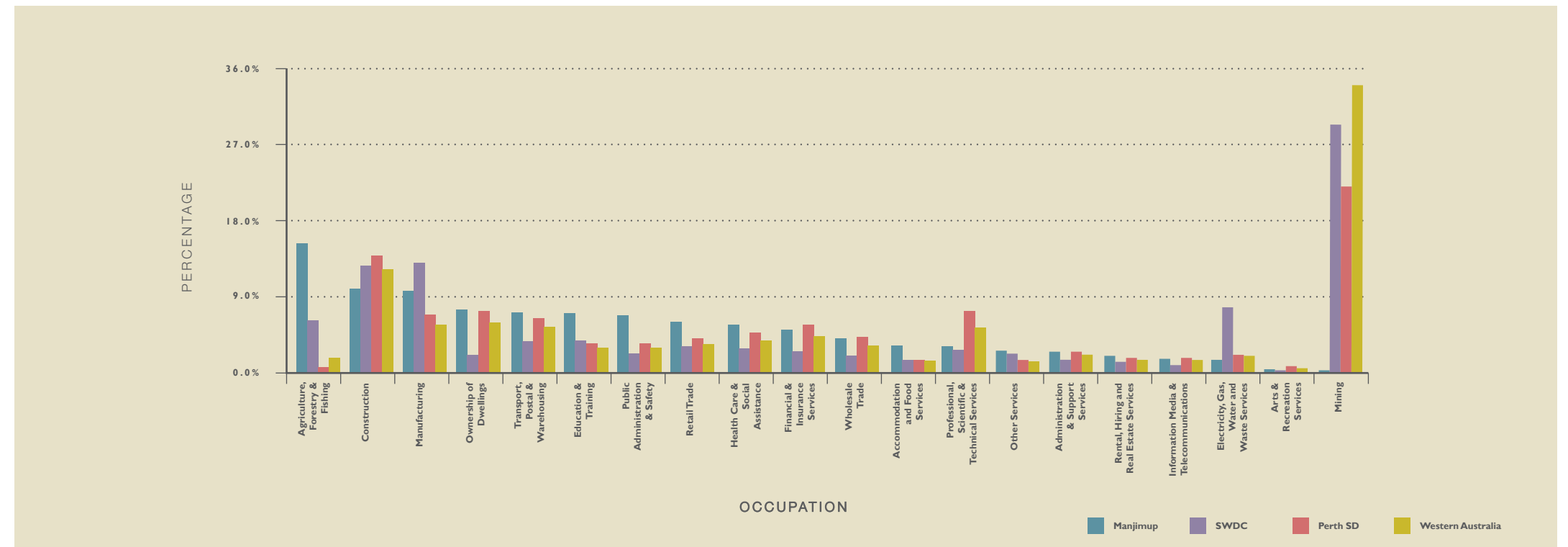


Figure 11 Manjimup GVA by Industry 2010-2011 (Source: AECgroup)

Manjimup LGA's reliance, and subsequently the reliance of Manjimup Town, on the agriculture and forestry poses a potential risk to the sustainability of the Manjimup economy. Such a heavy reliance on individual sectors exposes the wealth and well-being of residents to the volatility of that industry – and in the case of export industries, the volatility of international markets and world prices.

Manjimup Town will need to diversify and broaden its economic base into other industries (or at least new areas within its favoured agricultural, timber and horticultural industry), so as to ensure the region's long term sustainability and reduce its susceptibility to shocks in individual sectors.

This diversification will need to come from leveraging the region's existing strengths in agriculture and forestry to undertake higher value-adding activities. Diversification of industry and job creation outside of these core sectors will also be important for sustaining population growth, as will be the provision of infrastructure and services for the local population.

A number of avenues exist to leverage this industry strength to drive diversification, some of which have been put forward by this report, including the facilitation of FIFO workforce programs, and industry support and marketing of viticulture, green tea and truffle products.

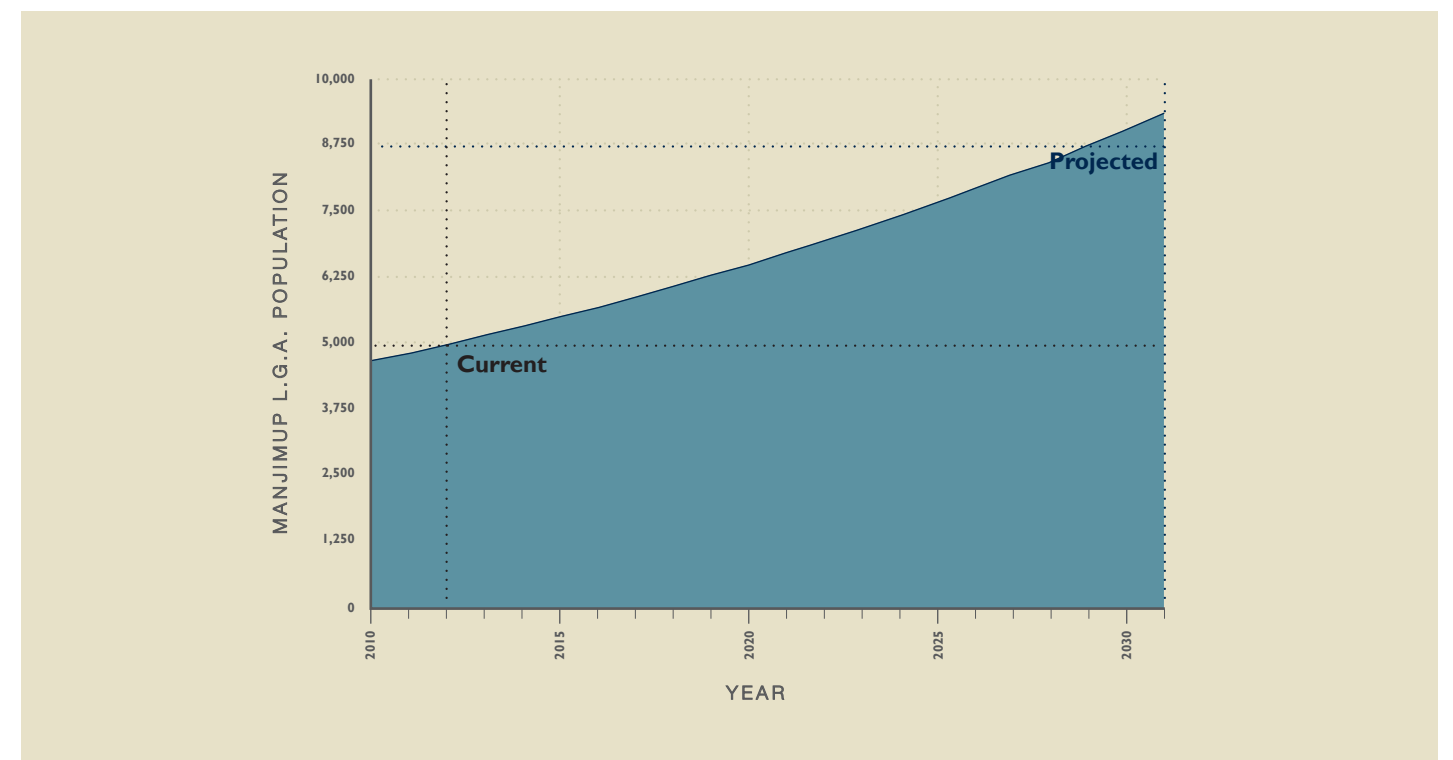


Figure 12 Manjimup LGA Projections 2010-2031 (Source: AECgroup)

Lower average incomes and relatively unaffordable housing in Manjimup will impact future population growth as this is a key consideration by households when moving to an area. Improving housing affordability and/or household incomes will need to be a major focus for the Growth Plan.

3.5.4 / Economic Growth

Under the SuperTown Growth Plan, the aspirational growth target is a doubling of the Town's population by 2031. This will require a growth trend significantly above the 0.9% population growth rate of the Shire since 2006. The Shire of Manjimup population is anticipated to grow as a result to 20,250 (**Figure 12**).

In order for the SuperTown population projection target to be achieved in Manjimup there will need to be a significant shift in the local community and economy in order to facilitate a much more rapid increase in population. Proactive employment generation, planning schemes, infrastructure and community services will be required to support this population growth, which must all be aligned to stronger population growth than then Shire has historically seen. Investment attraction, industry growth and diversification of the economic base will also be critical to support job creation, future population growth and the overarching sustainability of the economy.



3.5.5 / Key Economic Drivers

There are five key economic drivers for Manjimup:

- **Global Food Security:** By some estimates, global food production will have to increase 70% to feed the population of the world in 2050. Some parts of the globe, particularly Southern Asia, have very little land available for future food production and will experience future population growth;
- **Position as a Service Centre:** Manjimup plays a role as a service centre for surrounding areas, providing retail amenity, jobs and other services to the public and businesses around it. The expansion of Manjimup's position as a service centre will place an important role in the economic development of the town;
- **Timber Industry:** The timber industry is an historic and well-established industry in Manjimup, directly employing over 6% of the local workforce and providing a considerable amount of economic activity, particularly for the Town of Manjimup. The timber

industry is expected to remain a core component of the local economy in the future;

- **Climate Change and Carbon:** Climate change is making an impact on the global environment. The enactment of the Carbon Tax in July 2012 will have an impact on the way Australian businesses operate. Changing future regulations may provide opportunities for Manjimup in the future in terms of bio-char, bio-fuels and carbon sequestration; and
- **The Internet:** The internet has changed the way that people work and live as well as the way in which business is conducted. Ensuring that Manjimup can take advantage of the internet through broadband technology will be important for the future economic development of the town.

3.5.6 / Key Economic Challenges and Opportunities

Manjimup benefits from a range of competitive advantages and opportunities, which could underpin strong economic and population growth over the next 20 years. In particular, the concentration of major agricultural and timber related activities, high lifestyle amenity and accessibility to Busselton and Bunbury, all present opportunities to leverage external growth drivers and build greater local economic diversification.

However, there are some areas of weakness which will need to be addressed in order to support desired economic and population growth in Manjimup. These include:

- Lack of skilled labour in the region, particularly in professional services.
- Low population growth and an ageing population demographic.
- Lack of professional service delivery in Manjimup, due to isolation from major service centres and lack of local critical mass.

- Need for enhancements in local urban amenity to supplement natural environment.
- Lack of broadband internet connections and speeds, especially outside of the Manjimup Townsite.

In addition to local advantages and weaknesses, a number of future economic "drivers" will also influence local economic conditions (such as population growth and the State and National outlook). Whilst many of these "drivers" are outside of the control of the Shire of Manjimup, proactive planning for the management of these impacts will be essential to achieving desired future economic and population outcomes.

Population growth and business development, as well as industry diversification, are key to achieving higher economic growth than may otherwise be expected of the future "SuperTown". In order to stimulate business development, proactive and targeted economic development will be required.

Overall, the growth and diversification of the Manjimup economy will require:

- Increased service and product value-added in agriculture and timber production.
- International and export focus of agricultural production, particularly for niche products to South East Asian markets.
- Effective branding and marketing of Manjimup as a quality agricultural and lifestyle region.
- Attraction of fly-in/fly-out (FIFO) workers due to lifestyle and affordability benefits.
- Establishment of health and education service clusters.
- Growth in scale, quality and diversity of retail floorspace.
- Increase in tourism visitation associated with lifestyle and outdoor leisure attractors, facilitated through investment in tourism infrastructure and effective branding and marketing.

In order for the SuperTown population projection target to be achieved in Manjimup there is an immediate need to continue recent population growth trends at a significantly higher rate (where Manjimup is currently attracting an average of 90 residents per year since 2006). Proactive employment generation, planning schemes, infrastructure and community services will be required to support population growth. Investment attraction, industry growth and diversification of the economic base will also be critical to support job creation and the overarching sustainability of the economy.

The economic opportunities identified must be realised if Manjimup is to continue along its growth path to facilitate (at least) a doubling of the population. Focus on these opportunities as part of the Growth Plan, and identifying key projects and initiatives which leverage key drivers and strengths, is critical to ensuring the Manjimup realises the potential for growth.

3.6 / HOUSING AND LAND SUPPLY

Understanding the growth capacity of the Townsite to accommodate the project population increase is critical in the SuperTown context. Through the spatial land analysis there is a need to establish precincts within the Townsite that are most suited to an increase in residential densities, and retail and industrial expansion whilst ensuring the character and unique natural and built environments are not adversely affected. Detailed below is an analysis of land supply and demand across key land use areas that will inform spatial planning to follow.

3.6.1 / Housing

During the period of 2006 – 2011, a total of 225 lots were approved by the WAPC. Of these approved lots, 35 were created (i.e. Deposited or Strata Plan endorsed).

The 225 lots were zoned as show:

Zone	No. Approved	No. Created
Residential	170	32
Rural Residential	47	0
Rural	8	3
Commercial	0	0
Industrial	0	0

The current status of outstanding subdivision approvals granted between July 2006 and June 2011 is outlined in the following table:

Year Due to Expire	Number of Lots Proposed			Total
	Residential	Rural Residential	Rural	
Expired	13	0	0	13
2012	34	0	2	36
2013	63	45	3	111
2014	10	2	0	12
2015	4	0	0	4

The average number of lots per application was 7.5 over all applications and 6.8 lots for residential subdivisions. The largest single subdivision proposals are summarised as follows:

Address	No Lots Approved	No. Created	Due to Expire
Lot 4 South West Highway (Rural Residential)	45	0	2013
Lot 353 Stokes Street	22	0	2012
Lots 32 & 75 Johnston Street	22	0	2013
Lot 6 Johnston Street	18	12	2014
Lot 71 Stokes Street	14	0	2013
Lot 561 Mottram Street (Fritch Court)	12	12	Completed
Lot 64 Doust Street	10	0	2012
Lot 22 Ward Street	10	0	2013

Vacant Lots as of December 2011

The following table identifies the number of vacant serviced lots for each land use category.

Zone	No. Vacant Lots	No. Lots for Sale
Residential	84	32
Town Centre (Retail)	6	0
Town Centre (Service)	15	0
Industry	20	0
Rural Residential	6	0
Total	131	32

'Vacant lots' relates to lots that are serviced but not developed for housing and does not take into account the availability for purchase. 'Lots for Sale' are vacant lots that are currently available for purchase.

The number of lots for sale was identified by reviewing real estate industry websites, as well as adding the 12 lots currently advertised privately for sale.

The number of vacant lots was established by review of January 2009 aerial photography and taking into account houses that have been built since this date. Approximately 25 of the residential lots currently vacant are of a size and density that could accommodate group housing development. Therefore the total dwelling yield may be slightly higher than the number of vacant lots available.

Rural residential areas have been limited to those zones located either within or immediately adjacent to the gazetted Townsite boundary.



Undeveloped Zoned Land

Undeveloped zoned land relates to land that has not been subdivided and serviced to its intended potential. There is currently no undeveloped area of 'Town Centre' zoned land.

Table 5 below outlines the development potential for the residential areas identified on **Figure 13**.

Table 5: Development Potential for Residential Areas			
Area	Size	Details	Possible Yield (Lots/Units)
Residential Land			
1	29.02ha	R20 density, 4 current parcels, no structure planning completed, assume 10 lots per hectare gross.	290
2	24.65ha	R 20 density, 22 current parcels, draft structure plan prepared by Shire 2011.	276
3	1.87ha	R20 density, no structure planning, assume 10 lots per hectare.	19
4	2.97ha	R12.5 density west of Lintott Street, assume 840m ² lots (17.5m wide).	33
	5.42ha	R20 density south of High School, no structure planning to date, assume 10 lots per hectare.	54
5	2.11ha	R20 density, structure planning completed over entire area.	32
6	0.90ha	R20 density, structure planning completed over Lots 22 and 80.	18
	0.81ha	R20 density, no structure planning over Lot 79, assume same lot yield as Lot 80.	16
7	5.97ha	R20 density, 8 current parcels, no structure planning completed, assume 10 lots per hectare gross.	60
8	2.52ha	R20 density, potential aged persons site (assume R30 using density bonus).	60
9	3.56ha	R20 density, structure planning undertaken over Lots 64, 71, and 353.	46
	1.88ha	R30 density over Lot 365, no structure planning, assume 600sqm lots due to 40m depth of lots.	30
	9.16ha	R20 density, 9 current parcels, no structure planning, assume 10 lots per hectare gross.	91
10	20.67ha	R5 density, 1 current parcel, structure planning being prepared, assume 50 lots.	50
11	9.62ha	R12.5 density, Lots 362 and part Lot 377 have structure planning completed.	72
	1.86ha	R12.5 density on Lot 361, no structure planning but Yate and Wandoo Streets to continue into site. Assume same lot sizes as immediately north of site.	20
12	8.47ha	R12.5 density, two current parcels, structure planning completed.	79
TOTAL	131.46ha		1,246

Where there has been structure planning completed, the number of lots shown on the structure plan has been provided. Where there has been no structure planning to date, an estimate of 10 lots per gross hectare has been employed to take into account the need to provide land for roads, public open space, and services. Location of additional school sites within zoned areas will reduce the number of lots estimated.

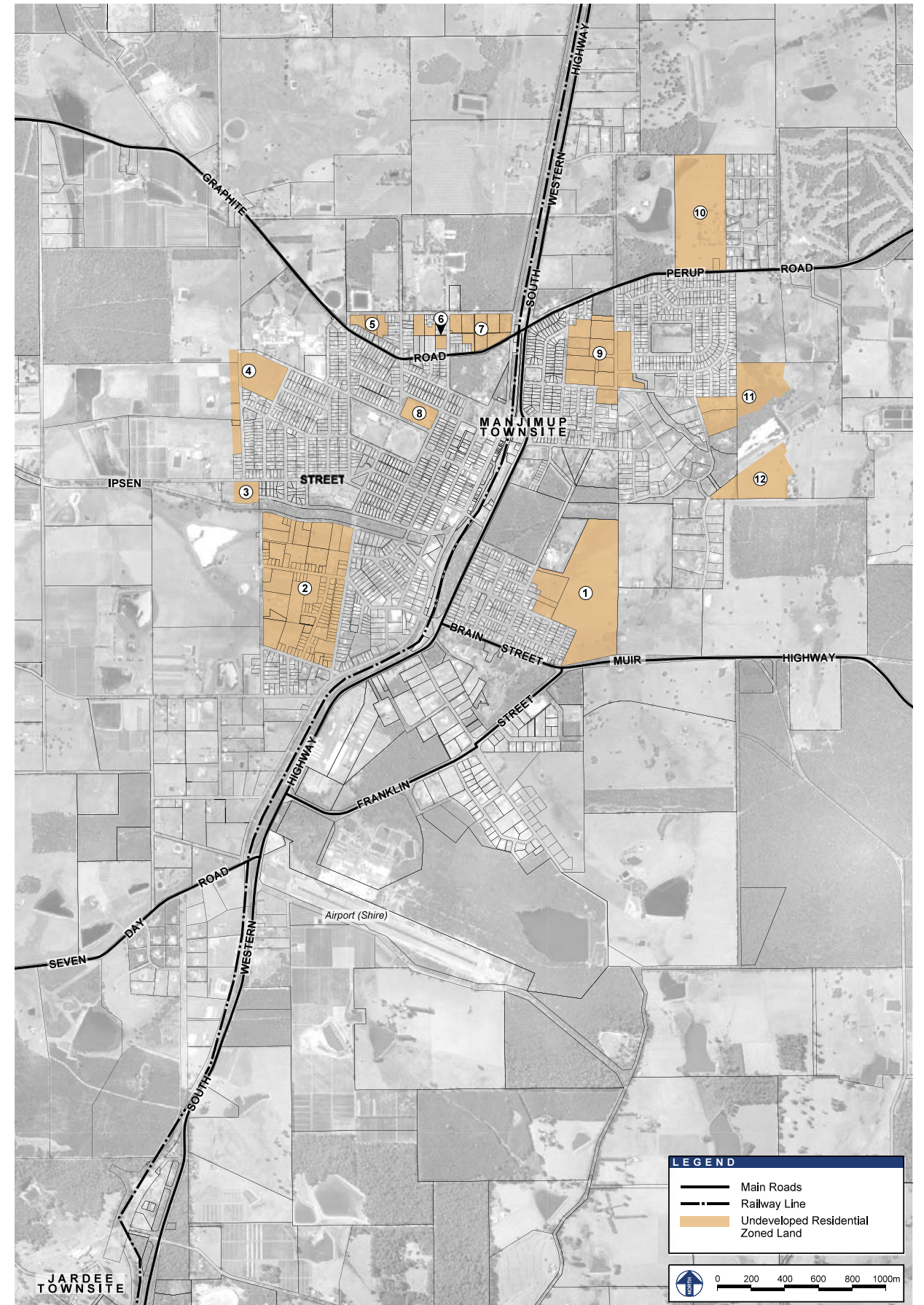


Figure 13 Undeveloped Residential Zoned Land

The calculations in Table 5 are based on land currently zoned by Local Planning Scheme No.4 and does not include Development Investigation Areas (DIA).

SuperTowns provide an appropriate opportunity to review the DIA locations and intended land uses to ensure that land availability reflects the objectives of the Growth Plan.

Table 5 does not take into account any additional lots created as part of consolidation of existing areas. Most lots located within R20 and R30 areas are capable of subdivision. However, take up of this opportunity is expected to be relatively low should ample supplies of greenfield lots be maintained.

The undeveloped zoned land yield of 1246 lots means that an additional 3,115 people (adopting 2.5 persons/ dwelling) could potentially be accommodated within the Townsite representing a 62% increase on the current population, which is almost two-thirds of the population required to double the size of the Townsite.

Manjimup has experienced limited residential development and growth in the past 5 years. There is sufficient capacity to cater for the projected population growth in the medium to long term.

3.6.2 / Housing Affordability

A critical element of the Growth Plan is to ensure the environment is appropriate for the delivery of affordable housing. An initiative to identify solutions to maximising housing affordability is recommended. In Manjimup, house and land packages of up to \$300,000 for a detached family home will provide an attractive point of difference in the south west regional context. Development areas and land development policies should be designed to meet this aspiration.

A fundamental component of achieving housing affordability is limiting development costs. This can be done in a number of ways, including:

- Reduced lot sizes to maximise usage of services and lower per-lot land costs;
- Creating an urban design that reduces earthworks and drainage costs associated with the production of flat, retained lots;
- Promoting alternative house designs that seek to reduce construction and operating costs;

- Ensuring infrastructure headworks are provided in a timely and equitable manner, rather than require the first developer to cover the entire cost of providing services;
- Direct headworks cost offset to reduce servicing costs payable by the developer; and
- State or local government development of land by accepting development risk that would not otherwise attract private development or financial institution support.

In the case of Manjimup, it is likely that a combination of the above measures, plus others not necessarily listed will be necessary. Currently there is an apparent market failure in that the costs associated with development exceed the market value of the finished product. This has increased pressure on the Shire to accept reduced infrastructure standards for roads and drainage or to waive the provision of public open space in order to increase a project's viability to a private developer.

Further increasing pressure on housing affordability in Manjimup is the inability for state or local government to directly intervene in the development market. In many country towns, the main developer of land is the state government through its development agency Landcorp, or the local government itself. In the case of Manjimup, there is a lack of suitable Crown land or Shire-owned land to facilitate this. One option would be for the Shire to purchase land from private ownership and develop it, either directly or in a joint venture with Landcorp or a private entity.

This Growth Plan identifies that in order to achieve the stated SuperTown objectives the reasons for market failure need to be fully understood and strategies identified to remove this. The alternative is to allow market forces to increase land values to the point that the return on investment exceeds the costs of development. However, this is likely to see a worsening of Manjimup's land availability problem and an overall increase in housing costs. This is contrary to the SuperTown objectives, would jeopardise the Town's ability to meet its population targets and does not create an investment-ready climate to attract industry.

The Shire will continue to work with state government to have housing affordability and the related development cost issue addressed appropriately. There may be opportunities for these issues to be considered for all SuperTowns collectively (as contemplated by RDL) or for the South West Region through the upcoming review of the South-West Framework by the Department of Planning or the SWDC South West Regional Investment Blueprint.

3.6.3 / Retail / Commercial Supply and Demand

There is a total of 32,946m² of retail and commercial space in Manjimup. The majority of this space (63%, or 20,764m²) is occupied for various retail purposes while 26% (8,542m²) is office space. The vacancy rate for the combined retail and commercial premises in Manjimup is 11%.

With the exception of some larger retail operations and the Shire's office, the majority of retail and commercial space is small scale, single storey buildings generally ranging between 150-300m². This type of supply is consistent with Towns throughout regional Australia and can generally function as either retail or office premises.

The retail offering in Manjimup includes a Coles, Woolworths, a Target discount department store, furniture retailers, a Retravision store and a couple of larger format hardware stores. The Manjimup Shopping Centre is a 2,300m² centre located within the Township, which is anchored by a 1,800m² Woolworths and comprises 6 specialty shops. There is currently another shopping centre of approximately 5,000m² under construction. Approximately 23% of retail expenditure leaves the area, primarily in large discretionary spend items. This expenditure is likely spent in Bunbury or other surrounding catchments as well as online.

The Shire is the single largest office tenant in the Townsite, occupying 700m² of space. There are an additional 42 tenancies, averaging 200m². The majority (65%) of office users were commercial companies including real estate,

business services, financial services, etc.

Net demand for retail and commercial space (i.e. current and future demand considering existing supply) is presented in Tables 6 and 7.

There is likely a current oversupply of retail and commercial space of 7,218m², which would help to explain the high vacancy rate. Given the fact that commercial office users and retail users can occupy the same space and in consideration of the new shopping centre being built, there is likely to be sufficient supply to cater for growth over the next ten years (to 2021), with an anticipated combined oversupply of commercial and retail space of 2,960m² in 2021. However, new users may not necessarily be able to use existing space, so some expansion of supply might be needed. In total, it is anticipated that an additional 22,162m² of retail and commercial space will be needed in the future. This figure should be used as a guide and estimate as some commercial and retail users require specific types of space (i.e. bulky goods retailers generally require a building footprint of 3,000 - 7,000m² and a larger office user would require a single usable area of 500 - 1,000m²), which may not be available in the existing or future supply.

Table 6: Table: Future Office Floorspace Variance (sqm), Manjimup

Floorspace Supply (GFA Sqm)	2011	2016	2021	2026	2031
Commercial Office	1,145	-512	-2,613	-5,464	-9,337
Government Office	-113	-665	-1,317	-2,086	-2,993
Total Office	1,033	-1,177	-3,930	-7,550	-12,330

Source: AECgroup, Shire of Manjimup

Table 7: Table: Future Retail Floorspace (sqm) Variance, Catchment

Category	2011	2016	2021	2026	2031
Groceries & Specialty Food	766	2474	859	-1,159	-3,682
Food and Liquor Catering	-428	-795	1,603	-2,613	-3,876
Clothing & Accessories	1,259	1,077	678	113	-557
Furniture, Housewares & Appliances	800	1,014	533	-70	-822
Recreation & Entertainment Equipment	1,327	1,008	769	271	-351
Garden & Hardware Goods	1,530	1,968	1,766	1513	1,197
Other Goods & Personal Services	932	601	-13	-780	-1,739
Total	6,185	7,507	2,960	-2,725	-9,832

Source: AECgroup, Shire of Manjimup

3.6.4 / Industry

According to the South West Region Industrial Land Study (SWRILS), there is a total of 350 ha of industrial land in the Shire of Manjimup with approximately two-thirds (234 ha) located in and around the Town of Manjimup. SWRILS identified that out of the total amount of industrial land in the Shire, 70% (247 ha) was occupied. For the industrial land surrounding the Town of Manjimup, 80% (188 ha) of available industrial land was occupied, which certainly includes the major timber operations.

A more recent audit conducted by the Shire identified 147 ha of industrial land in the Town, of which 90.5 ha (or 62%) is occupied. Currently, there are 23 vacant properties as well as 12 serviced and available industrial lots, all of which were less than 1 ha and most ranging between 2,500-5,000 sqm. There are an additional 20 lots (totalling 46 ha) zoned and available but currently unserviced. Most of these lots are smaller ranging between 2,500-5,000 sqm, however there are a few larger blocks of approximately 2 ha and two larger parcels that are each greater than 10 ha.

SWRILS has identified a net decrease in demand for industrial land from 2006 to 2031 of 27ha (Table 8). Embedded in this net decline is an actual increase in demand of 13 ha for manufacturing. It should be noted that the SWRILS analysis does not include the desired goals and aspirations of the

SuperTowns initiative and likely underestimates the demand for industrial land. The principle driver in the modelling of SWRILS is population growth, which historically has been low for Manjimup. Additionally, SWRILS uses a productivity factor, which further reduces the demand for land over time.

Alternative demand projections provided as part of the SuperTown initiative identify demand for an additional 28 ha of industrial land (Table 9). While transport and logistics is the majority demand, there is also demand for additional land for manufacturing uses. This demand is based on the doubling of the population of the Town. Current trends in industrial activities show more and more warehousing activities associated with manufacturing, so there is a blurring of activities across manufacturing, wholesale trade and transport. Additionally, it is important to ensure that supply of industrial land is in excess of demand in order to provide choice and flexibility to investors.

Care should be taken when comparing the figures above as different methodologies and assumptions were used to identify future demand. In terms of the SuperTown initiative, it is anticipated that there is future demand for industrial land to support a 100% growth in the Town's population by 2031. SWILS is likely based on pre-SuperTown population assumptions of a maximum population growth of approximately 20-25% to 2031.

Manjimup	2006	2031	Increase in Demand 2006-2031
Vacant	189		
Other	81	56	-25
Logistics	31	16	-15
Manufacturing	49	62	13
Total	161	134	-27

Source: SWRILS

Manjimup	2011	2016	2021	2026	2031	Increase in Demand 2011-2031
Manufacturing	22	23	24	25	26	4
Wholesale trade	8	10	13	16	20	12
Transportation and Storage	12	14	17	20	24	12
Total	42	47	54	61	70	28

Source: AECgroup

3.6.5 / Capacity of Nearby Towns

Although the SuperTown project is focused primarily upon the Town of Manjimup and its immediate surrounds, it is envisaged that surrounding towns will also benefit. This is due to the existing relationship between Manjimup as the sub-regional centre and its surrounding towns. Existing and expanded regional retail, educational, medical and recreational services and facilities in Manjimup will continue to be accessed by residents of surrounding towns. It is also highly likely that residential demand in the surrounding towns will increase over time, particularly in Bridgetown and Pemberton, which are 20-25 minutes drive from Manjimup and already support a 'commuter' workforce.

Given that the SuperTown project will have an impact upon the future growth of surrounding Towns, the following outlines the capacity of these Towns to accommodate growth.

The anticipated flow on effects to nearby Towns is illustrated as **Figure 14**.

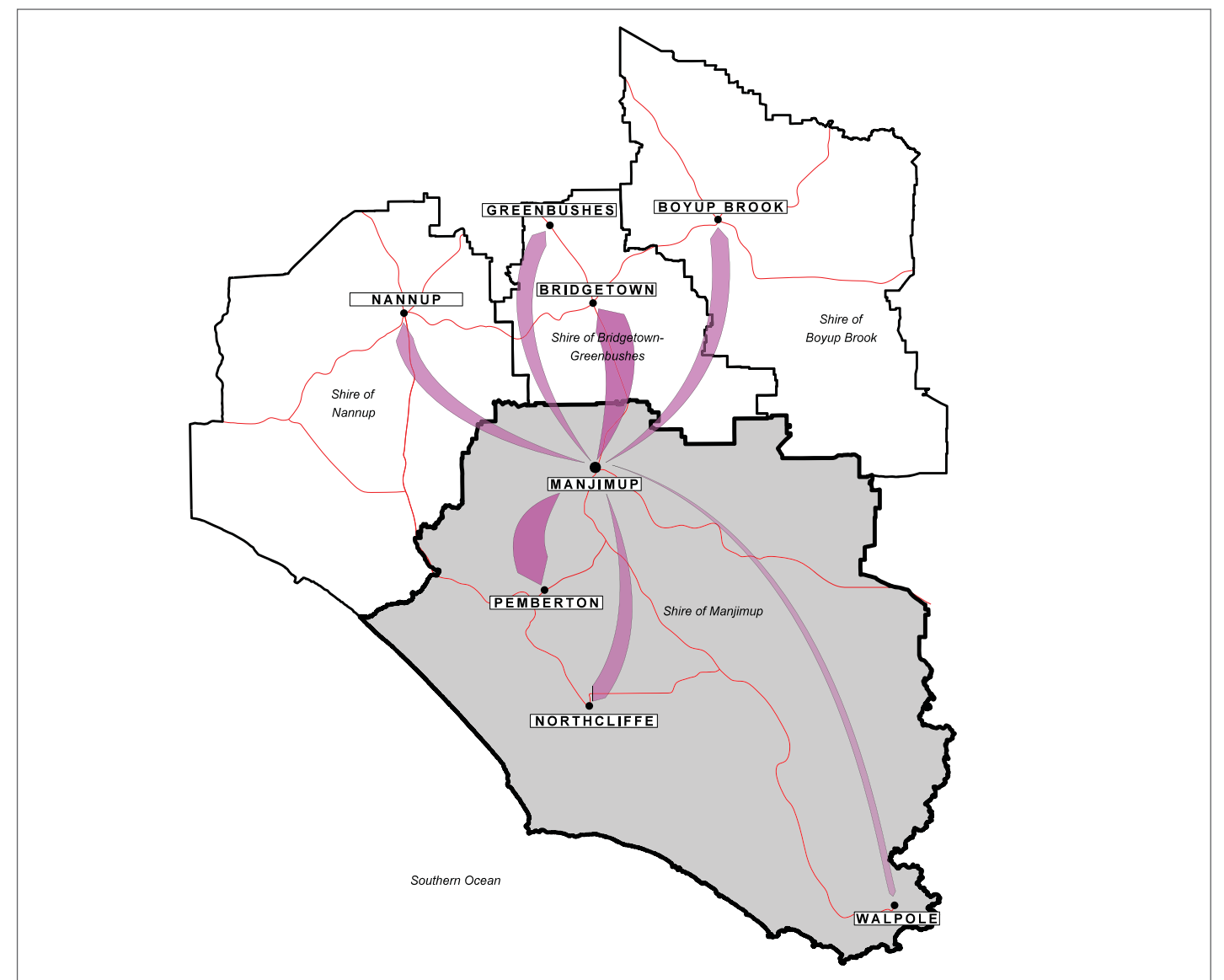


Figure 14 Flow on effects to nearby Towns



Nannup

Nannup is located 58km northwest of Manjimup and is the centre of the Shire of Nannup. The Nannup Townsite had a population of 500-600 persons in 2006 (based upon figures stated in the Shire of Nannup Local Planning Strategy).

As Nannup is roughly equidistant from Manjimup and Busselton, it is assumed that the latter is accessed more frequently by Nannup residents for retail and professional services given it is larger and offers a greater choice. In 2012 arrangements were made for school bus services to be coordinated so that students in Nannup can access Manjimup Senior High School as an alternative to Busselton. The Town also has existing sporting ties with Manjimup, particularly in junior sport.

Given the distance from Manjimup and the gravity effect of Busselton, the SuperTown project can be considered to have a lesser effect on Nannup when compared to other Towns. However, the lifestyle offered in Nannup is sufficiently different to other centres that it may experience an increased rate of growth as a result of employment growth in Manjimup.

It is anticipated that there is sufficient land available for residential and rural residential development in and around Nannup to cater for more than a doubling of the Town's current population. Two proposed developments adjoining the Town propose a total of 550 residential and rural residential lots, catering for a potential population increase of

approximately 1265 persons, which is sufficient to triple the current population of Nannup.

Bridgetown

Located 36km north of Manjimup, Bridgetown is the main centre of the Shire of Bridgetown-Greenbushes. Bridgetown accesses a number of facilities in Manjimup, including the Senior High School, Warren District Hospital and a larger range of retail outlets and professional services. Any investment in regional medical, educational and airport facilities is likely to have a direct benefit to Bridgetown.

The Shire of Bridgetown-Greenbushes has recently prepared a draft Local Planning Strategy to guide its growth and development up to 2035. The Strategy is based upon a growth rate of 1.5% per annum over a 25 year period, with the total Shire population increasing from 3,900 in 2006 to 6,000 by 2035. This growth rate is slightly higher than the current rate of 1.12%. The Strategy assumes that the proportion living in Bridgetown as opposed to the remainder of the Shire would remain at around 60% of the total Shire population. If this assumption holds, the Town's population would increase to approximately 3,500 by 2035, an increase of 1,200 persons (52%) from 2006. The Strategy identifies a need for 900 additional dwellings to cater for the envisaged growth to 2035, with 520 dwellings needed in Bridgetown. The Strategy has been designed to accommodate this number of dwellings by 2035.



In the event that growth in Manjimup leads to an increase in the growth rate of Bridgetown over and above the 1.5% envisaged by the Shire of Bridgetown-Greenbushes, a review of the Strategy may be required. However, as a Local Planning Strategy is normally reviewed every 10 years or so, it is likely that the Shire of Bridgetown-Greenbushes would be in a position to reassess its land requirements prior to a shortage becoming critical.

Greenbushes

Greenbushes is located 54km north of Manjimup in the Shire of Bridgetown-Greenbushes. The draft Local Planning Strategy estimates the population of the Town at 340 persons in 2006. Sufficient land is available to allow for an additional 300 lots in Greenbushes, catering for a population increase of approximately 690.

Greenbushes is the location of large-scale mining activity and is proposed as the southern rail terminal in the event the railway from Picton is reopened. Subject to approvals, there is capacity for North Greenbushes to be developed into a strategic industrial area for the Warren-Blackwood Region. It is likely that employment generated in Greenbushes will have a positive impact on population growth in surrounding Towns, including Manjimup.

Northcliffe

Located 55km south of Manjimup, but within the Manjimup Shire, Northcliffe is home to approximately 250 people, with an additional 350 in the surrounding hinterland. Urban development within the Townsite is limited by the lack of sewerage and available land. Therefore, the bulk of growth in Northcliffe has been attributed to rural residential development to both the south and north of the Town.

Commercial activities are limited to a relatively small Town Centre with businesses servicing local needs, as well as visitors. The Town has a primary school, with secondary students bussed to either Pemberton or Manjimup. Most professional services are accessed in Pemberton and Manjimup.

Sufficient residential zoned land in the Townsite exists to create approximately 80 residential lots, subject to the availability of reticulated sewer. This would increase the Town's population by 184 persons using an average of 2.3 persons for household.

The majority of population growth is anticipated to be in the surrounding rural residential areas. Sufficient land is currently zoned, or within Development Investigation Areas to accommodate approximately 200-250 additional rural residential lots. This would cater for an increase of up to 575 persons.

The existing land use planning for Northcliffe provides sufficient capacity to accommodate more than a doubling of the Town's population. Given the rural residential nature of the majority of the growth and the proximity of the Town to Pemberton and Manjimup, additional commercial or industrial land is not envisaged as necessary at this time.

Pemberton

Located 33km south of Manjimup, but within the Manjimup Shire, Pemberton has historically acted as the second Town within the Shire of Manjimup. In more recent years, the Town has formed the focus for tourism in the Shire. The Town has a compact commercial centre that provides a range of local shopping and tourist-related services. Higher order shopping and professional services are access in Manjimup.

With a current population of around 1,000, Pemberton has relied primarily upon rural residential development to create new residential lots in the last 20-30 years. However, recent development proposals have focussed on the creation of fully-serviced residential lots. The Gloucester Ridge Estate to the east of the Town Centre on Burma Road proposes 155 lots. A mixed low-density residential and rural tourist development is proposed for Golf Links Road north east of the Town. Detailed structure planning for this site has not yet been conducted. However, it is estimated that approximately 250 lots could be yielded, subject to approvals.

Including Gloucester Ridge and Golf Links Road, there is sufficient zoned residential land in Pemberton to cater for approximately 365 lots, or a population increase of 840 based on 2.3 persons per dwelling. Development Investigation Areas on the southern side of the Town could accommodate an additional approximately 150 lots (345 persons). Based on the above assumptions, approximately 515 lots catering for more than a doubling of the population can be accommodated under the existing land use planning arrangements in Pemberton.

In addition to greenfield development sites, there is some potential for consolidation of existing residential areas. However, consolidation is constrained by the topography of many parts of the Town as well as heritage considerations. It is unlikely that large scale consolidation will occur where there is a sufficient supply of greenfield lots.

The main constraint to economic growth in Pemberton is the lack of a suitable light industrial area. The only industrial land is occupied by the Auswest Karri Mill. Combined with Pemberton's constrained Town Centre, there is currently no location in the Town to cater for the light industrial uses



that would normally serve a Town of this size. A future light industrial area has been identified on crown land south of the Pemberton Mill and east of the Pemberton Tramway. Environmental assessment has recently identified no significant environmental constraints. The Shire of Manjimup will progress with rezoning of the site in 2012-13 and will discuss options for delivery of serviced lots with Landcorp once the rezoning is underway.

Boyup Brook

Boyup Brook is located 67km northeast of Manjimup and is the centre of the Shire of Boyup Brook. The Town acts as an agricultural service centre.

Townsite development is currently hampered by a lack of reticulated sewer. Should sewer become available in the future, the Shire's Local Rural Strategy identifies that an additional 156 residential lots could be created within the Townsite. This would be a 54% increase from the 291 dwellings currently in the Town and cater for a population of 360 persons at 2.3 persons per household.

Surrounding the Townsite is a rural residential growth area, currently containing 117 lots with a minimum size of 2ha. Sufficient land is identified to provide a further 154 rural residential lots at 2ha per lot.

In addition to the above residential and rural residential development areas, there has been a long-standing proposal to create low-density residential lots off Arthur River Road

to the north east of the Town. Dependent upon detailed planning, this could produce up to 750 lots with a minimum size of 2,000m². this development could therefore cater for an ultimate population of 1,725 persons at 2.3 persons per household.

The effect of SuperTown development in Manjimup on Boyup Brook is anticipated to be less than for Towns located closer. Further, Boyup Brook is located the same distance from the Collie SuperTown, which provides a similar level of access to services as Manjimup.

Given the above capacity to expand, it is assumed that any increase in growth in Boyup Brook caused by SuperTown development in both Manjimup and Collie can be appropriately accommodated within the existing land use planning arrangements.

Walpole

Located at the eastern edge of the Shire of Manjimup, Walpole is 120km southeast of Manjimup. The Town has expanded in recent decades, primarily based upon its 'tree change' lifestyle and location on the south coast of Western Australia. Walpole is the same distance from Albany as it is to Manjimup and 66km west of Denmark. Therefore, it has less of a dependence upon Manjimup for access to goods and services than other Towns within the Shire of Manjimup.

Townsite expansion is limited due to environmental and topographical constraints. However, there is an ability to

create an approximately 50 additional residential lots, in addition to approximately 30-40 created, but undeveloped lots in Boronia Ridge. Recent density changes and the presence of reticulated sewer will allow for consolidation of the existing Townsite area, with many original 'quarter acre' lots subdividable into 2 or three smaller lots.

In addition to Townsite development, there have been a small number of rural residential developments over the years. A current proposal for Development Investigation Area No.5, if approved, will create an additional 167 rural residential lots on Clarke Road, North Walpole.

Growth attributed directly to the SuperTown project is likely to be limited due to the distance between Manjimup and Walpole not being conducive to commuting. However, should the growth rate in Walpole be accelerated, there is likely to be sufficient capacity in the short-medium terms to accommodate this. The longer-term land use requirements for Walpole will be reviewed by the Shire of Manjimup during its Local Planning Strategy review in 2013-14.

3.7 / ENVIRONMENT

3.7.1 / Natural Constraints

Three significant natural constraints to urban growth of the Town have been identified, namely natural vegetation, drainage and steep slopes (**Figure 15**). These constraints are summarised as follows:

Natural Vegetation

The majority of land space in and surrounding the Manjimup Townsite has been cleared of native vegetation. It is also likely that the remaining areas of native vegetation are regrowth, given the Town's sawmilling history and the uniform level of tree growth seen in these areas.

Remnant vegetation is located on a number of Crown Reserves and a small number of private land parcels. Major areas of remnant vegetation within the Manjimup Townsite are summarised below:

1. Mottram Street Bushland (16.5ha). Comprises Reserves 21374 and 24937 and bounded by Mottram, Young and O'Connor Streets. This is a regrowth area and is subject to ongoing weed and drainage management. The land is reserved in the Local Planning Scheme for Parks and Recreation. Thinning and removal of weeds and extension of streamlining of Manjin Creek may occur over time to allow this area to be used for passive recreation and biodiversity protection;
2. Rear of Warren District Hospital (2.6ha). Comprises a portion of Reserve 20337 and is reserved in the Local Planning Scheme for Public Purposes. Development of this area is unlikely due to the land being steeply sloped;
3. Lot 377 Tobin Road (6ha). Lot 377 has been rezoned to accommodate residential development with the vegetated area contained within a Parks and Recreation Reserve. At this time the land is yet to be vested in the Crown, but this will occur as part of the future subdivision;
4. Rea Park Recreation Grounds, Johnson Street (29ha). Comprising a portion of Reserve 19552, this land is located at the Town's main recreation grounds and may be developed over time for expanded active recreation purposes;
5. Stokes Street / Perup Road Reserve (1.7ha). Comprises

Reserve 19860 and is reserved in the Local Planning Scheme for Parks and Recreation. There are no plans to develop this reserve in the foreseeable future as its recreational benefit is limited by its relatively small size and location on the northern edge of the urban area;

6. Deanmill Heritage Trail (Reserve 34161). The former Manjimup – Deanmill Tramway is reserved by the Local Planning Scheme for Parks and Recreation and forms part of the Munda Biddi Trail. Having closed as an operating tramway in 1966, the alignment has been allowed to regrow and forms a major green corridor on the western side of the Town. There is opportunity to continue this green corridor eastwards towards the King Jarrah picnic site on Perup Road through the Mottram Street Bushland and along Manjin Creek to the south of Anunaka;
7. Lot 5 West Boundary Road (53ha). This land is privately owned and zoned 'Rural Small Holdings'. It is not currently envisaged for urban development;
8. Manjimup Industrial Area. Crown land zoned for industrial development is predominantly vegetated. Clearing permits will be required to allow these areas to develop. Development Investigation Area 15 in the Local Planning Scheme is envisaged for future industrial development. This area is also predominantly vegetated and will require further environmental assessment prior to a decision on rezoning; and
9. Allambie Park (5.5ha). This land comprises Reserve 23915, which is maintained as parkland with large trees and low undergrowth and is a Class A Reserve. Allambie Park abuts the railway corridor, which is vegetated in parts.
10. Timber and Heritage Park (4ha). The western portion of Reserve 26199 is predominantly vegetated and includes a number of paths and interpretation displays within it. It is proposed to expand the interpretation displays to incorporate indigenous culture and food, as well as general environmental and timber industry themes

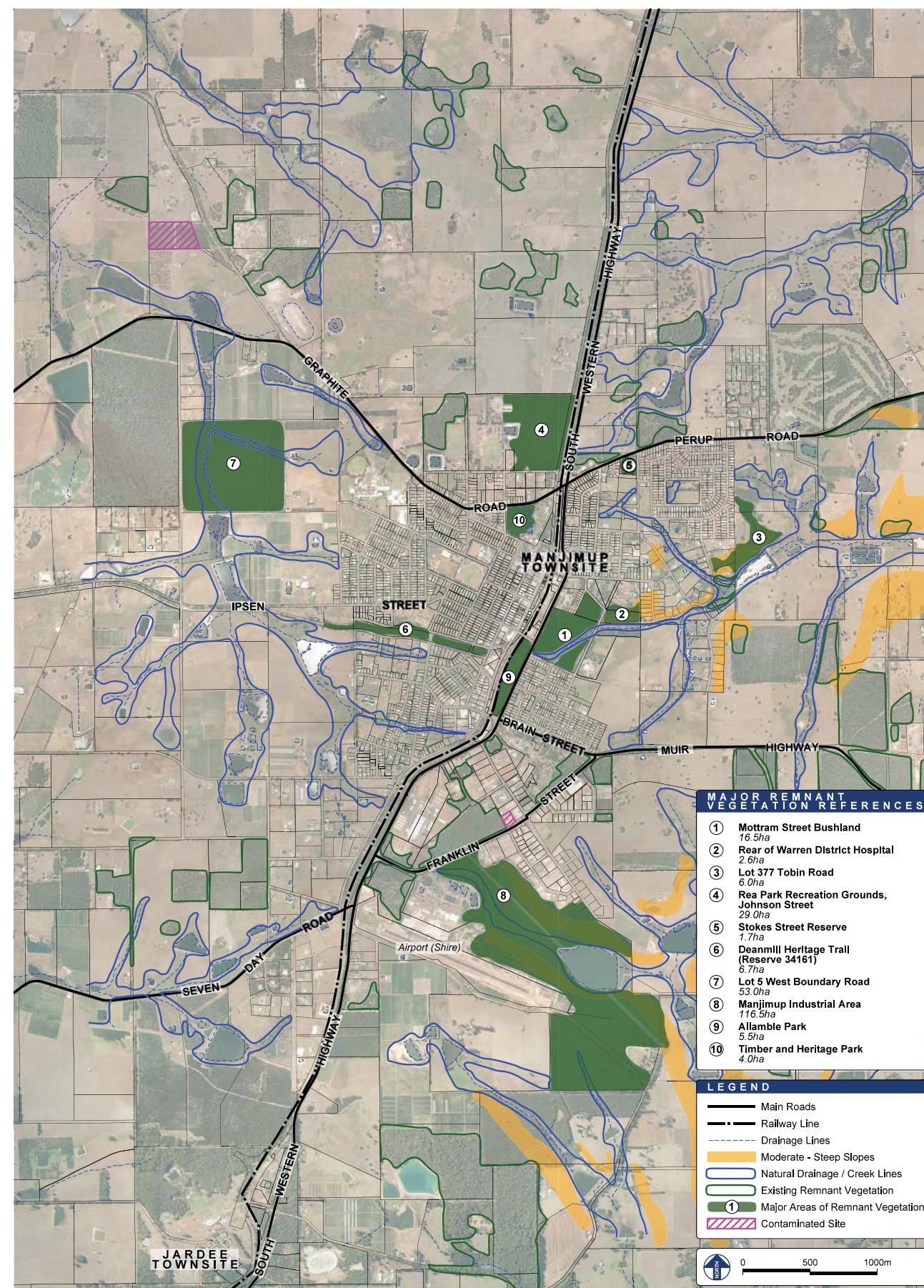


Figure 15 Natural Constraints



In general, the presence of vegetation is a constraint to the expansion of the existing industrial area. Residential growth areas are unlikely to be significantly constrained by vegetation. While the removal of vegetation does not constitute a refusal to the development of land, it is a constraint that will need to be addressed at the detailed planning stage.

It should be noted that the vegetation existing to the north, east and west of the Townsite is heavily fragmented by residential development and farmland. Despite its fragmented nature, the existing vegetation has environmental value and may contain habitat essential to rare, threatened or vulnerable species.

An opportunity exists to develop an east-west green corridor through the Town linking Deanmill to King Jarrah (10km total distance). A north-south green corridor utilising the existing railway alignment may also become available should existing rail infrastructure be removed in the future.

Drainage and Topography

The Townsite of Manjimup is characterised generally by low-lying, flat land to the west and north of the existing urban area. Land located east of the South Western Highway and south of the Town is characterised by undulating hills interspersed by low-lying drainage lines.

The principal environmental constraint for urban growth in Manjimup is drainage and the prevalence of low-lying land on the western and northern edges of the existing Townsite.

Generally-speaking, there are less drainage constraints on the eastern side of the Townsite, where drainage lines are more defined, given the undulating topography. In the western and northern areas, drainage lines are less defined with larger areas of land likely to be waterlogged during winter months. Although there is a lack of defined drainage lines immediately north of the Townsite, the area is relatively flat and appears to retain summer moisture. This area may require the importation of fill in order to accommodate urban development.

Large areas of land to the west of the Townsite that are currently located in Development Investigation Areas for urban and rural residential development are prone to water logging. Development of these areas will require importation of fill given the lack of undulation in the vicinity does not promote cut-to-fill design techniques. The importation of fill will increase development costs, as well as place greater strain on limited basic raw material resources. It will also have

significant impacts on natural drainage flows, which may in turn affect flows into the large dams used for horticulture production in the vicinity.

Slope

Topography of the land located to the South and East of the Townsite is undulating in nature. The slopes in these areas are generally quite gentle. However, there are a number of slopes within these areas which have a moderate gradient (gradients generally ranging from 1:4 to 1:7).

The gradient of the slopes located to the South and East of the Townsite have not restricted development occurring within the area. However, slope must be considered as a constraint when deciding the viability land for residential development.

3.8 / LAND USE CONSTRAINTS

Priority Agriculture

Land designated as Priority Agriculture by the Shire of Manjimup Local Planning Scheme No.4 is essentially protected by State Planning Policy 2.5 Agriculture and Rural Landuse Planning. As such, land designated as Priority Agriculture will effectively constrain future development options (**Figure 16**).

The majority of land zoned Priority Agriculture within the vicinity of the Manjimup Townsite is located to the south, northwest and east. Impact on these areas by urban development is to be avoided.

Conservation Reserves & State Forest

Conservation Reserves and State Forest constitute a significant portion of land located within the Shire of Manjimup. While the clearing of vegetation has been discussed as a constraint within Section 3.5.1, consideration was not given to the clearing of vegetation on State or Crown land for expansion purposes.

Two (2) Conservation Reserves and one (1) area of State Forest exist within the vicinity of the Manjimup Townsite. Details of these three (3) plots of land are summarised below:

1. Lot 5835 West Boundary Road, Conservation Reserve (Faunadale Bushland Reserve), the conservation

reserve covers an area of 85.3ha and is bound to the north by Graphite Road and to the east by West Boundary Road. The site is located directly to the west of the Townsite and is fully covered by remnant bushland;

2. Lot 13268 Perup Road, Conservation Reserve (King Jarrah), the conservation reserve covers an area of 82.4ha and is bound by Perup Road to the North and an unnamed road to the South. The site lies to the east of the Townsite (adjacent to the Manjimup Country Club) and is fully covered by remnant bushland; and
3. The area of State Forest is located to the east of the Townsite and is situated to the north and south of Muir Highway. The State Forest itself covers an area of approximately 159ha.

The identified conservation reserves and state forest are located to the east and west of the Townsite adjacent to the Town's major east/west road connections. While the reserve and state forest cover a relatively small area (326.7ha) they lie adjacent to priority agriculture land located to the east and west of the Town. This effectively decreases the amount of land available for future development within the north western and south eastern quadrants.

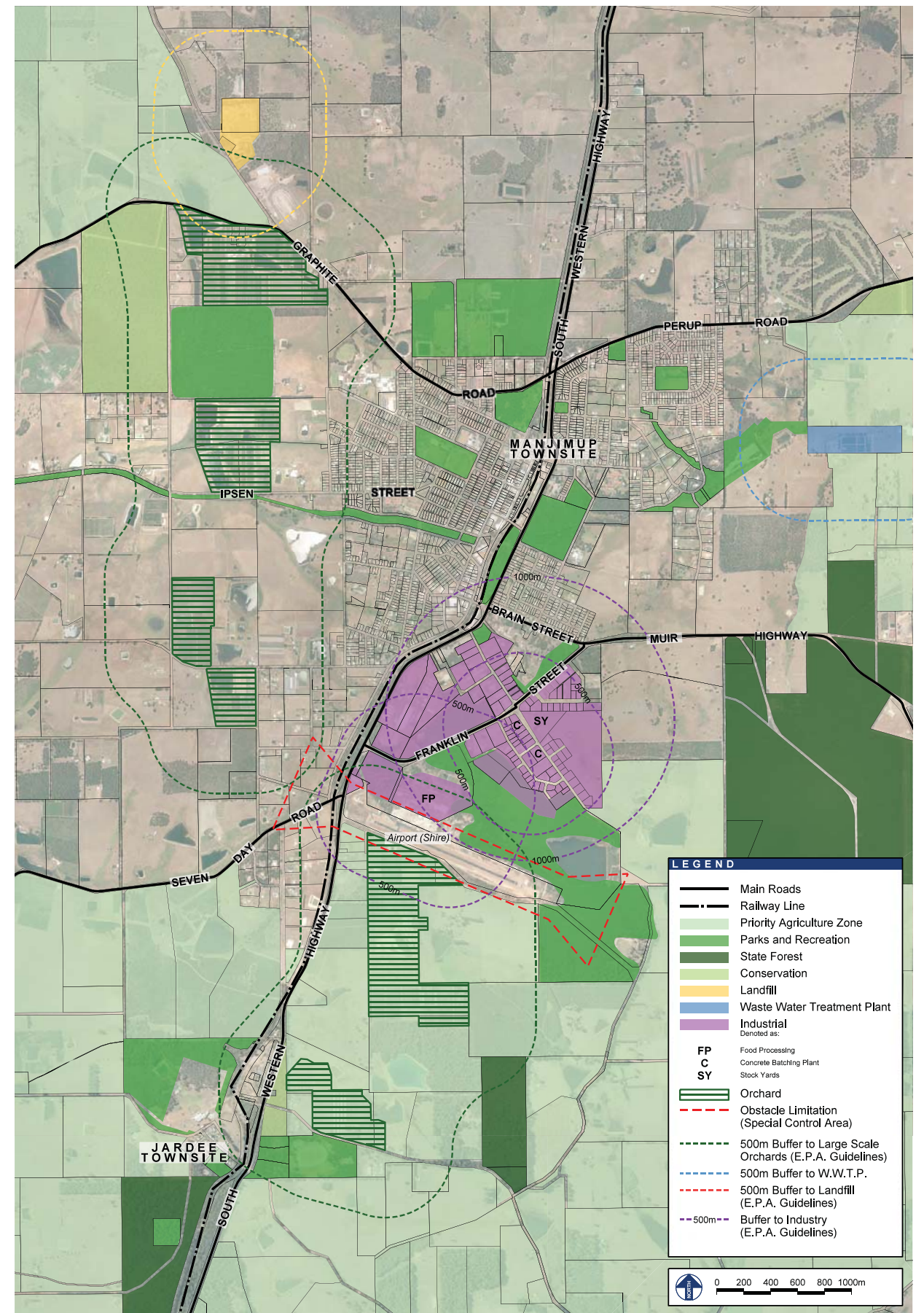


Figure 16 Land Use Constraints

Separation Distances between Industrial and Sensitive Landuses

The land surrounding the Manjimup Townsite consists of a range of landuses. Of specific note are industrial and agricultural uses and municipal infrastructure. Environmental Protection Authority Guidance Statement No. 3 provides recommendations on separation distances for industrial and sensitive landuses.

The location and recommended separation buffer distances are identified in Table 10.

As demonstrated within **Figure 16** (page 23), the recommended buffer zones suggested by Guidance Statement No.3 provide a significant constraint to development of future expansion areas. These constraints are primarily focused to the south and west of Town, situated over the identified agricultural and industrial areas and the Regional Landfill site.

The only significant constraint located to the east of the Townsite is the Town's Waste Water Treatment Plant. However, the Water Corporation has recently advised that a planning review of this facility is underway and it is possible that the WWTP could be relocated in the medium-long term and replaced with a transfer pump station to a new plant further to the east thereby reducing the current constraint to future expansion.

Of specific importance are the recommended buffer distances relating to large scale orchards, which play an

important role in the Shire's economy (38.9% of the Shire's total employment). The Townsite Growth Plan will need to avoid encroaching upon established agriculture activities, ensuring impacts to the productivity and economic viability of agricultural pursuits are minimised.

Contaminated Land

There are two (2) land parcels within the immediate vicinity of the Townsite that are included within the Department of Environment and Conservation's Contaminated Land Register. The contaminated sites are summarised as follows:

1. Lot 585 P55829 Franklin Street. The site is located to the south east of the Township within the Industrial Estate. Further investigations are required to confirm the presence of the contaminants onsite; and
2. Lot 12623 Ralston Road, Ringbark (Reserve# 25706). The land parcel constitutes a section of the Township's current landfill, which is located to the North-West of the Townsite.

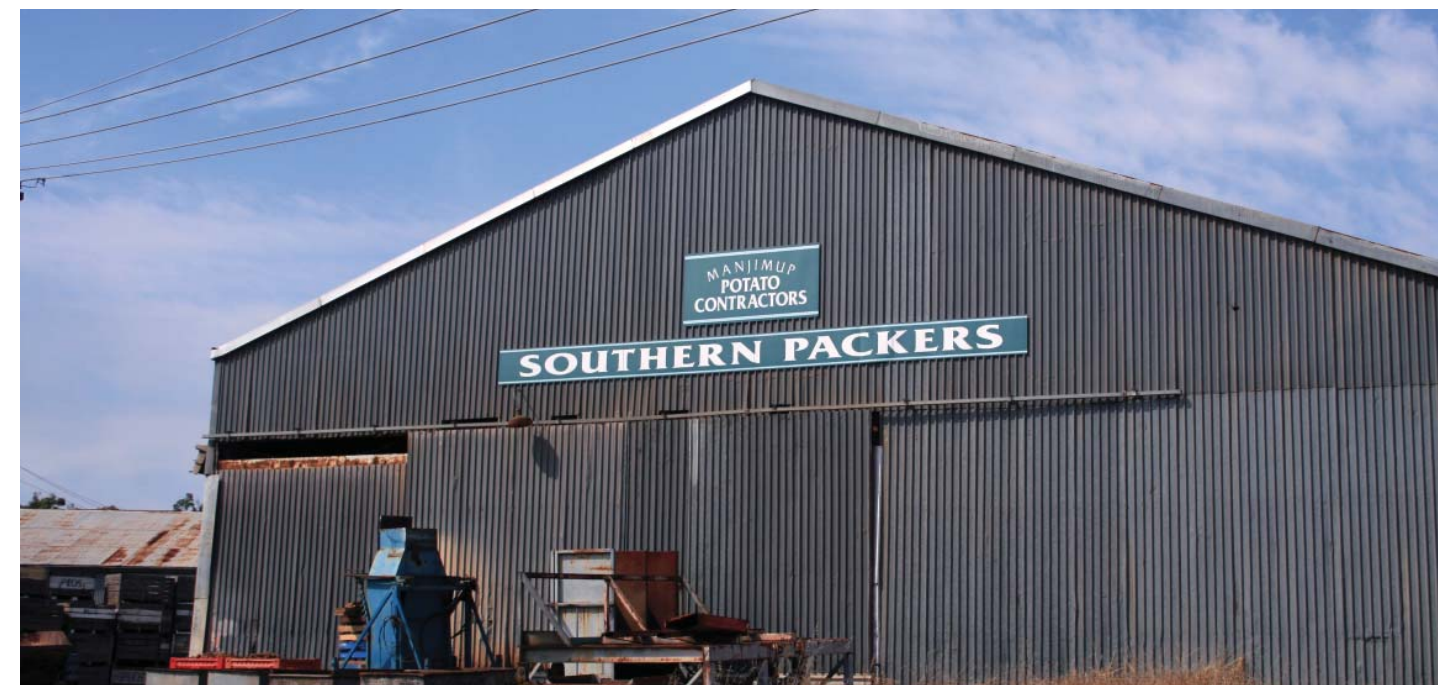
Table 10: Recommended Separation Distances for Industrial and Sensitive Landuses

Operation	Location	Separation Buffer Distance
Concrete Batching Plant	Lots 656, 660 and 661 Wetherell Street	300-500m
Livestock saleyard or holding pen (Stockyard)	Lot 1 Wetherell Street	At least 1000m (depending on size)
Food Processing Plant	Lot 689 Franklin Street	200-500m for fruit and vegetables
Large Scale Orchards	Various Lots (west and southeast of Townsite)	500m
Landfill	Lot 12617 Ralston Road	150-500m (depending on sensitivity of adjoining use)
Waste Water Treatment Plant	Lot 13169 East of Anunaka	500m (generic WWTP buffer)

There are several key natural and landuse constraints that will have significant influence on the spatial approach to growth for the Townsite. These include:

- *Low-lying land to the west;*
- *Presence of large orchard operations in vicinity of the Town;*
- *Existing and future industrial expansion;*
- *Existing WWTP to the east.*

The areas identified for future urban expansion in the current Local Planning Strategy will need to be reviewed in the context of these constraints to reflect the recommended land use outcomes of the preferred spatial Growth Plan.



3.9 / BUILT ENVIRONMENT AND PUBLIC REALM

The Town site layout has evolved as a product of its history and association with the timber industry. The structure of the Town to the west of the South West Highway (Mottram Street) has largely developed on a grid pattern that allows generally high permeability and good access to most parts of the Town. Development to the east has evolved more organically in a manner where there is greater emphasis on environmental aspects, walkable neighbourhoods and interconnected street patterns to facilitate movement. This site responsive trend in neighbourhood design will continue to be developed as the population grows and demand for housing and associated facilities increases.

Improving the connection between the eastern and western residential catchments, as well as improving the orientation for visitors to Town, has been identified as critical components to the growth of the Townsite. This improvement particularly relies on the existing railway corridor being removed and the land being integrated into the Town Centre to improve accessibility and the built environment and public realm outcomes.

Housing

Housing within Manjimup consists primarily of low density single detached dwellings. In the central parts of Town there is very little diversity in the original size of the dwelling lots. All of the single residential lots are approximately 1,000m² – 1,500m², with similar housing stock. Similar lot sizes exist immediately to the east of Mottram Street but decrease in size to around 800m² in the more recently developed areas to meet market demand.

Special Rural and Special Residential lots are also located in close proximity to the Town Centre providing an alternative lifestyle to single residential lots.

Public Realm

Manjimup Town site suffers a significant lack of quality in its public realm primarily due to the existence of the railway corridor and associated infrastructure running through the centre of Town. The approach to the Townsite along the South-West Highway is also currently underwhelming. The notion of a 'sense of arrival' into Manjimup can be created through enhancement of the existing timber entry arches, bold street tree planting using local vegetation and materials, artwork, lighting, and individual paving designs to announce the entry as a statement.

Many parts of the Town are 'tired' and present poorly to potential new developers and residents. In particular, the entrance to Town does little to invite visitors, and prospective new residents into the Town itself. Also, the traditional residential areas are typified by wide streets with differing kerb standards, little in the way of managed street trees and generally poorly managed verges. Notable projects include removal of the railway reserve and integration with the Town Centre, Timber and Heritage Park, Manjin Park precinct, Brockman Street and Mottram Street appearance (arch to arch).

The lack of diversity in housing product combined with an ageing population, below average incomes and high housing prices in recent times provides an opportunity to create an affordable alternative through a range of housing typologies with the added benefit of a south-west lifestyle. However, it is important to understand the market and determine the development incentives to provide such housing.

The opportunity exists to undertake detailed site planning and design of specific precincts in and around the Townsite to improve the functionality and aesthetic appearance of spaces.

Creating a 'Sense of Place'

The Manjimup Town Centre Revitalisation Project outlined in Chapter 6 seeks to create a 'sense of place' within the central heart of Manjimup. A 'sense of place' are those characteristics that make a place special or unique and foster attachment and belonging. It is planned that the natural, cultural and architectural story of Manjimup be reflected in its public spaces.

The revitalisation concepts contained in Chapter 6 attempt to build on Manjimup's natural and built attributes and create identifiable themes within the Town Centre. Core elements of this are the creation of a 'town square'-like space in Brockman Street and linking this to the Linear Park in a manner that seeks to link the two sides of the Town Centre. Manjimup's culture, heritage and history will be interpreted along the Linear Park and in the key drawcard of the Timber and Heritage Park. The Park will be expanded to accommodate a wide range of community spaces including a children's adventure playground and nature-play areas, community garden, History House and Men's Shed. The intent is to allow the Park to become a place where a variety of age groups and interests come together.

The concept designs seek to create a forest-like streetscape along Mottram Street and South Western Highway by removing overhead power lines and allowing the street to become tree lined. Manjimup's indigenous history and culture will be showcased in natural areas, such as the Timber and Heritage Park and potentially the Mottram Street bushland. Manjimup's current and future importance as a premium food producer will be encouraged and promoted throughout the Town Centre with initiatives such as alfresco spaces and ensuring the Food Council has a presence in the Timber and Heritage Park.



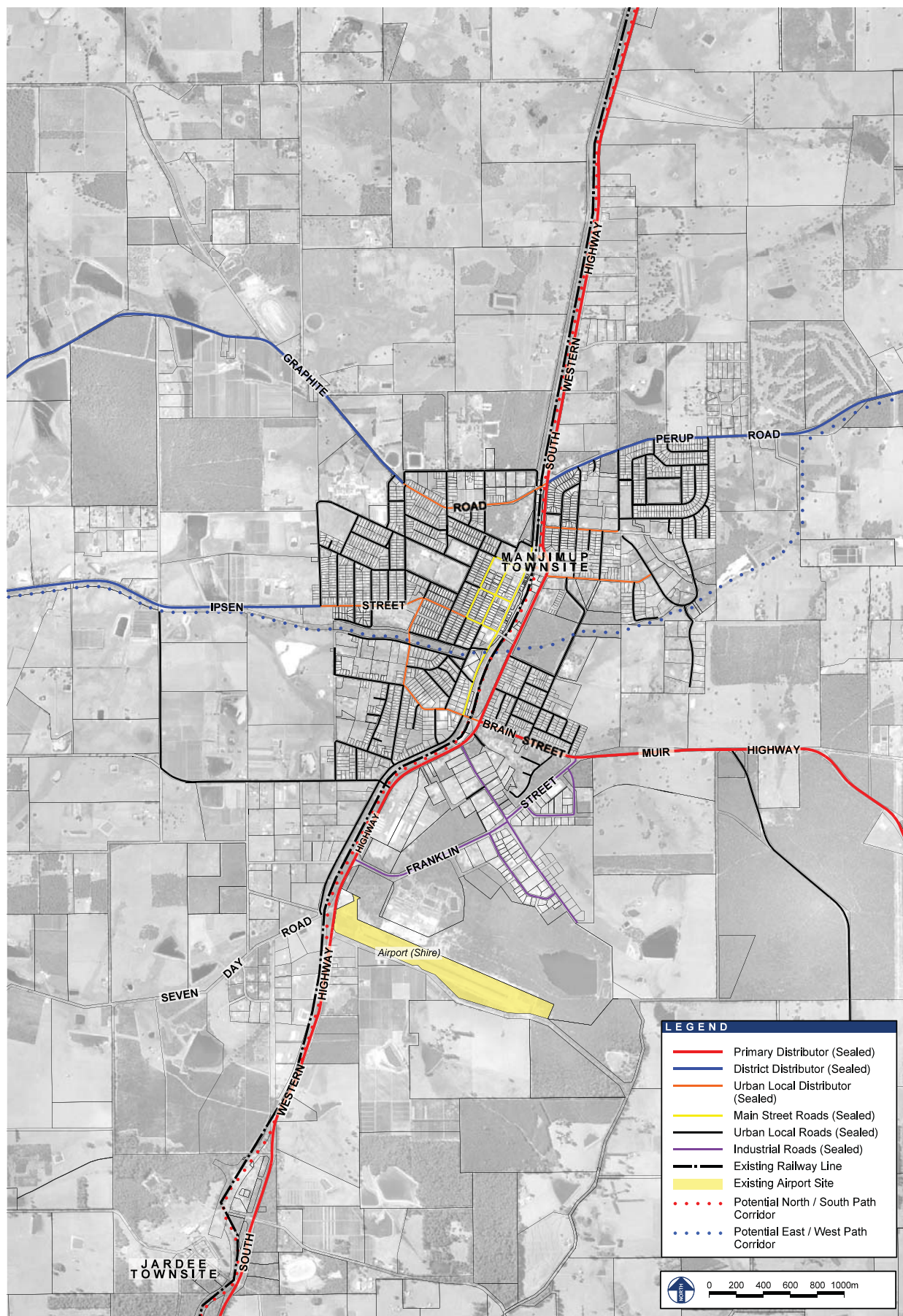


Figure 17 Traffic and Transport Plan

3.10 / TRAFFIC AND TRANSPORT

3.10.1 / Road Network

Manjimup's existing road hierarchy is illustrated in **Figure 17**.

3.10.1.1 / Highway Network

Current Situation

Manjimup is currently serviced by the South Western Highway, which links the Town to Bunbury and Perth to the north and Albany (via Walpole) to the south. This highway is known as Mottram Street within part of the Townsite area. The highway is under the control of Main Roads WA and forms part of National Highway Number 1.

Muir Highway (known as Brain Street within the Townsite) starts at its intersection with Mottram Street and links Manjimup with Mt Barker and Albany Highway. This road is also controlled by Main Roads.

Although not a gazetted highway, Graphite Road acts as a regional connector west of Manjimup linking to Nannup, Margaret River and Busselton. This road is controlled by the Shire of Manjimup.

Upgrading Works

South Western Highway has recently been reconstructed between Manjimup and Vasse Highway (16km). The reconstruction increased the width of seal from 6.8m to 9.0m and an overall road formation width of 11m. There are currently no overtaking lanes between Bridgetown and Walpole (distance of 155km). The width of the road and alignment of the highway particularly south of Vasse Highway provides limited overtaking opportunities, which can cause delay and dangerous overtaking manoeuvres given the amount of caravan traffic on this major tourist route. An increase in population in and around Manjimup will lead to additional demand for overtaking lanes South Western Highway in particular to cater for regular and tourist traffic.

Reconstruction of remaining single-lane portions of Muir Highway have recently been completed, with a dual-lane seal now complete between Manjimup and Mt Barker. Works on South Western Highway south of Vasse Highway are likely to be limited to removal of trees located close to the edge of the road. No seal widening of this section is planned at this time.

3.10.1.2 / Townsite Road Network

The Townsite is serviced by the following road hierarchy:

Primary Distributors

The Townsite is serviced by two (2) primary distributors in the form of South Western Highway and Muir Highway.

Statistics derived from Main Roads Western Australia South West indicate that within the Townsite (to the south of Graphite Road) the Highway conveys 3240 vehicles per day (VPD) of which 12.5% are heavy vehicles. And numbers are steadily increasing. A recent Shire traffic count identified an average weekday volume of 1872 and 12% heavy vehicles on South Western Highway immediately north of the northern timber arch. The average weekday volume at the southern arch was identified as 2062, again with heavy vehicles comprising 12%.

The Muir Highway is not as heavily utilised as the South Western Highway, with records indicating that the Muir Highway (east of Franklin Street) conveys 630 VPD.

It is noted that street lighting along South Western Highway / Mottram Street is currently not at a standard normally acceptable for highways of this type. Upgrading of street lighting along this route is seen as an important safety and amenity issue.

District Distributors

The Manjimup Townsite is serviced by two (2) District Distributors in the form of Graphite Road and Perup Road.

Graphite Road performs an important role within the Manjimup Road Network. The road acts as a major east/west link, between Manjimup, Nannup, Busselton and Margaret River. Current average weekday volumes on Graphite Road range from approximately 2173 west of Graphite Road and 1654 at the western entrance into Town. The proportion of heavy vehicle traffic is 10-12% of average weekday flows.

Perup Road performs a similar role to that of Graphite Road, acting as a major East/West road link. It forms a major section of road which connects the South West Highway to the Albany Highway to the East in the Shire of Plantagenet. Perup Road also provides a major link to residential areas in the east side of Manjimup. Current average weekday volume on Perup Road east of Mottram Street is 2073, with heavy vehicles comprising 6%.

Urban Local Distributors

Ipsen Street forms an east/west connection, providing the major road link between Manjimup and the settlement of Deanmill. The road also services a number of larger rural properties and provides a link to smaller local roads. Current average weekday volumes on Ipsen Street are 1902 opposite Kearnan College and 2003 between Rose and Giblett Streets.

Hospital Avenue provides a major connection between the South Western Highway and residential subdivisions located to the east of the Townsite. The road also services the Town's health precinct. Average weekday volumes of 1227 vehicles east of Mottram Street are seen, with heavy vehicles comprising 3% of total volume.

Pritchard Street serves western Manjimup, connecting Ipsen Street to Mottram Street and the Muir Highway. It provides access from the Mottram Street/Muir Highway to a number of local streets within the residential area to the south of the Townsite.

Blechynden Street provides an east/west link from the South Western Highway to Anunaka, a locality east of the Townsite.

Main Street Roads

Within the Town Centre zone there are seven (7) main road streets. These streets include: Ipsen Street (Eastern Arm); Brockman Street; Mount Street; Bath Street; Giblett Street; Rose Street; and Ralston Street.

All streets located within the Town Centre zone convey two-way traffic. The only exception being a portion of Brockman Street, which carries traffic in an east to west flow between Giblett and Rose Streets. Average weekday volumes on the Town Centre streets are relatively uniform at between 2000 and 2100 vehicles per day the proportion of heavy vehicles being relatively low at 4-5%.

Opportunities relating to the configuration of roads within the Town Centre to improve access and circulation are discussed in Section 6.4.

3.10.2 / Rail Network

Manjimup was connected to the state railway system in 1911. The line was later extended to Pemberton (1914) and Northcliffe (1933). Passenger trains ceased in circa 1960 and were replaced by a road coach service. General freight services continued until the early 1990's after which the line

was solely used for the transport of woodchips from Diamond Mill to the Port of Bunbury. This service was maintained until March 2005 when all services between Picton and Lambert (Diamond Mill) ceased and the line closed in its entirety. The line south of Lambert had been closed earlier and is currently leased by the Pemberton Tramway Company. This company operates tourist tram services between Pemberton and Warren River Bridge with the remainder of the leased track non-operational at this time.

The line between Picton and Lambert is currently in a 'mothballed' state with maintenance limited to weed and fire management.

Closure of the line coincided with a contraction in the native timber industry. The last rail user in the Manjimup area, Diamond Mill, no longer produces sufficient material to warrant rail haulage without there being other users to offset costs and share services.

3.10.3 / Long Term Transport Initiatives

As the Town grows to its target population and beyond, two long-term transport initiatives may become necessary to cater for increased traffic whilst protecting the amenity and functionality of the Town. These initiatives have been identified as:

- Creation of a north-south transport corridor to act as a rail and heavy vehicle bypass of the Town, with a heavy vehicle link to Muir Highway. This corridor may also be suitable for other utilities, such as gas, water and telecommunications; and
- Establishment of a regional airport on a green field site further away from the Town.

The above initiatives are considered longer-term projects with the exact timing of delivery depend upon demand. Notwithstanding this, the opportunity has been taken to identify a preliminary transport corridor and airport site so that more detailed planning can be undertaken in the future. This also allows for the future development of Manjimup to take into account the likely corridor alignment and airport site so that should these be needed in the future earlier planning decisions have not jeopardised the initiative by placing incompatible develop on or near the corridor or airport site.

3.10.3.1 / Future Transport Corridor

The existing highway and rail corridor alignment effectively divides the Manjimup Townsite. To allow better connectivity within the Town in the long term, it has been identified that the road and rail corridor should be realigned to divert around the Townsite. Numerous alignment options have been investigated as part of the SuperTown initiative. These options are discussed below and are illustrated as **Figure 18**.

Upgrade or Removal of Rail Infrastructure

The existing rail corridor acts as a physical barrier which effectively divides the Town, restricting pedestrian and vehicular access between the eastern and western extents of the Town. While the rail infrastructure is viewed by the State Government, Shire and the local community as an asset, its current alignment is problematic.

Current regional freight planning identifies the railway between Picton and Greenbushes being upgraded and reopened in the short-medium term. Reopening of the railway south of Greenbushes to Manjimup is not considered viable by the Department of Transport due to alignment and demand limitations. The Growth Plan process identifies that rail infrastructure located within the Townsite will be removed. The removal of rail infrastructure from the Townsite will create opportunities for the improvement of pedestrian and vehicular movement networks. In the event that rail services through Manjimup become viable in the longer term, the Growth Plan has identified a transport corridor west of the Town for further investigation.

In addition to the removal of existing rail infrastructure within the Town Centre, it is understood that rail infrastructure to the North and South of Manjimup will require future upgrading in the event services are restored. The upgrade will be required to bring the existing rail infrastructure into line with current rail standards.

Upgrade of Highway and Potential Decommissioning to Local Roads

The current Southern Western Highway alignment runs through the centre of the Manjimup Townsite. This section of the Highway (known in part as Mottram Street) divides the Town in a similar fashion to the current rail alignment, and particularly affects pedestrian accessibility.

The Future Transport Corridor Alignment Options Map allows for heavy vehicles to be diverted around the Town, bypassing

the Town Centre in the long-term, if this is considered necessary to the continued growth and development of Manjimup in the future.

Muir Highway Realignment

Muir Highway constitutes one of Manjimup's major east/west links, connecting the Town to Mount Barker and the Albany Highway. The realignment of Muir Highway would see the current route directed along Franklin Street and westwards to the future transport corridor (see Options B-D below).

This option would remove heavy vehicles using Muir Highway from Brain Street, which is essentially a local connector road that services the residential area located to the east of Mottram Street. The realignment through the industrial estate would allow Muir Highway to link directly with a future north-south Transport Corridor (discussed below).

Transport Corridor Alignment Options

A total of 4 alignment options have been considered by desktop analysis. The options are shown on the Future Transport Corridor Alignment Options Map. Potential alignments to the east of the Town have not been considered due to topography in this area being less capable as a railway alignment.

Option A is an alternate transport corridor catering for road traffic only. Options B, C, and D allow for both road and rail traffic. These alignment options may also be suitable for other utilities, such as gas, water and telecommunications. The alignment will effectively remove through traffic from Mottram Street, diverting it around the Town Centre.

Option A is unsuitable as a rail corridor due to insufficient horizontal geometry and its close proximity to residential areas. The total length of the Option A alignment is 5.9km. The additional point-point distance compared to the existing alignment is approximately 2km.

The preferred Option C alignment is approximately 14.5km long and will increase the point-point distance by approximately 1.5km. The exact alignment will be subject to further investigations, but is favoured as it will avoid the Townsite and rural residential areas and be suitable for rail, road and a range of utilities.

Options B and D are variations on the preferred Option C alignment. Option B is shorter at approximately 10.5km, but will require resumption of some rural residential land. It will

also be much closer to rural residential areas than preferred Option C. Option D is longer than preferred Option C at approximately 15.5km. This option is not preferred as it diverts traffic further west than necessary.

Each of the alignment options will require private land to be purchased. A detailed alignment study will be required to resolve any environmental issues, land requirements, road and rail engineering requirements and likely costs of construction.

Creation of the transport corridor will be necessary in order to allow the existing railway corridor through the Town to be relinquished. In the shorter term, it is envisaged that the existing railway corridor within the Town will be leased to the Shire of Manjimup to allow for development of the Linear Park and additional crossing points. The lease would include the ability for the corridor to be resumed for rail purposes if required prior to establishment of the future transport corridor.

When designing the transport corridor, consideration will need to be given to avoiding the negative impacts that a bypass road may create. This will include careful intersection design bolstered by making Manjimup a place people want to visit, either as a stop or a destination.

Timing of Transport Corridor

The exact timing of a future Transport Corridor will be dependent upon traffic demand (both rail and road). Potential trigger points for the corridor are:

- Resumption of rail traffic to the south of Manjimup. Any reopening of the line to a point north of the Town can be catered for within the existing corridor, but may require additional land for yard and loading facilities;
- Growth in heavy vehicle traffic volumes along South Western and Muir Highways; and
- Population growth in Manjimup which leads to greater conflict between local and regional traffic movements.

The community is generally supportive of the need for some form of heavy haulage deviation in the longer term. The removal of heavy haulage from the centre of Town is seen as important for amenity outcomes as it currently affects visitor experience and is limiting the options available for Council to improve the amenity with streetscaping and traffic management. A reduction in the movement of trucks and the implementation of a bypass would mean that Mottram Street will be safer for passenger vehicles and pedestrians and can be better integrated with the Town Centre. Additionally, it will be more in keeping with the look and feel of a country Town.

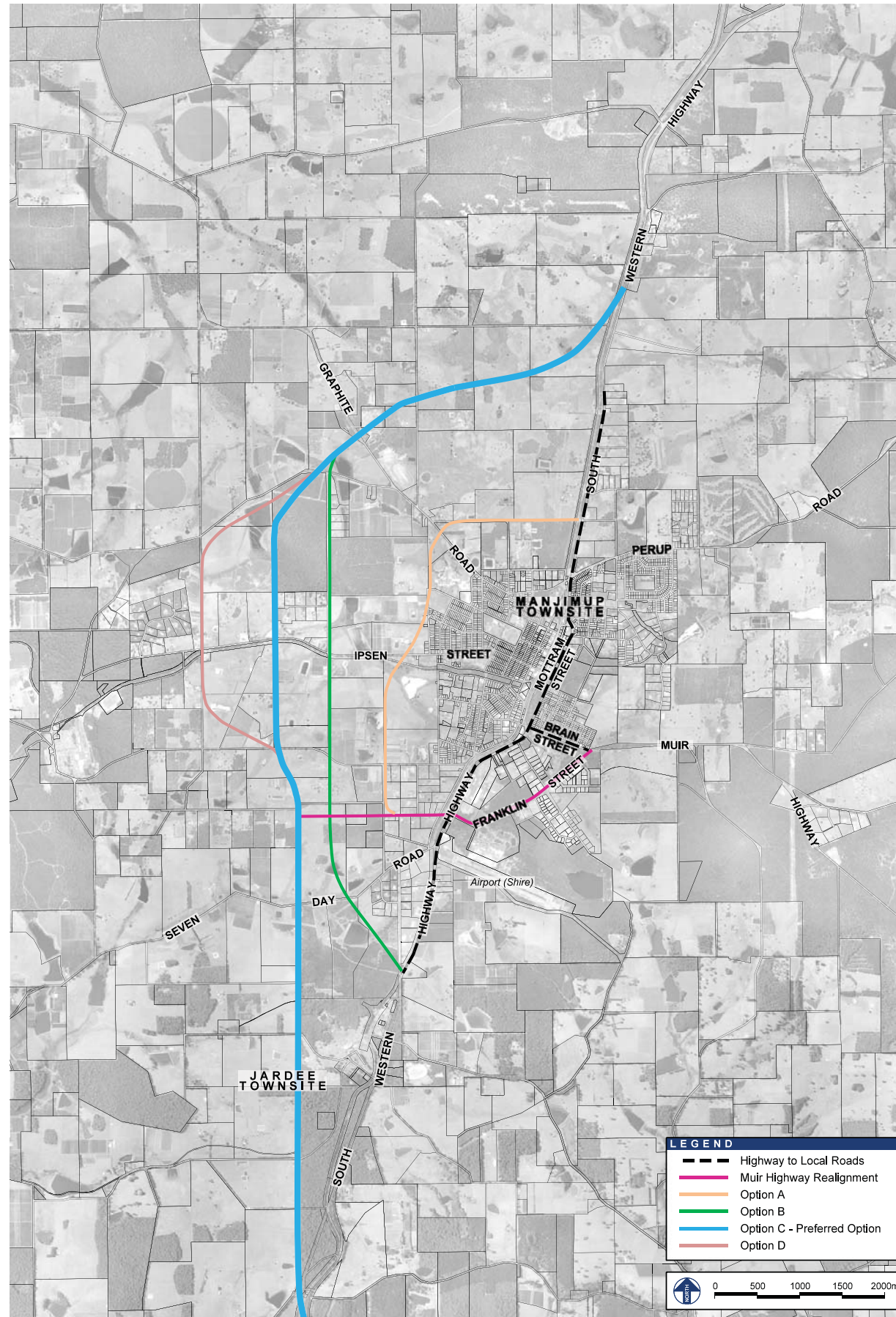


Figure 18 Potential Road / Rail Corridor Relocation

3.10.3.2 / Manjimup Airport

Current Situation

The Manjimup Airport at Dawn Road was originally developed with private resources to service the then-operator of the adjoining cannery. The Airport was progressively expanded and improved through strong community support and government funding. The Airport was recently 'registered' by the Civil Aviation Safety Authority and contains the second-longest runway in the South West after Busselton.

The airport in its current state caters for light aircraft, which are used primarily for the flying doctor service, recreational and agricultural support purposes. It is also used as a base for DEC fire fighting water bombers during the fire season. Operations are currently limited to a maximum of 40-seater aircraft.

The Manjimup Airport is the only sealed landing area between Bunbury/Busselton and Albany, being a key diversion location, and also an aeronautical base for a significant area of coverage. The airport facilities include a non-directional beacon ('NDB'), providing a key navigational aid in the lower south west of the State, as well as an aid to accessing this part of the State in poor weather. The relevance of the location of the Manjimup Airport and the NDB is increased with the recent commencement of the Busselton to Albany Skywest route.

During 2011, the opportunity for Manjimup to be a base for Fly-In-Fly-Out (FIFO) workers was discussed with Rio Tinto. In order to allow for Manjimup to be a base for a full roster, the ability to cater for jets with a minimum 100-seat capacity is required. An ultimate target was identified of 2 flights per week catering for a locally-based FIFO workforce of 400.

In 2011 Rehbein Airport Consulting were engaged by the Shire of Manjimup to investigate the ability to expand the existing airport to cater for larger jet aircraft. The current runway has a sealed length and width of 1,224m and 18m respectively. A runway of 1,800-2,000m length and 30m width would be required to cater for 100-seater jet aircraft with sufficient range to fly directly to mine sites in the north of the state without refuelling en route. Rehbein found that extension of the existing runway was limited due to the proximity of South Western Highway to the west, Starkies Road to the south, topographical difficulties to the east and proximity to urban areas.

The consultants have concluded that extension of the existing 1,224m runway to 1,800m would cost approximately \$34.5 million, with upgrade to airport facilities estimated at \$5.5 million (\$40 million total). Construction of a new airport on a

flatter site was estimated at \$21 million, plus \$13 million for new airport facilities (total \$34 million plus land costs).

Proposed New Airport Site

As a result of the above findings, an investigation into three alternative airport sites was conducted by Cardno. The study investigated preliminary site parameters, geotechnical conditions, environmental constraints and engineering requirements on three sites as shown on **Figure 19**. This study identified the most suitable site for a new airport to be near Palgarup. Further detailed investigations will be required to finalise the location of a future runway and cross strip in this locality. Location of a new airport at Palgarup is supported by the Growth Plan on the grounds that the existing site is located too close to urban areas and is too constrained to be feasibly expanded as demand increases.

Relocation of the airport to the proposed new site would be driven by the following economic drivers:

- Use of the facility to support fly-in-fly-out operations;
- The potential for the transport of fresh produce such as truffles, marron and other products direct to markets;
- The potential for regular passenger transport;
- Possible charter operations;
- Flight training displaced from other airports and airspace;
- Demand for private hangar space;
- Potential for future military use; and
- Supporting aeronautical industries (aviation mechanics).

In addition to the high costs associated with extension of the existing airport, there are a number of other factors that affect the desirability of maintaining the existing airport in the long-term:

- Relatively small site that precludes easy expansion of facilities;
- Likely maximum runway length of 1,800m, which will preclude extensions in the future to cater for larger aircraft;
- No ability to have a cross strip which reduces the operational flexibility of the airport;
- Close proximity to residential areas;
- The orientation of the runway is not conducive to the landing of light aircraft in many wind directions and speeds; and
- The flight path of most traffic is over the Town.

The Growth Plan recognises that the existing site has limited potential for expansion. The Growth Plan assumes that in the longer term a relocated regional airport is considered necessary to address the above issues and to cater for an expanded population. In the short to medium term, the Shire will need to seriously consider if resources should continue to be invested in the current site or works deferred and finances directed to completing detailed assessments and feasibilities of the new site. The preferred airport site will be identified in the Shire's Local Planning Strategy. Any development of the site will need to be supported by further community consultation and a comprehensive environmental assessment process, as well as rezoning of the land in the local planning scheme.

The current airport site has limitations with respect to topography and future operational requirements for it to have any long-term economic benefit to the Town. The construction of a new airport facility will open up opportunities for aviation related business, increase agricultural exposure to interstate and overseas markets and has the potential to create jobs in the mining sector with a view to attracting mining FIFO workers to reside in Manjimup. Manjimup's appeal to FIFO workers of Manjimup will lie in the green-change, natural amenity of the region and the relative affordability of housing however, it will invariably experience strong competition from other high amenity regions of the South West, particularly those in coastal locations. The creation of mining jobs and the equivalent number of families over the longer-term will contribute to the Town's population, incomes and local expenditure providing significant economic impact impetus.

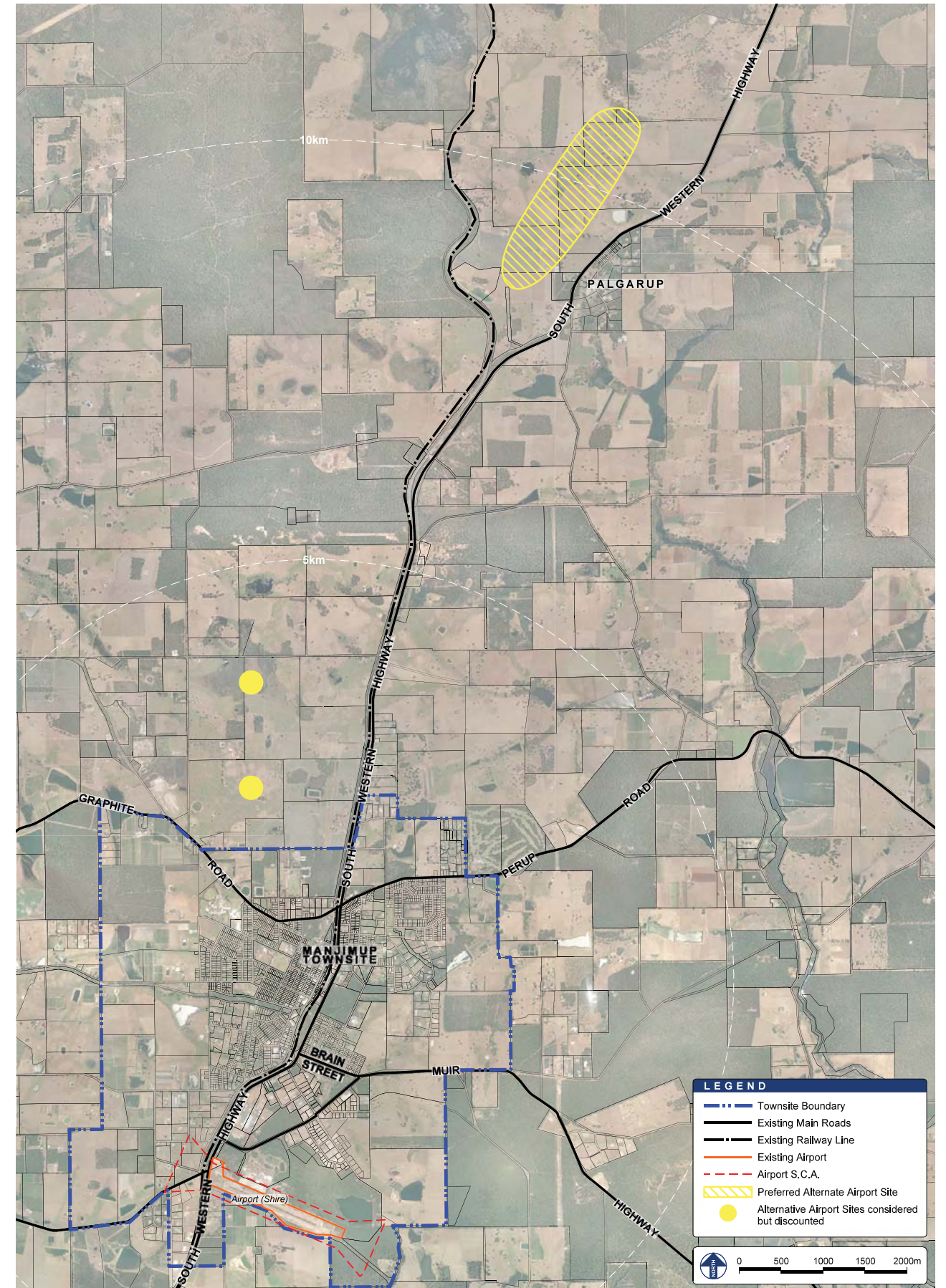


Figure 19 Preferred Airport Site

3.10.4 / Public Transport

Public transport in Manjimup is currently limited to the TransWA road coach service. There are currently 11 southbound and 10 northbound services per week respectively. Manjimup forms a meal stop of the Perth-Albany via Walpole route, which services the Town daily, with an additional trip to Albany on Fridays. In addition to the daily service, an additional 3 services per week operate between Perth and Pemberton. The Perth-Albany service currently utilises the Australind rail service north of Bunbury, except for the additional Friday trip.

Due to the relatively small size of the Town, there is currently no intra-Town public transport service. School bus services from surrounding Towns and areas to school in Manjimup are currently provided.

Improved public transport throughout the Shire has been identified in the Shire's Active Aging Strategy, Disability Access and Inclusion Plan and Youth Strategy. Into the future, opportunities for additional TransWA road coach services should be explored, particularly in the event that a fast rail service between Perth and Bunbury is established.

A potential public transport link to Busselton may have benefits in allowing local residents to access FIFO flights that are centred on Busselton Regional Airport. This service could take the form of a private charter service for FIFO workers only or be expanded into a regular public transport service linking Manjimup to Busselton via Nannup.

Recommencement of rail services is not considered feasible within the planning horizon of this Growth Plan. However, provision has been made for a rail corridor around the Town, which would allow for rail services in the very long term.

3.10.5 / Pedestrian and Cycle Network

The entirety of the Town Centre is serviced by the existing pathway network and extends to the fringes of the Townsite, traversing a large portion of the surrounding residential areas.

Options for the expansion of the pedestrian and cycle network within the Townsite have been investigated by the Shire. These options include the establishment of 'green links' in East/West and North/South directions. **Figure 20** depicts the possible North/South and East/West corridors.

The identified east and west pathway corridor will connect Deanmill to the King Jarrah Reserve, located off Perup Road

(adjacent to the Manjimup Country Club). The corridor will use the defunct Deanmill to Manjimup rail corridor to the west of the South West Highway. On the eastern side of the Highway, the pathway follow the Manjin Creek stream channel, passing through a Council reserve and a number of privately owned lots. The eastern leg is considered a long-term project given the need for land abutting it to be developed so that the corridor is given up as public open space.

The potential North to South pathway will utilise the existing rail corridor. The corridor would provide pedestrian access to residents located to the north and south of the Townsite. Ultimately, a shared pathway linking Palgarup, Manjimup and Jardee is envisaged. This could be extended both north and south to link to Bridgetown and Pemberton respectively in the future should this be considered practicable and desirable.

The Town is well placed to expand the facilities offered for the Bibbulmun Track and Munda Biddi Trail. The future walking and cycling routes inside the Town and end-of-trip facilities should seek to take advantage of these two major recreational routes.

Initiatives outlined above serve to offer higher levels of passive recreation facilities as part of the suite of improvements identified for the Town.

Due to the relatively small target population, it is likely that greater emphasis will be placed on walking and cycling as alternatives to intra-Town car trips when compared to public bus services.

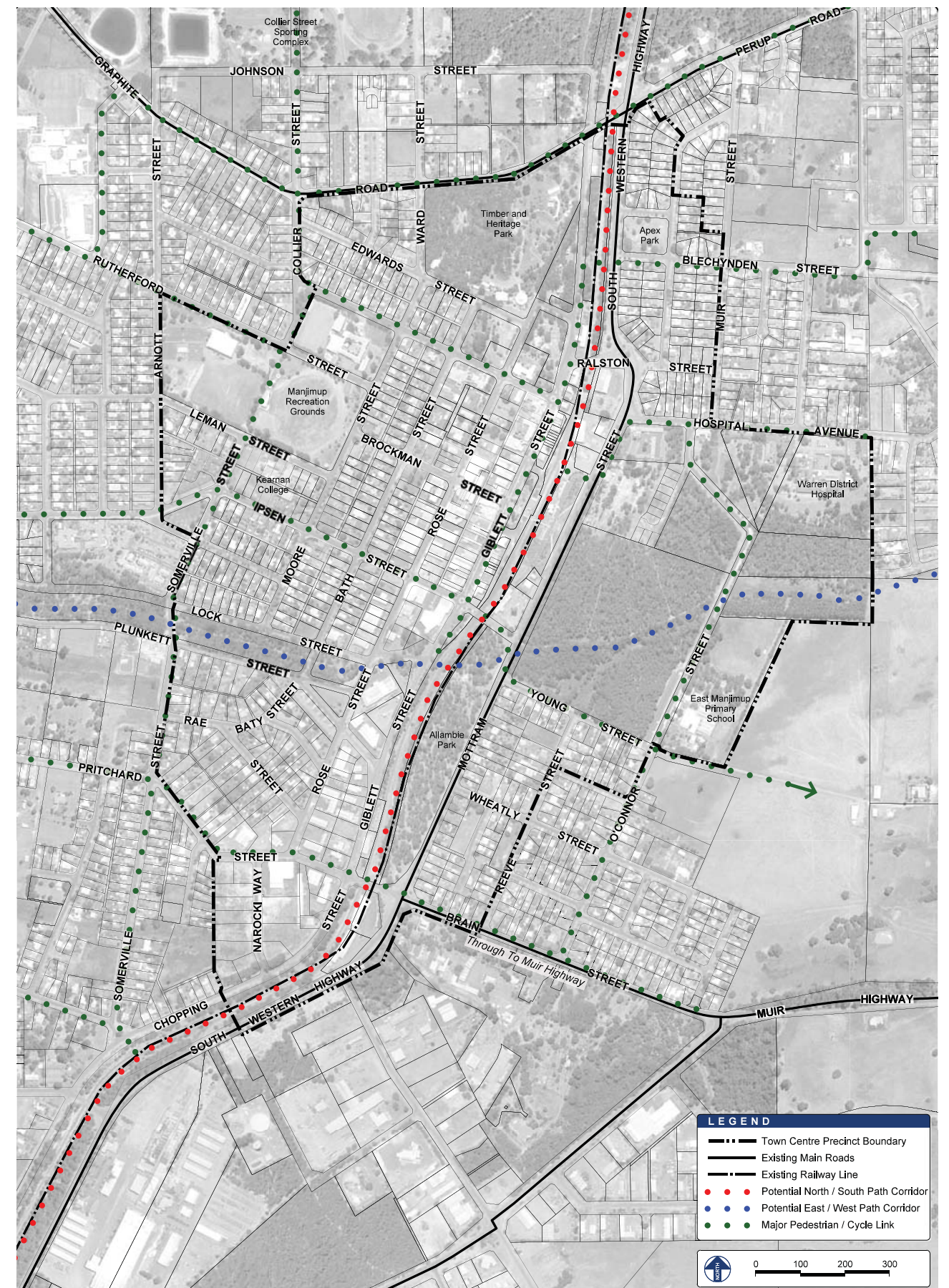


Figure 20 Pedestrian and Cycle Network Plan

3.11 / ESSENTIAL INFRASTRUCTURE

3.11.1 / Water Supply

The Manjimup Town water system has an abstraction licence of 894 ML/yr. The storage is made up from two surface water sources – Phillips Creek Dam and Scabby Gully Dam. Storage capacity of the two dams is approximately 1,870 ML and annual consumption is 730 ML.

75% of source allocation is used on average but availability is subject to seasonal variations - a dry year will result in less availability. The mean annual flow (MAF) into Phillips Creek Dam and Manjimup Dam has declined markedly over recent decades and as a result the shortfall supply has been supplemented by pumping water from secondary sources such as Four Mile Brook and private dams.

In regards to future capacity, there are no identified preferred future water sources, however Water Corporation have advised that there is a planning review currently being undertaken to establish supply sources to satisfy SuperTown growth projections. This planning is assessing both a surface water source and a groundwater source and will also include the supply of the Towns of Pemberton, Quinlinup and Northcliffe, but not Bridgetown. These proposed sources are:

Surface Water

Proposed to be sourced from an area to the south west on the Manjimup Townsite in a forested area in the catchment of Record Brook by means of a pipehead dam and a pipeline to the Scabby Gully dam. Surface water gauging is currently being undertaken but may not be adequate for the population projections. No environmental assessment or costs have been undertaken.

Ground Water

Proposed to be sourced from the southern area of the Yarragadee aquifer located in the Perth Basin to the west of the Manjimup Townsite and transferred by pipeline to the Scabby Gully dam.

3.11.2 / Wastewater

Recent sewer infill programs have focused on ensuring all residential areas within Manjimup are sewered. This objective has now been accomplished. The Manjimup Industrial Area is currently unsewered. The extent of the Townsite that currently has access to deep sewer and reticulated water is illustrated on **Figure 21**.

The Manjimup WWTP has a licensed treatment capacity of 1,100 kL/ day. It is currently operating at 88% of its capacity.

The anticipated growth in Manjimup resulting from the SuperTown impetus will trigger a planning review of the Manjimup Wastewater System by the Water Corporation. Preliminary discussions with the Water Corporation have confirmed that it is their intention to commence planning for the future of the Manjimup WWTP in the coming year. The options and the feasibility around the various concepts require further investigation and discussion with the relevant stakeholders to examine the issues in more detail.

The relocation of the existing WWTP is critical to the Shire's long-term growth ambitions to expand residential development to the east of the Townsite. While a final location has not been identified, there is significant merit in relocating the facility, which is supported by officer advice, and it is an aspiration of the growth plan that the facility be relocated to the wood lot.

The Water Corporation is exploring ways to increase water recycling generally and it's an initiative that is recommended be explored and strategy implemented for Manjimup to assist in the delivery of recycled water for existing and new industry, new subdivision, construction and dust suppression and the irrigation of open space areas. Potentially, it could also assist with the irrigation of food and non-food crops.

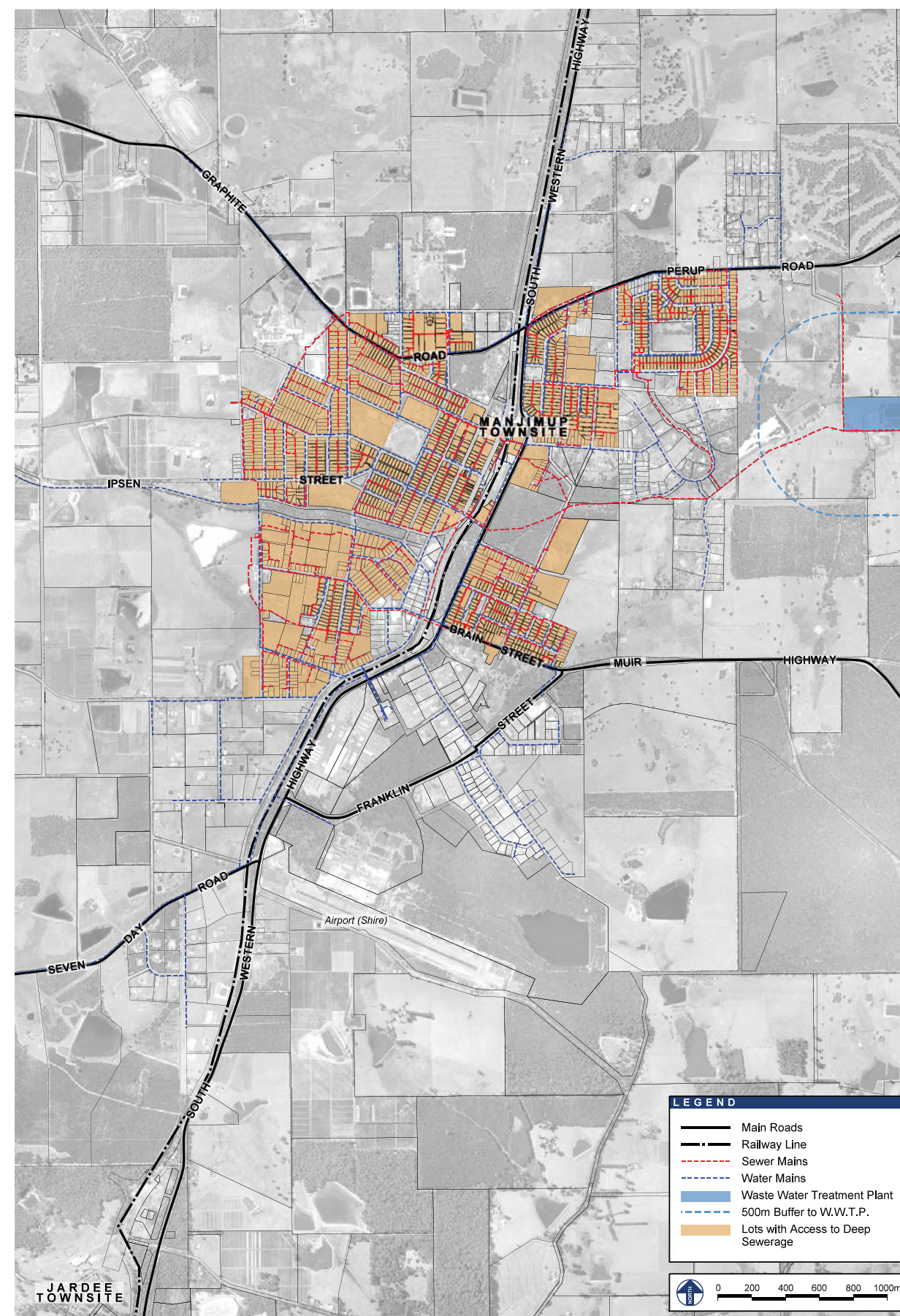


Figure 21 Extent of Existing Water Supply and Deep Sewerage

3.11.3 / Waste Management

The future waste infrastructure required for an increase in population is detailed below.

Domestic Waste Collection

To accommodate the anticipated population growth the present collection system would only require an increase in the number of collection vehicles, the number of waste receptacles and the expansion of the service area. The current depot maintenance structure would also be able to accommodate the extra activity and that their recycling Material Recovery Facility would be able to process the extra volume of the current type of collected recyclables. The present recycling processing facility is grossly underused.

To extend the landfill life, additional collection services, such as an organic (food scrap, green waste collection service) may be required. This separate collection would provide a clean feedstock for any additional process that would divert this waste from landfill. This additional collection would require additional containers. This service is currently being offered in most capital cities.

Commercial Waste Collections

Present commercial waste collection companies state that they could easily accommodate a doubling of the Town's population.

Future waste management projects and operating expenses that will be required to support the expansion of the Townsite include:

- Building capacity in the existing disposal system to prolong the life of the existing disposal system and the purchase of new equipment;
- The installation of a weighbridge at the main landfill site will be essential for ongoing present operations and any future expansion of the site;
- Relocation and set up of Depot Office Block at Ralston Road, including road, earthworks and plumbing required;
- Investigation into a suitable system to process the organic component of the shire's waste stream to prolong the landfill life, provide local employment and provide valuable by products i.e. compost, worm castings and carbon credits etc;
- Comprehensive waste audits of both domestic and

recycling waste are to determine exactly what the composition of waste is in this Shire. The information from an audit would be used to supply ever increasing demands for detailed reporting requirements from the DEC, supporting information for any recycling rebates claims (especially if a Container Deposit Scheme is introduced) and information to determine the type of processing suitable to handle various waste streams (i.e. organic waste processing);

- Final post closure for the current tipping area at Ralston Road;
- Relocation of the Septage Pit from Kurandra Road to Ralston Road;
- Processing of Construction and Demolition Waste;
- Public and School Waste Education Programs;
- Construction of a New Tipping Cell at Ralston Road;
- Consideration should be given to locating a new landfill site in the medium term given that the present site may reach capacity in the next 25 years and with doubling of the population that site may pose a visual and environmental impediment on encroaching residential development.

Present and future waste management projects and associated costs are outlined in Table 11.

Projects	Suggested Implementation/ Construction Time	Approximate Cost
Weighbridge- plus Software/earthworks	2012	\$130,000
Relocation of Office	2012	\$5,000
Ralston Road regional landfill development (design, fencing, earth works, roads)	2012	\$50,000
Transfer Station at Windy Harbour- Rehabilitation of site	2012	\$80,000
Relocation of septage pit	2012	\$20,000
Waste Audit - domestic and recycling	2012	\$30,000
Waste Education Programs	2012	\$10,000
Monitoring bores	2013	\$6,000
Investigation of alternate processing system for organic and construction and demolition waste	2013	\$20,000
New waste compactor Walpole	2014	\$80,000
New waste compactor Pemberton	2016	\$80,000
Purchase of additional bulk bins	2020	\$60,000
Development of new burial cell(lined) Ralston Road	2020	\$100,000
Investigation for a new Landfill site	2020	\$200,000



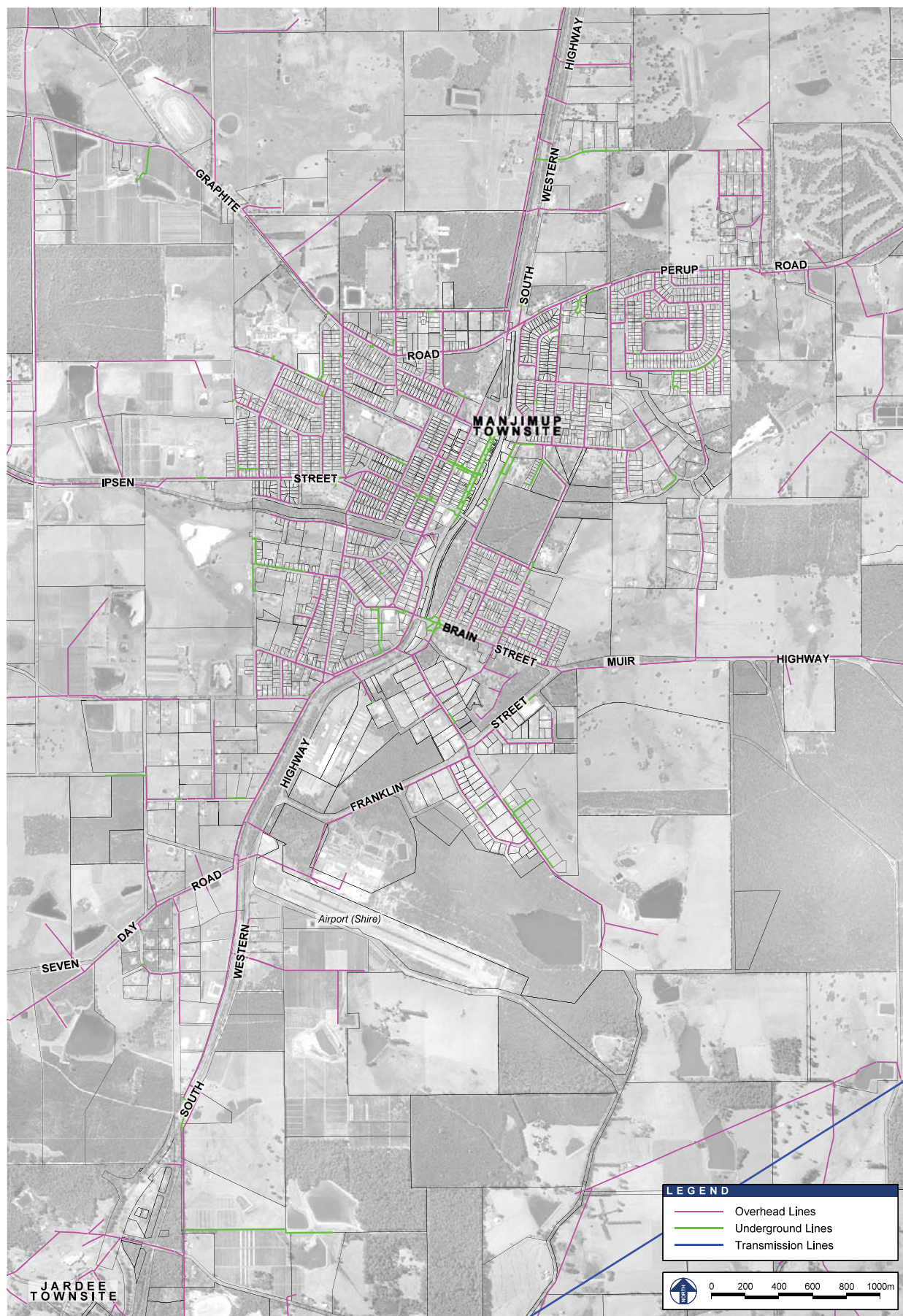


Figure 22 Western Power Services

3.11.4 / Power

There is sufficient capacity in the Manjimup Zone Substation to cater for the projected population however, future urban expansion areas will very likely need new 22kV feeders to be extended from the Manjimup Zone Substation. This will have a large cost associated with the installation of the new feeders due to the distances involved, albeit it could be done in stages subject to available capacity on the existing feeders (**Figure 22**).

Alternative power generation, particularly using renewable resources should be promoted to reduce Manjimup's reliance on the conventional grid system over time. There is currently planning approval in place for Biomass Electricity Generation at Diamond Mill. This has the capacity to generate up to a nominal 40 mega watts of electricity for feeding into the South West Interconnected System. The current planning approval is valid until April 2014.

3.11.5 / Gas Supply

There is currently no gas pipeline servicing Manjimup however, it is planned that the proposed Bunbury – Albany Gas Pipeline will service Manjimup, when constructed.

Of critical importance is the potential a reticulated natural gas supply will have for reducing energy costs associated with food processing. Current operations are at a disadvantage compared to other states and countries where similar operations have access to reticulated gas. The potential delivery of natural gas to Manjimup should be considered in the context of making current and future food-related operations as competitive as possible.

A reticulated gas supply will provide residents and business with the opportunity to use natural gas in their homes at a competitive price providing similar energy options as people living in major coastal regional centres. It will also build capacity in the Town to service existing business and attract new industry, which is seen as a key economic driver for Manjimup.

3.11.6 / Telecommunications

Telstra provides copper land line telephone to all premises in and around Manjimup. The main exchange is located in Giblett Street adjacent to the Manjimup Post Office. The

exchange is connected to Telstra's fibre optic network.

Land Line Internet (ADSL) services are also available to the Manjimup Townsite (i.e. within 5km of the Manjimup exchange). ADSL 2+ services are not currently provided by any provider to Manjimup. They are also not planned for installation at this time. It is likely that ADSL 2+ will not be installed given the planned introduction of National Broadband Network "fibre to the home" technology at some point beyond 2015.

The Townsite and surrounding areas receive adequate mobile coverage from various telecommunication providers.

Manjimup is provided with terrestrial analogue and digital TV coverage via a re-transmitter and analogue radio stations are currently broadcasting from Manjimup or Bridgetown.

National Broadband Network (NBN)

Manjimup is currently scheduled to commence N.B.N. roll out in December 2014. The key industries represented in the region expected to be covered by the NBN are construction, property and business services, accommodation, cafés and restaurants, and agriculture, forestry and mining.

Internet infrastructure and access to broadband internet for Manjimup and the surrounding area will be critical for the future. Use of the internet has infiltrated most aspects of day to day living as well as business operations. Access to broadband internet will be a key infrastructure development that will drive economic growth and increasing residential amenity across the Shire. Key economic and social benefits are likely to include:

- The ability to undertake business processes more efficiently to maximise overall competitiveness, grow revenues and increase productivity;
- Encourage new business processes and innovations that can generate economic growth;
- It may encourage some residents back into the labour market, such as the physically disabled, carers (who might work outside normal work hours) and those who live in remote areas;
- Enables easier access to educational information over the internet could improve the retention rate of students in the region;
- Improving social isolation; and
- The provision of healthcare ('telehealth'), online medical advice and access to GPs could also improve.

3.11.7 / Stormwater

Through a recent study undertaken by engineering consultants defined solutions are available for stormwater drainage infrastructure upgrade within the current Town boundary.

As part of the Shire 'Road Hierarchy Policy' stormwater drainage in all urban expansion areas can be accommodated.

As part of State policy and regulation stormwater management infrastructure will be required of development where land is low lying and/ or has the potential for flood risk. Those areas are limited within the Township of Manjimup. There is potential through multi-functional 'Public Open Space' (via the require 10% of land be made available for POS) and drainage corridors (creek and overland flow lines) to accommodate stormwater management systems within the Town site to accommodate the additional growth requirements.

There are currently no major stormwater management infrastructure projects planned by the Shire for the Town of Manjimup. A doubling of the population will have an impact, but until concrete development plans are proposed, it is difficult to determine the change impact.

3.11.8 / Infrastructure Challenges and Opportunities

Water supply for fire fighting purposes in the Manjimup industrial area

Industrial and commercial developments that exceed a non-compartmentalised floor area of 500m² are required to meet the fire fighting water requirements of the Building Code of Australia.

In most circumstances, this requires the premises to be serviced by a fire hydrant with a water supply pressurised to 200kpa at 20lt per second. The current mains supply had a pressure of 60kpa at 20lt per second and is not considered by FESA as being adequate to meet the BCA requirements.

The Water Corporation's mandate is the supply of potable water and does not include supply at a pressure sufficient for fire fighting purposes, despite the inclusion of fire hydrants in the reticulation system.

This shortfall in pressure is addressed through a number of solutions by individual developers, including site storage tanks and/or hydrant boosters, which are common. However, these can be relatively expensive at approximately \$200,000 per site, depending on size.



The ability to provide a fire hydrant system in the Manjimup Industrial Area that meets BCA requirements and allows for individual developers to avoid costly site-by-site solutions is an opportunity in the SuperTown context. Currently, it acts as a financial disincentive to development of larger industrial buildings in Manjimup. A cost-effective solution could stimulate development and enable Manjimup to offer a "point of difference" to other Towns for larger industrial users.

An investigation into the gap and opportunity analysis shows that a potential cost effective solution exists that will provide a high degree of certainty that there will be adequate pressure and flows into the Manjimup Industrial Area. That solution requires the construction of booster pump station and emergency power supply at the Water Corporation water supply complex in Mottram Street. Also required will be the construction of an approximately 500m long pressure main (150mm diameter) to connect into the existing water reticulation system within the Industrial Area. The estimated cost of this system is \$180,000. Replacement of any sub-standard cement reticulation pipes may be necessary at additional cost.

Further information on the water pressure solution can be found in **Water and Wastewater Infrastructure for Industrial and Commercial Precincts** prepared by Opus International Consultants in June 2012.

Potential relocation of the Manjimup Wastewater Treatment Plan (WWTP)

The current WWTP site for Manjimup is located on Reserve

38182 and is currently operating at near capacity. It is situated approximately 600m east of the current eastern extremity of residential development in Manjimup (Anunaka Estate).

Eastwards expansion of the Townsite is the preferred approach to growth that allows for development to be located on undulating land that will not require significant filling and drainage. Development in the vicinity of the WWTP also provides the most cost-effective development potential coinciding with being more visually attractive to residents. To this end, the WWTP is not in the most appropriate location to allow for the long-term expansion of the Townsite and it will be necessary to relocate the existing WWTP in the medium to long term.

Preliminary discussions with the Water Corporation have confirmed that it is their intention to commence planning for the future of the Manjimup WWTP in the coming year. Water Corporation has advised that it has suitable reuse and storage options at the current site that may facilitate expansion however, its dependent upon the capability of the woodlot to take additional treated wastewater. The options and the feasibility around the various concepts require further investigation.

Developer Incentives Planning

One of the key disincentives to development of land in Manjimup is the relatively low return on investment that is cost of servicing versus return. The fundamental issue is the need to minimise upfront development costs and create certainty around developer contributions for land and

housing to be delivered more affordably. A key initiative will be to engage with all stakeholders and industry representatives to inquire into the current methodology applied to developer contributions, State and local government taxes, levies and other contributions to infrastructure and service costs to both public and private sectors for new development specific to Manjimup to facilitate a more orderly and affordable land release programme.

Innovation should also be rewarded with consideration given to providing discounts to developments that provide diversity and make good use of developable land while minimising the impact on trunk infrastructure such as water, sewerage and roads. Further investigation is required in this area.

Sewerage to Industrial Area

The Manjimup Industrial Area is currently unsewered. Recent infill programs have focused on ensuring all residential areas within Manjimup are seweraged, an objective that has now been accomplished.

Currently effluent disposal for food processors and packers, such as WA Chip and Newton Brothers Orchards is undertaken on site. High water users are limited to the capacity of their own treatment ponds. There have also been instances of spillages and the need to wind back operations due to the capacity of individual wastewater systems having been exceeded. WA Chip / Bendotti's Exporters currently has a large on site treatment and disposal system but it is understood that not enough effluent is being generated for the system to work effectively. Due to the location and size of this facility it is possible that industry in the near vicinity may be able to cost effectively discharge to it, however as it is a private system there are substantial constraints that would need to be investigated and overcome.

Opus International Consultants have conducted a preliminary feasibility review of extending the Water Corporation sewer to serve the Manjimup Industrial Area. This report found that there are two components that need to be considered in implementing sewer in the industrial area:

- The reticulation system that will collect the wastewater from properties and deliver it to the wastewater treatment plant; and
- The wastewater treatment plan itself.

With respect to the reticulation system, potential exists for the implementation of a network of gravity wastewater pipes that flow to a pump station located in the south eastern corner of the expanded industrial area. This pump station will require a pressure main along Wetherell Street. This will

discharge into a gravity main near Franklin Street, which will feed down to the existing sewer system at Blackberry retreat.

Indicative costs for construction of the reticulation system and pump station is \$2.5 million. Funding of the project is likely to be required by developer contributions as and when future expansion of the industrial area occurs.

Upgrading or relocation of the wastewater treatment plant will be required to support the Growth Plan population objectives irrespective of extension of sewer to the industrial area. Funding of this would occur through the normal Water Corporation funding and construction process, including the headworks contributions on new lots

The capacity issues with respect to long-term water supply and wastewater treatment have been confirmed by the Water Corporation. Infrastructure planning in the past has been lacking but the impetus of the SuperTown process has triggered an opportunity for all servicing authorities to cast a critical eye over the essential infrastructure items in a manner that will build capacity in the economy.

The water pressure and lack of sewer in the industrial estate is not uncommon. However a study has found that a cost-effective solution can be found to the water pressure issue suffered in the Manjimup Industrial Area. Further, extension of the Water Corporation sewer to service the industrial area is possible at an estimated cost of \$2.5 million.

3.11.9 / Community Infrastructure

Figure 23 identifies the existing provision of Community Infrastructure in Manjimup.

A Community Infrastructure Feasibility Study has been conducted by TME Town Planning Management Engineering to inform the Growth Plan. The Study gives direction to the Growth Plan for the development of new facilities, upgrading existing facilities and addressing issues of access and equity for the community.

A stakeholder workshop and subsequent survey was carried out to understand community perceptions of facility provision

and future needs. This information was used to further inform the information already collected or included in existing policies and documents to identify future needs.

Many current community facilities are considered adequate and most are well utilised. The stakeholder groups through the consultation process have suggested that there are some unmet needs with regard to the provision community facilities including lack of aged housing and seniors care, spaces for the youth to utilise and be entertained and areas for the community and community groups to use.

The Study identifies the following community infrastructure will be required over time to facilitate the growth of the Town:

- A new library be constructed on the reserve across the road from its existing location in conjunction with a performing arts centre;
- The Community Centre then be expanded to utilise the space left by the relocation of the library facilities;
- Expansion of the existing Childcare Centre /Playgroup be considered, as well as the incorporation of additional child care centres to be located in the proposed urban expansion areas surrounding the Manjimup Townsite;
- Shire liaise with the relevant Government Agencies in the hope to relocate the Department for Child Protection office to a more central and accessible location;
- The establishment of the proposed Wellness and Lifestyle Centre be achieved, which is situated in an ideal location, close to the shopping precinct, health services and Timber and Heritage Park;
- Provision for a Youth Space to be located in the proposed Manjin Park Precinct; and
- Public Transport option investigation and creation of pedestrian linkages throughout the Townsite.

Additional community facilities that are required to service the needs of the projected population are further discussed in Chapter 7.

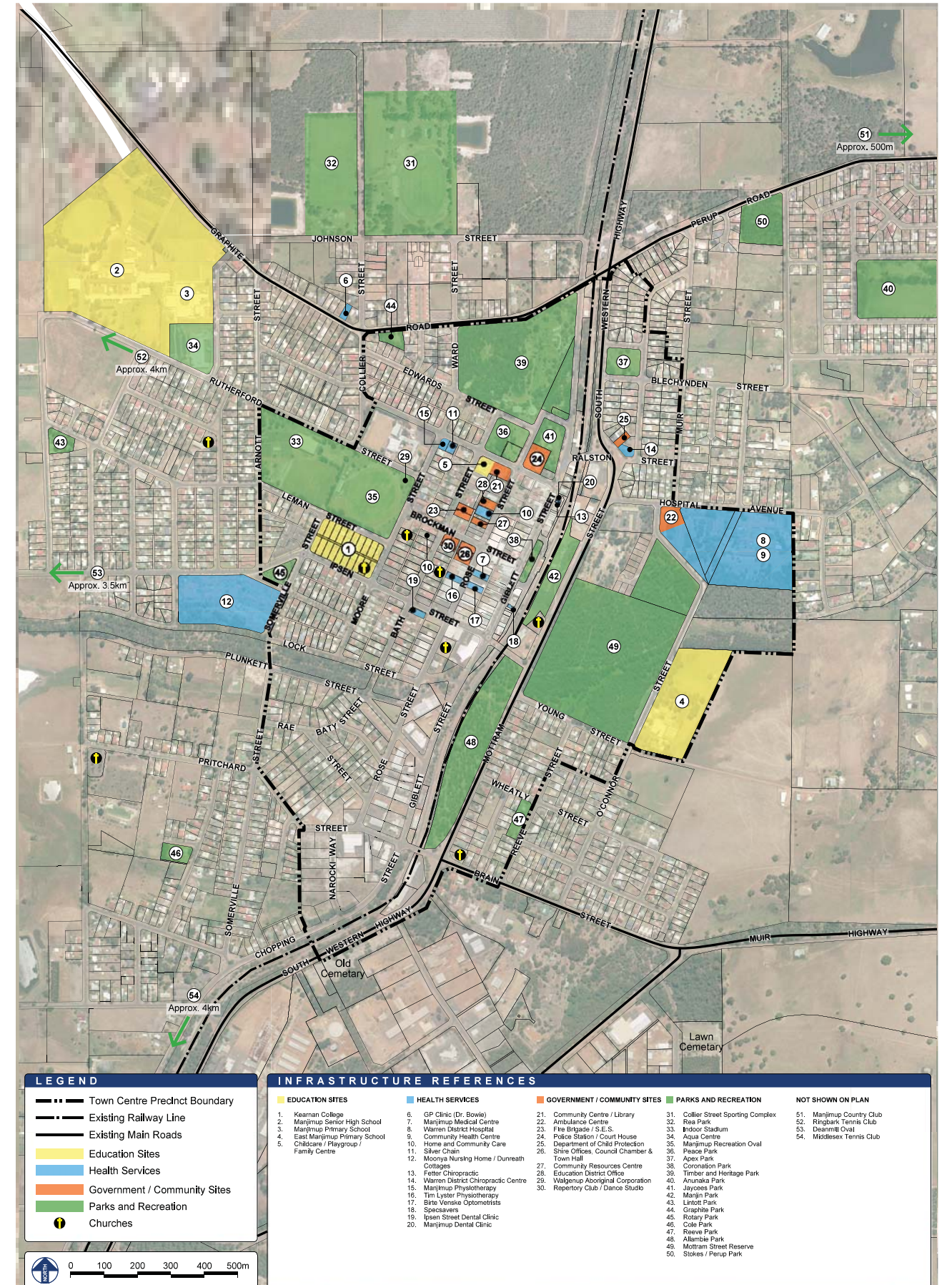


Figure 23 Community Infrastructure Locality Plan

3.11.10 / Arts and Culture

Performing Arts in Manjimup is currently served by the 142-seat Repertory Club on the corner of Brockman and Bath Streets. Venues such as the Town Hall, Roundhouse and the grounds of the Timber and Heritage Park are used for occasional concerts and other theatrical events.

The Shire has a valuable art collection but is currently limited to display in secure areas such as the Shire office and Council Chambers as there is no dedicated public gallery.

The Shire is currently drafting an Arts and Culture Strategy, which will inform future decision-making. A current gap in the Shire's social infrastructure is a Performing Arts Centre. Peter Alexander was engaged to conduct a pre-feasibility of a Performing Arts Centre in Manjimup as part of the Growth Plan process. This study identified the preferred model for a Performing Arts Centre in Manjimup would be essentially a "black box" configuration with retractable seating for 250-300, flexible stage design, occasional school/education/lectures,

cinema capacity, kitchen catering, and additional break-out small performance and room capacity, and simulcast capacity. The indicative cost of such a facility is estimated at \$16 million.

The Study benchmarked the size and catchment population of Performing Arts Centres in other areas of Western Australia and found that a population of over 10-13,000 is considered the minimum population needed to support a 250-300 seat centre. Even with a population of this size, the centre will still require subsidy to operate in the same manner as other community assets. A Performing Facility could suitably be designed to be collocated with a new library and gallery, alternatively such a facility could be collocated with the development of a performing arts facility at the Manjimup Senior High School. The operational cost of a Performing Arts Centre suggests that a strong multifunctional partnership base for any future development would be prudent.



3.11.11 / Sport and Recreation

A Recreation Infrastructure Feasibility Study was prepared by ABV Leisure Consultancy Services to inform the Growth Plan. The Study included extensive consultation to identify the Town's future sports and recreation requirements. The key findings of the consultation were:

- Manjimup has a very strong football culture and has three clubs, each with senior and junior teams. Other sports work around football training and game times to ensure sufficient players and volunteers are available. This affects the days that are viable for conducting training and competition for some other sports, particularly basketball and netball where many of the female participants provide voluntary support for football;
- Basketball and Netball are seeking additional courts at the Recreation Centre to enable them to increase the number of teams that can play on their competition nights, as well as accommodate other user groups. They are also seeking a major upgrade of the supporting facilities to better accommodate players and spectators for multiple user groups;
- There is a need for improved supporting amenities including toilets, change rooms, social and spectator facilities across Manjimup's sporting infrastructure to bring them up to a modern standard and provide accessibility for all;
- The Collier Street Pavilion is in need of replacement. Whilst the hall floor surface is in good condition, the building itself is in a relatively poor state of repair and it has poor supporting amenities including an inadequate kitchen, toilets and change rooms. This affects all the current user groups including soccer, cricket, hockey and karate;
- There is willingness across most of the Town's sporting organisations to share facilities;
- The Ringbark Tennis Club is willing to negotiate relocation to a facility in the Manjimup town-site;
- Soccer is seeking a permanent home ground facility for year round use. Currently a single field is used at Collier Street Reserve in winter by seniors, and the Rea Park Oval is used during the summer by juniors;
- The recently formed Southern Forest BMX, Skate and Scoot Association is seeking a venue for a new competition facility. It has identified a potential location to the east of Rea Park Oval;

- There is a need for a purpose built dry recreation facility for activities such as martial arts and dancing as the current facilities are 'make do' solutions (churches, shops etc) that may not always be available in the future;
- The facilities at the Manjimup Recreation Grounds (MRG) are in a good central location for schools to utilise including the Manjimup SHS. Kearnan College also makes regular use of the MRG Oval and would require greater access to the oval if it were to increase its number of classes in the future, thereby constructing more buildings on its own playing fields;
- The AquaCentre is running at a significant operating financial loss due to increasing operations costs. The Shire has been investigating the development of additional facilities that would help increase revenue; and
- Manjimup's climate is a key consideration for sporting activities. Manjimup is a cold and wet area for much of the year. Good provision of indoors/under cover facilities are of high importance. Access to sheltered spectator areas at sporting ovals is also rated as highly important by relevant sporting groups.

Additional sporting and recreation facilities that are required to service the needs of the projected population are further discussed in Chapter 7.

3.11.12 / Emergency Services

Manjimup is served by the full range of emergency services, namely police station, transport licensing and courthouse, Fire and Rescue Service, State Emergency Service and St John's Ambulance Service. In addition to these services, Manjimup airport is accessed by the Royal Flying Doctor Service and DEC fire fighting aircraft, which service the wider region rather than simply Manjimup. The surrounding rural areas are covered by a series of Volunteer Bush Fire Brigades. The Lower South West Region Headquarters of the Fire and Emergency Services Authority is based in Manjimup.

Fire and Rescue, Bushfire, Ambulance and SES all rely heavily on volunteers to provide adequate coverage. This is likely to remain the case into the future. However, full-time positions may need to be created or existing positions augmented if demand caused by a larger population creates difficulty in volunteer coverage.

3.11.13 / Health Services

Manjimup is serviced by a range of health care services with the Warren District Hospital currently the focus for primary care, general and emergency procedures and maternity services. The facility is supported by a range of allied health services (based on the same site) such as physiotherapy, social work, occupation therapy, child health and speech pathology amongst others.

Discussions with the WA Country Health Service has confirmed that the Manjimup Hospital has been the recipient of funding as part of a recent State Government recent announcement of the Southern Inland Health Initiative (under the Royalties for Regions program) to reform and improve access to health care for all residents of the Southern Inland area of Western Australia.

The aim of the initiative is to:

- Deliver safe and effective emergency services and good access to general practice;
- Put private GPs back into country Towns, supported by visiting specialists and health practitioners backed up by “e-technology” such as telehealth; and
- Provide better support to nurses who, due to the lack of doctors in this region, carry greater responsibilities.

The Warren District Hospital currently has 22 inpatient beds and 5 emergency department bays. In the year 2010/11 only around 50% of beds were used on average at any time so there is sufficient capacity for Manjimup Hospital to increase its activity should the population increase over the next 20 years.

Broadly, the key aspects that are required to improve Manjimup health and hospital services and the health of the local population are:

- Sustainable medical coverage for emergency cases and improved emergency services roster and services;
- Enhanced access to GP and non GP primary health care services including co-located ambulatory and primary health care services on site (incorporating new GP clinic);
- Upgrade engineering and site infrastructure (Building condition audit being undertaken);
- Refurbished Emergency Department;
- New or refurbished high care nursing home;
- Refurbished clinical and non-clinical services including

the mental health clinic;

- Incorporation of rooms and facilities for ‘Telehealth’ in order to establish the broader networked services for the catchment area;
- Student / resident training facility;
- Short term staff accommodation;
- General Practitioner (GP) accommodation; and
- Patient transport services.

Improvements to the hospital will need to occur in a phased way. The \$14.9M Southern Inland Health Initiative (SIHI) nominal allocation for refurbishment works at Manjimup hospital will fund phase 1 of the redevelopment works. However, through the impetus of the SuperTown Growth Plan process an opportunity exists to partner for additional health projects such as GP/ staff accommodation, patient transport, GP clinic etc.

Detailed planning is currently underway to determine the longer term health needs of Manjimup with a view to developing a new model for medical services in the region.

Existing health facilities appear to be operating adequately for the population of Manjimup but there is an opportunity to improve the services to the community through detailed health planning and design. Attracting GPs to the Town in the past has been a challenge and is a critical issue to be addressed in the future. The creation of a GP super-clinic on the existing Warren District Hospital site encompassing the full suite of medical and allied health services could provide significant impetus for the Town as an attractor to not only medical specialists but also future residents. Another opportunity to be considered further is establishment of a high care aged facility on the site. There are a number of advantages to this including co-location of ancillary facilities with the hospital, access to medical care and providing extra capacity in the aged care sector in the Town. Further investigation of the feasibility of establishing high dependency aged care of the site will be needed in consultation with the Department of Health.

3.11.14 / Active Aging and an Age-Friendly Town

The Growth Plan identifies a strategic opportunity for Manjimup to become an ‘age-friendly Town’. This will require delivery of new age-appropriate infrastructure that will develop and promote Manjimup as a Town that is age-friendly and a Town where people can actively age in place.



The objectives of this Project are to:

- Embrace the opportunities that an ageing demographic presents to Manjimup, seizing the opportunity to address the existing and well documented challenges of the local ageing and broader demographic;
- Retain existing seniors in the district to strengthen local families and community;
- Ensure Manjimup is well placed to attract target group migration;
- Improve health benefits for the broader Manjimup community through more GP's and better access to health and support services at the local level;
- Retain a skilled labour workforce and volunteers;
- Provide a range of new jobs in the health care sector, assisting in diversifying the economy and providing

greater employment opportunities for locals;

- Develop a lifestyle and amenity that supports ‘active ageing’ for all;
- Provide for a continuum of aged appropriate housing and accommodation options at the local level opportunities for individual to ‘age in place’; and
- Maximise coordination and collaboration across the three levels of government, community, not for profit and private sector, with a wide range of targeted investments and regional partnership arrangements.

3.11.15 / Education

Manjimup has a strong reputation for the delivery of quality education, which draws students from outside the Shire boundaries. There are currently two (2) government primary schools (K-7), a government senior high school (8-12), a government education support centre and a Catholic College (K-12). Tertiary education is provided by the Manjimup Campus of the South West Institute of Technology (SWIT). The Town also houses a district office of the Department of Education.

The current and projected capacity for each of the facilities is outlined below.

Manjimup Primary School, Finch Street

Manjimup Primary School is the newest facility in Manjimup, having been constructed in 2006. The 2011 student population was 340, utilising 13 classrooms. Three extra classrooms are available on site to accommodate an increase in student population to 425. Based on a projected growth of 3% per annum, the existing number of classrooms will remain adequate until 2021, when one extra classroom will be required. The extra number of classrooms required by 2031 will be 5, with a total student population of 550. The school site is adequate to support the additional growth projected.

East Manjimup Primary School, O'Connor Street

East Manjimup Primary School was first opened in 1971 and supported a 2011 student population of 320 in 12 classrooms. The current maximum capacity of the school is 380 students in 14 classrooms. Based on a 3% population growth, the existing number of classrooms would remain adequate until 2017 when one additional classroom will be required. By 2031, a total of 8 additional classrooms will be required to support 580 students.

Although the school has been improved over time, its administration block is currently inadequate and is on the Department of Education replacement list.

Manjimup Senior High School, Rutherford Street

Manjimup Senior High School was opened in 1957 and is currently the only government Years 8-12 school in the Warren Blackwood Region. Due to this, its student catchment is much larger than just residents of Manjimup with school bus services linking to surrounding towns and Shires. The school had 570 students enrolled in 2011, having reached a



peak enrolment level of 710 in 2007. Numbers are expected to normalise at around 680 students by 2015. The current maximum capacity of the school is around 700 students.

The high school is regarded as a school of excellence, with a strong record of consistent outcomes of high achievement and annual ratings. Given this record, the school has continued to attract lower school students from surrounding towns and Shires. Over time this may affect the range of subjects offered by district high schools located in these areas.

A \$5.5 million Trades Training Centre has recently been constructed at the School through Federal Government funding. Additional facilities will be required over time to accommodate the projected growth in the student population. The construction of supported student housing in Manjimup is seen as a key opportunity. This will allow students from outlying towns to access supervised housing in Manjimup and avoid lengthy daily bus travel. The School has also identified the need for a student services block to incorporate a range of health, counselling, pastoral care and youth support services. Ultimately a performing arts / lecture theatre will be required to support the school's curriculum.

Kearnan Catholic College, Moore Street

Kearnan College was established in 1925 as St Josephs. The College is a Catholic co-educational school catering for primary and secondary students (K-12). Approximately 365 students were enrolled at the school in 2011. The school

is currently experiencing full classes in some years, with additional students for these classes being placed on a waiting list. The maximum capacity of the school is currently 444, with this expected to occur in 2019 based on current growth trends and not taking into account any additional increase caused by SuperTowns.

Unlike the government schools, the capacity of the Kearnan College site to expand is limited due to being located on a relatively small parcel of land and surrounded by roads on each side. The Shire and Kearnan College have previously investigated the potential of incorporating Leman Street into the school. This would provide additional space for new infrastructure, as well as allow for shared use of the Manjimup Recreation Grounds. This option is still available, but will require the extension of Somerville Street through the Recreation Grounds to mitigate traffic impacts.

Kearnan College has identified the need for a new kindergarten, canteen and extra toilets in the short term. Additional classrooms will be required if the College is to increase its maximum number of students beyond 444. As a private school, the College itself must organise and fund new facilities.

Manjimup Education Support Centre

The Manjimup Educational Support Centre caters for students with an intellectual disability in Years 1 to 12. The centre is a separate school with its own resourcing and staffing but is located on the same campus as Manjimup

Primary and Senior High Schools to allow for inclusion in some mainstream classes and events. Current enrolment is 16 students, with this having fallen from 39 students in 2008. As the Education Support Centre is co-located and works closely with Manjimup Primary and Senior High Schools, it is able to more easily access additional facilities and cater for fluctuating demand.

South West Institute of Technology, Graphite Road

Located on the same campus as Manjimup Primary and Secondary Schools, is the Manjimup Campus of SWIT. Courses in the following study areas are available at this Campus:

- General Education
- Aged Care
- Childcare
- Conservation and Land Management
- Horticulture
- Information Technology
- Office Administration
- MYOB
- Visual Art
- Teacher's Assistant
- Special Needs Assistant

Short courses are also offered throughout the year at the Manjimup Campus including forklift, Chainsaw, Tractor and Chemcert courses.

Potential impact of change to Year 7 education

During the course of preparing this Growth Plan, the state government announced that Year 7 students will be accommodated at government secondary schools from 2015. This is likely to see a reduction in the number of enrolments at the two government primary schools with an increase in numbers at Manjimup Senior High School. This is likely to impact on the overall projections of the number of students and classrooms required by approximately 10%. This announcement does not affect Kearnan College.

Additional Education Facilities

The need for additional schools and educational facilities to support the projected growth is discussed in Chapters 6 and 7.

3.12 / FORESTRY AND TIMBER INDUSTRY

The native forest resources of the South West region can be broadly grouped into two distinct types, the drier Jarrah (*Eucalyptus marginata*) forest and the moister Karri (*Eucalyptus diversicolor*) forest (FPC 2010). These species are unique to the South West and do not occur naturally anywhere else. The South West region also includes some significant hardwood (mainly Tasmanian Blue Gums) and softwood (mainly Radiata pine) plantations.

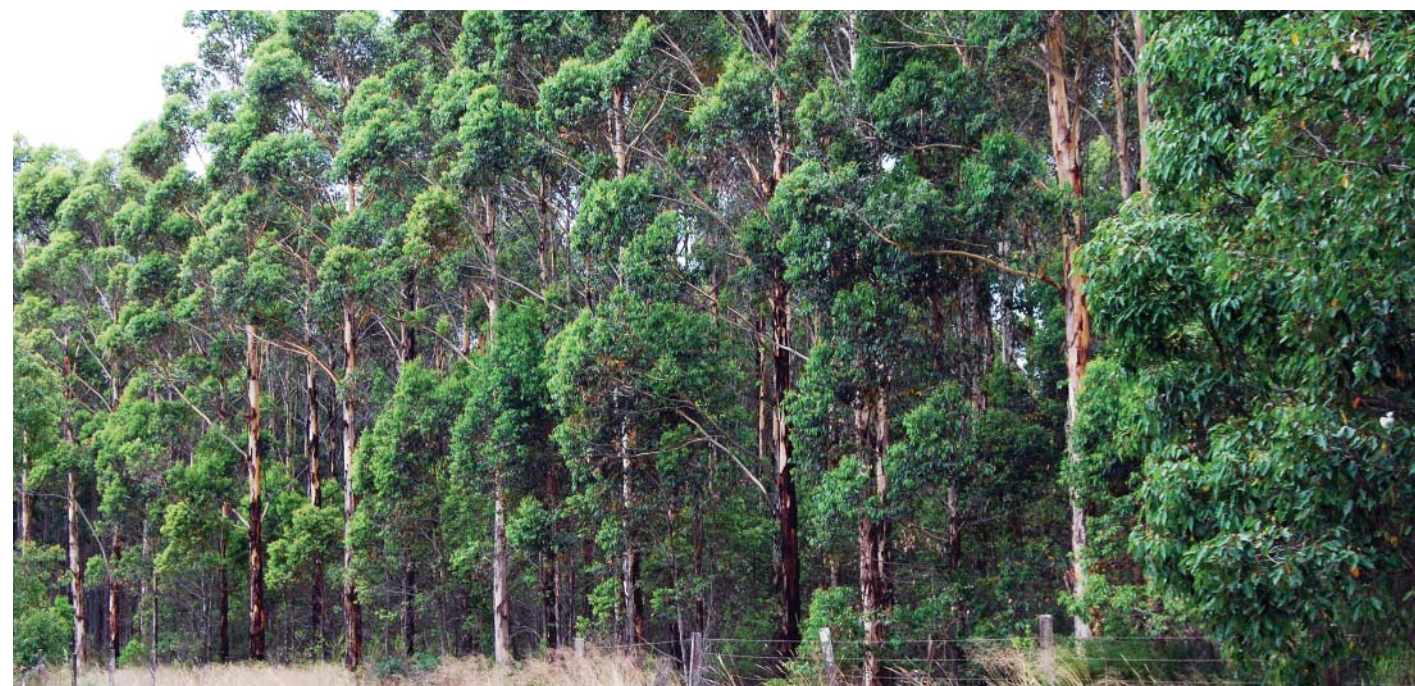
Manjimup has a long association with the timber industry dating back to 1911 with activity peaking in the 1950s and 1960s. Over the past century, the timber industry has undergone several major restructuring occurrences, the most recent being the introduction of the Regional Forest Agreements (RFAs) in 1996 and the subsequent abandonment of “old growth” logging and scaling back of native timber harvesting from 2001.

Despite such reductions, the Manjimup region retains a strong, albeit reduced, association with the timber industry, including the largest hardwood sawmill in the southern hemisphere at Pemberton.

The 2008 CRC Forest Industry Survey identified that the Shire of Manjimup and other local governments within the South West region suffered significant reductions in the timber industry following restrictions on activity within native forests. Between 2001 and 2006, persons employed in the agriculture, forestry and fishing sector fell from 1,224 to 797 (427 or 35%), with the sector which had accounted for 26% of employment in 2001 accounting for 19% in 2006 (Manjimup Regional Profile 2007). The Forest Industry Survey estimated that in 2005-06, the Shire of Manjimup had 52 forestry related businesses, dominated by contractors and consultants although the majority of employment centred on the growing and processing sectors (CRC 2008). It is estimated that the timber industry currently accounts for approximately 27% of the Shire of Manjimup’s economic output.

Major current processing operations in the area are summarised in Table 12.

The 1990s and 2000s saw a ‘boom’ in timber plantation establishment throughout the South West, including in Manjimup. The sudden increase in plantations was driven by a number of large Managed Investment Schemes (MIS). However, oversupply of plantation product, diminishing market prices for woodchip and the failure of several large MIS promoters in recent year’s means that the long term future of the plantation industry remains unclear.



Company	Location
Appadene Timbers	Deanmill
Auswest Timbers™	Deanmill, Manjimup and Pemberton
Australian Craftwood and Timbers	Palgarup
Middlesex Sawmill	Middlesex
Shaw Milling	Palgarup
Rockbridge Milling	Manjimup
WA Plantation Resources	Diamond

Source: Sandalwood Foresters 2010

3.12.1 / Review of the Forest Management Plan

The harvesting of native timber in the region is governed by the Forest Management Plan 2004-2013 (FMP). A draft FMP for 2014-2023 is due to be released for public consultation in later 2012 and will become operational on 1 January 2014. The imminent ending of the current FMP has led to a high degree of uncertainty over the short term future of the native timber industry in the region. It is likely that the new FMP will have significant implications for the industry in Manjimup. The impact of the new FMP on the local industry will become apparent during 2013 as the new FMP is finalised and industry players respond to any changing conditions.

3.12.2 / Timber Opportunities

During 2010 and 2011, the Shire and SWDC engaged AEC Group to undertake a study into the options for the future development of the timber industry in the Shire. This study investigated a range of opportunities both within existing markets and in new or developing markets for diversifying the timber industry. The opportunities within established markets investigated by the study included increasing use of hardwood sawnwood, pallet and packaging manufacture and engineered wood products. The opportunities within new or developing markets included biofuels, biochar and other carbon-related opportunities. The study found:

- A wide range of existing timber industry participants are currently operating successfully, at a variety of

scales, in the Manjimup Shire from the Pemberton Sawmill to owner operator ventures and these should continue to be supported;

- None of the identified development opportunities are considered to be viable within the current operating conditions or in the short term. However, there remains an opportunity for governments to address many of the issues which currently hamper greater investment in the long-term future of the industry, namely the issues around resource allocation. Addressing these issues would improve the viability of many of the identified opportunities;
- Other than the impact of planning controls over the establishment of plantations, the current operating conditions are beyond the direct control of Manjimup Shire;
- Several current operating conditions, in particular relating to hardwood resources, are the result of State Government policy over the last fifteen years. Addressing these conditions would require significant political will and would need to be founded upon a clear statement of the State Government’s long-term commitment to a viable timber industry. This statement would impact throughout the industry, encouraging skills development and training as well as investment in new technology and products;
- The statement of long-term support should be used as the foundation for reform of the current Forest Management Planning process. A new approach is needed which provides a rolling resource allocation. Stakeholders frequently cited greater security for resource supply as a key factor in maintaining a viable timber industry. The current situation where the available resources after 2013 are incredibly uncertain, irrespective of the Investment Security Guarantee, is an unnecessary impediment to investment in the industry;
- As well as resource security, several stakeholders raised the need for greater availability of higher quality inputs. This will be hard to achieve within the agreed sustainable harvest limits but as an initial response all harvested hardwood (including that cleared from mine sites) should be made available to the processing industry;
- There are opportunities for the Shire of Manjimup to host pilot programs for emerging technologies in high value sectors including bio-fuels and bio-char. These programs would need public support in order to become established but offer the potential of a

significant return on that investment if the technology is refined to the point of commercialisation;

- The timber industry has made significant improvements to its environmental management practices and there are also significant potential positive environmental impacts associated with new developments such as biochar as well as the role of forests in carbon sequestration. These positive messages should be promoted to increase public awareness of the actual impacts of the industry; and
- The current operating conditions are dynamic and the industry should continue to monitor these to identify and then respond to emerging opportunities. The establishment of a carbon market which included the timber sector would significantly change the market position of timber products and substitute goods. It might also open up opportunities in the establishment of plantations and other carbon related markets.

Notwithstanding the current uncertainty over the new FMP, timber will likely continue to play a critical role Manjimup's local economic structure. Value-adding opportunities such as engineered wood products, wood flooring, wood veneer, lamination, timber processing and Climate change opportunities i.e. bio-char, bio-fuels, carbon capture are seen as key economic opportunities for the Town.

A key initiative will be to establish a value-adding timber industry and attracting suitable private investors willing and capable of pursuing identified opportunities. A further key action will be to influence policy to improve the security of

resource necessary to motivate industry investment.

The following vision for the industry has been developed. The vision is used to frame the most appropriate development opportunities for the industry. Only those which meet the identified criteria are considered appropriate for further analysis.

The timber industry based in the Shire of Manjimup is forward thinking, technologically advanced and transitioning in response to change. The industry is recognised as delivering sustainable and environmentally responsible economic and social value to the community.

3.12.3 / Deanmill Settlement

One matter related to the timber industry is the future tenure of the Deanmill housing settlement. Due to its close proximity to Manjimup and its lack of commercial and community services, Deanmill is considered an extension of the residential area of Manjimup.

Currently this settlement is located on the Deanmill mill site lease and managed by Auswest Timbers as the leaseholder. Options for removal of the residential portion from the mill site portion of the lease and eventual normalising of the settlement are currently being considered by Auswest and state government. Conversion to freehold title and subdivision of the settlement was endorsed by the Shire of



Manjimup in November 2010. Conversion of Deanmill to a normalised Townsite will have implications for the Shire and the local Deanmill Community that will need to be considered as part of this process. Of critical concern will be ensuring that there are sufficient controls in place to manage potential resident conflict due to noise from the mill and to ensure there is a suitable standard of service and amenity to the settlement.

3.13 / TOURISM

Tourism is increasingly important to the Shire's future and indicators over recent years have shown a trend of solid growth. It is expected tourism will continue to develop as a major contributor to the region's economy as visitors are increasingly attracted to the unique South West lifestyle. Nature based or eco-tourism is emerging as an area due to the natural amenity of the region with significant potential for growth that Manjimup is well placed to capitalise on.

Manjimup is in close proximity to the recognised tourist destinations of Bridgetown, Pemberton, Walpole and Windy Harbour. Other attractions include:

- the botanically significant D'Entrecasteaux and Shannon National Parks;
- the Karri Forest Explorer tourist drive centred on Pemberton;
- Lake Muir RAMSAR Wetlands;
- Bicentennial, Gloucester and Diamond Tree lookouts;

- Walpole Wilderness and Marine Parks;
- Jarrah, Karri and Tingle forests;
- Bibbulman Track (hiking) and Munda Biddi Trail (cycling).

Together, these places attract over 200,000 tourists annually.

Within a short drive of the Town tourists can visit King Jarrah, Diamond Tree Lookout Tower and visit the Four Aces. Water attractions include historic Fonty's Pool, Big Brook Dam, the Donnelly River and Glenoran Pool. Other local attractions include the Timber and Heritage Park, incorporating the State Timber Museum, the historical Hamlet, which contains many relocated (for preservation) buildings from within the shire, the Age of Steam exhibit, a blacksmith's forge and a craft and coffee shop. The Timber and Heritage Park is well-placed to accommodate additional exhibits and facilities including indigenous heritage and culture displays and the energy exhibits of the state government.

The Shire's natural, indigenous, timber and agricultural heritage provides a unique mix of 'stories' on which to build places of tourist interest and for residents to value. Within the Town, the Timber and Heritage Park will be the major visitor drawcard, based predominantly on a number of heritage themes. This will be linked to other places of interest via the Linear Park along the rail corridor, which in turn will link with the Shire-wide Heritage Icon Trail.

Key local festivals and events in and around the Town include, but are not limited to, the following:

- Manjimup Farmer's Market once per month;
- Warren Agricultural Show each March;
- Targa South West bitumen road rally each May;
- Manjimup 15000 motocross each June
- Truffle Kerfuffle each June
- JB Ipsen Golf Tournament each October; and
- Cherry Harmony Festival each December

The variety of accommodation available reflects the diversity of the area. There are a number of caravan parks, hotel and motels, bed and breakfast facilities, guesthouses, chalets, cottages and villages as well as backpacker accommodation in and around the Townsite and Shire. However, quality short-stay accommodation geared towards the business traveller or tourists has been identified as a major shortcoming within the Manjimup Townsite. There are currently limited options available and the quality of the accommodation is such



that many visitors choose to stay in nearby towns (such as Pemberton and Bridgetown) and drive to Manjimup.

While the tourism sector is currently subdued, Manjimup's ability to grow in the tourism market in the future may be significantly constrained by the lack of improved tourist accommodation options. The delivery of a quality short-stay facility (potentially combined with conferencing facilities) is essential to not only to address the current undersupply but also to facilitate a diversification of local economic activity.

A suitable site for this accommodation facility has been identified at Jaycees Park and is proposed to be developed in conjunction with the redevelopment of Timber and Heritage Park immediately adjacent. Good quality cafes and restaurants are also limited and are seen as high value-adding opportunity for visitor and local expenditure.

Marketing of the District's tourism attractions is likely to work in conjunction with the agriculture, food and wine marketing that the Food Council will conduct with assistance from SuperTown funding. The District's main tourism themes of forest, food and heritage will complement the Food Council's marketing of the District's produce on the domestic and international markets. Given this close association, it is planned that the Food Council will have a presence in the Timber and Heritage Park and linkages to tourist operators in the food and wine sectors.

A major issue facing Manjimup is the relatively high 'drive through' rate of visitors to the region. The SuperTown Town

Centre Revitalisation Project includes a number of initiatives to attract visitors to stop in Manjimup. These initiatives include creating better linkages between the Highway and Town Centre and establishing the Timber and Heritage Park as a 'must see' attraction in the region. The proposed accommodation facility is strategically located between the Town Centre and Timber and Heritage Park on Giblett Street to strengthen the attraction of visitors from the Highway. It is also envisaged that over time, the Town Centre is made for conducive for residents and visitors alike to enjoy the District's food produce by promoting alfresco areas and farmer's markets amongst other initiatives.

Promotion of the Town as a place to visit will also bring improvements that local residents will enjoy on an everyday basis. Manjimup has a very good level of service given its regional centre status. However, what it lacks is the attractiveness and refinement that people associate with a growing and vibrant town. This is needed to attract visitors and new residents and investment to the Town



3.14 / AGRICULTURE

The Shire of Manjimup is highly productive in terms of agriculture and is a major contributor to the development of the State and local economy.

An agricultural overview for the Shire of Manjimup using statistics from the 2006 Census estimates the gross value of agricultural production within the local authority at approximately \$96 million and is apportioned as shown in Table 13. The 2001 Census was conducted during the period this Growth Plan was prepared. However, insufficient detail on the results was available for inclusion in this report.

Vegetable production is the most important agricultural enterprise and constituted 28.5% (\$27.4M) of all farm outputs. Other important industries include fruit (\$26M), beef (\$20M), milk (\$9M) and floriculture and nurseries (\$6M).

Agricultural production is continually expanding, and the availability of quality soils and the management of water supplies should provide considerable future opportunities in agriculture. Opportunities for expansion of the local horticultural market are seen as only marginal, but the export market potential, especially in South-East Asia, is significant. Further, the increased production and diversification offer greater opportunities for downstream processing and value-adding in the region.

The protection of the productive capacity of the priority agricultural land against inappropriate subdivision, zoning,

development and uses is critical and the need for water supply security for irrigated agriculture is fundamental to expanding the industry in the region. Priority Agriculture land will be considered as part of the approach to growth for Manjimup.

Marketing of the region through the development of a local Food Council and establishing relationships with emerging markets will be important to the success of the industry. There has also been a very noticeable decline in the agricultural research resources, which historically contributed to the expansion and success of agriculture in the district (such as the 'pink lady' apple). SuperTowns presents an opportunity to reverse this trend, to develop a holistic approach to agriculture/horticulture/aquaculture research and training and to foster small businesses seeking to value-add agricultural product. Manjimup has a reputable education system that should be utilised for this opportunity.

Agriculture will continue to be the mainstay of the Shire and local Manjimup economy. With proximity to South-East Asian markets and global food security becoming increasingly important, Manjimup is well placed to benefit from the economic opportunities in this sector.

	Agric total GVAP (\$) approx*	Fruit - total value (\$)	Vegetables - total value (\$)	Nurseries, cut flowers and cultivated turf - total value (\$)	Livestock products - total value (\$)	Livestock slaughterings - total value (\$)	Pasture, cereal and other crops cut for hay - value (\$)	Legumes for grain - total value (\$)	Grain - total value (\$)
		Gross value	Gross value	Gross value	Gross value	Gross value	Gross value	Gross value	Gross value
Western Australia	8,136,830,065	261,650,155	292,398,834	190,988,933	649,610,127	1,213,352,135	162,294,080	223,588,269	5,142,947,532
South West	589,548,282	105,181,883	86,156,113	23,805,191	127,118,582	190,033,414	36,521,456	259,980	20,471,663
Manjimup (S)	96,000,000*	26,320,456	27,421,774	6,825,224	9,410,115	20,349,200	4,627,868	1,979	32,866
Total Selected LGA	96,000,000*	26,320,456	27,421,774	6,825,224	9,410,115	20,349,200	4,627,868	1,979	32,866
% of South West	16.3%	25.0%	31.8%	28.7%	7.4%	10.7%	12.7%	0.8%	0.2%
% of Western Australia	1.2%	10.1%	9.4%	3.6%	1.4%	1.7%	2.9%	0.0%	0.0%



3.14.1 / Water Security

Water availability is a limiting factor in the ability to expand and compete in a national market place and may determine if agriculture remains a viable industry in the region in the longer term. Farm amalgamation, diversification and changes in crop types will shape the future agricultural demand for water. With greater agribusiness or corporate farming investment the long-term reliability of water abstraction must be maintained in catchments that are important for irrigated agriculture.

Innovative methods need to be developed to enable businesses to expand or ensure that farmers and irrigators have sufficient capacity to capture water to maintain viable businesses in the face of a drying climate and increased demand for water. Current winter dry season conditions where water supplies may not be sufficient to meet agriculture and industry demands are highlighting the importance of water security and certainty in regional development.

Discussions with Department of Water have indicated that further work is required in this area is required to develop innovative methods for greater farm scale capture of water and to scope an integrated water management strategy to help secure the horticultural development potential of the Warren Donnelly region.

A water management strategy will determine the most appropriate way to secure water into the future. The strategy would identify potential solution/s, the policy and regulatory

settings required, opportunities for private investment, cost recovery mechanisms for service delivery and clarity of risk allocation.

The development of large scale infrastructure such as a large dam and cross-catchment distribution networks may provide opportunities for access to additional water. This might be necessary to supply more water to areas where further small-scale dams cannot be licensed. Distribution of water from a large dam and pipe network could potentially be managed through an irrigation cooperative.

The development of an integrated water management strategy for the region will involve a systematic and coordinated program of work and include developing scenarios for water management in a 10 year timeframe so that the water needs of irrigation and industry can be planned and met in a sustainable manner.



By improving the security of water for the irrigation industry, it will in turn attract additional investment in the region by:

- Building capacity in regional communities: by optimising the management and sustainability of water supplies to support current and future industries in the region, the capacity of those regional industries and communities to manage their water resource will be enhanced.
- Retaining benefits in regional communities: the development of a long term water security plan will ensure that the management of water supply and demand will benefit existing and potential users in the region.
- Improving services to regional communities: working towards ensuring security of water supplies to regional industry and the environment, will assist relevant bodies to plan the maintenance and improvement of services related to industry, tourism and recreation.

A reliable supply of water for irrigation purposes underpins the success of the agricultural sector in the Shire and the broader South-West region. Therefore, it's critical that a long-term strategy be investigated and formulated to secure water into the future, maximise the agricultural potential of the area and build capacity in the local economy.

3.15 / BAUXITE MINING

Bauxite Resources Limited (BRL) has a large area of the south west land division under exploration tenements. The area extends north to Bindoon / Gingin, east to Katanning and South to Manjimup, with the exception of the portion of the Darling Scarp leased to Alcoa and BHP Alumina (Worsley).

Exploration to date has focused on the tenements north of Perth. A trial mining project was conducted at Bindoon, which has since expanded into a formal mining proposal to extract 2 million tonnes per annum in North Bindoon, subject to State and Federal environmental assessment.

Test drilling in the Warren-Blackwood region has begun in recent months and will continue through 2012. At the time of writing this Growth Plan, there was insufficient information available from BRL on the quality or quantity of bauxite within the region to make a comment on whether it is commercially viable.

Whilst the introduction of mining activity (and associated service industry) could lead to significant economic impetus and employment opportunity within the Shire, there is no guarantee that large-scale bauxite mining will occur in the Manjimup region.

Related to bauxite mining is the potential for an alumina refinery to be constructed in the region by Bauxite Alumina Joint Venture (BAJV). It is understood that any future refinery will require 90 million tonnes of bauxite resource to support it. As the extent and quality of bauxite resources in the region is currently unknown, no decisions can be made on either the likely location or the viability of a refinery in the region. There will also be a range of environmental, economic and social criteria against any future refinery proposal will be assessed. Given the high degree of uncertainty over the project, the Growth Plan does not anticipate a refinery being located near Manjimup at this time.

4.0 VISION & OBJECTIVES

4.1 / CONSULTATION AND COMMUNITY ENGAGEMENT

A Community Reference Group (CRG) was formed by the Shire of Manjimup and a comprehensive consultation process undertaken to:

1. Formulate and agree on the Vision for Manjimup;
2. Assess strengths, weaknesses, opportunities and threats (SWOT) of the local economy;
3. Identify key priority projects to stimulate economic development and investment;
4. Discuss the opportunities and constraints throughout the development of the preferred Growth Plan; and
5. Test the ideas of the proposed Town Centre plans and landscape concepts.

The objectives for the community and stakeholder engagement processes undertaken during the development of the Spatial Growth Plan were to:

- Identify actions that will enable inclusive and effective stakeholder engagement, as well as clear communication with the project team;
- Confirm stakeholder opinions and areas of interest in order to provide accurate feedback to inform the planning process;
- Investigate economic opportunities and understand the growth challenges facing the Town; and
- Build stakeholder ownership.

VISION FOR MANJIMUP

“Manjimup – the heart of the South West

We are a thriving Regional Centre which is safe, liveable and welcoming.

We value our quality of life and embrace our natural environment which affords us both economic and recreational pursuits.

Our industries are recognised for their resilience, quality and innovation and for their contribution to the state of Western Australia. Our economic diversity provides business and employment opportunities for all.

Manjimup – the place to grow a future”



4.1.1.1 / Manjimup Futures

Manjimup Futures was a response to the ongoing transitional change in the Shire's economy from timber and farming-based to an economy based upon horticulture, viticulture, public services and a smaller timber sector. Manjimup Futures is a joint project of the Shire of Manjimup and South West Development Commission and was undertaken between April and August 2011. The objective of the Manjimup Futures Working Group was to devise a strategy for Manjimup that would grow job opportunities and support and foster business development.

As part of the Working Group's investigations, a wide ranging consultation exercise was undertaken. This consultation consisted of a number of processes – to ensure a comprehensive picture of what the people of Manjimup Township and surrounding Towns and residences in the area consider important about the present and the future for their area. A total of approximately 1200 people were involved in this overall process. All consultations occurred after the announcement of Manjimup's SuperTown status and activities 2, 3, 4 and 5 below involved some discussion of the implications of this status.

What is clear from all consultations but particularly emphasised in the postal community surveys and community interviews and forums is that over 90% of people associate the natural environment (climate, trees, coast, clean air and water) with why they live in the area and that it represents what is best about the area. This indicates why people stay and what can be a major marketing message.

The results and feedback also reinforce the importance of 'agriculture', 'health' and 'tourism'.

Agriculture in its widest sense is important – with the area being a food bowl and needing further development and diversification, including into tourism and food processing, packaging and market creation. Agriculture is seen to offer enormous potential for the region – if properly resourced and developed, in terms of training, knowledge and advice.

Health and health services are a major issue for residents. Whilst many complain about inadequacies, others praise services and point to recent changes. Overall, having a hospital and a new clinic are noted. Adequate aged care accommodation and services are a concern.

Infrastructure is detailed, but overall a new or upgraded airport was seen as important to draw new residents, provide work for existing residents and to act as a stimulus

for tourism, agriculture and other industry. The telephone perception survey of Shire residents, particularly highlighted the need for entertainment infrastructure (cultural, concerts, cinema).

Tourism is seen as needing encouragement, marketing, new businesses, new ventures and particularly new tourist accommodation and a resort. The message of what is great about the region needs to be marketed, attractions further developed, services being available for extended hours and customer service improved.

There were six (6) activities involved in this consultation:

1. A Community Awareness Flashpoll was conducted by telephone by Patterson Market Research in June 2011. This was to gauge what Perth residents knew about the Manjimup area of the state's South West. Most respondents had visited the area but said they would stay longer if they knew more about what activities were available.
2. Individual surveys were posted to all residents in the Shire of Manjimup, including the larger Towns of Pemberton and Northcliffe. Walpole was not included as the Town was conducting its own survey - the results of which will be provided for the Shire. This was to gauge how people saw their location currently and how, if necessary they could be improved.
3. Community targeted consultations. These included a number of advertised public forums (Middlesex Hall, Pemberton Sports Club, Manjimup Sports Club, Northcliffe Hotel and Deanmill Workers Club. The second part of this process involved meeting with identified stakeholders and interested parties. This survey sought current perceptions of living locally, but also what was needed to promote growth in the area. This provided greater emphasis on business and infrastructure than the general community survey.
4. Consultation with Manjimup Chamber of Commerce and Industry, which concentrated on required infrastructure.
5. Review of consultation and planning documents and minutes e.g. Manjimup Futures Forum (20th April 2011).
6. A Community Attitudes Survey conducted by telephone by Patterson Market Research of 400 residents within the Shire. This was guided by the other consultation tasks and sought current perceptions and what improvements might be desirable to make the area a better place to live and work. A key emphasis of

the responses was the need for greater entertainment and cultural infrastructure. The questions asked were informed by all the preceding consultations, to ensure comprehensive cover of issues.

Perth Perception of Manjimup

Patterson Market Research conducted a 'Flashpoll' telephone survey of 300 Perth residents as part of Manjimup Futures. In summary, the findings indicate a quite high level of awareness of Manjimup, and even a reasonable understanding of its location. Indeed, two thirds (67%) of Perth respondents report that they have been to Manjimup at some stage. This propensity to have visited Manjimup is clearly age related, with older people having a greater visitation rate (having had more years in which to have experienced the Town). We do not believe that the greater exposure to Manjimup by age is a function of its greater appeal necessary to older people.

Overall, amongst the people who are aware of Manjimup (95% of the population), 7 out of 10 (70%) report that have visited the Town.

In the main however "been to Manjimup" means having driven through without stopping. Almost 4 out of 10 of those who have been to Manjimup reported that the last time they were there they simply drove through without stopping. Interestingly however, 1 in 4 reported that they had holidayed in the Town and a further 15% had stopped for a coffee or a meal.

There seems to be little unprompted awareness of the range of activities that may be undertaken in and around Manjimup. When asked what things they associate with Manjimup, 1 in 4 referred to the timber mills or the timber industry and 1 in 5 the forests and nature trails. There was very little difference in awareness of the types of activities that would be associated with Manjimup between people who had visited and people who had not visited. In other words, visiting Manjimup does not appear to have had a material impact on their unprompted awareness of the types of activities that they would associate with Manjimup. Even once prompted with the major activities, "visitors" showed remarkably similar levels of awareness of the types of activities that are associated with the Manjimup region.

Given the high rate of visitation (7 out of 10 people who are aware of it and two thirds of Perth people overall have visited Manjimup), and the very high "drive through" rate without stopping (37% of visitors), it is believed that Manjimup could effectively promote its activities for a holiday destination by simply erecting prominent signs within the Town itself promoting the types of activities that are available.

It is also noted that one of the reasons for not visiting Manjimup for a holiday was the perception that "it's a small country Town (and) not enough (activities) to hold their interest for more than a couple of days". In our assessment, Manjimup should promote itself as the "two day break" where you can "relax and unwind" or be physically active walking the nature trails etc.

It may be unrealistic to seek to promote Manjimup as a venue for a longer holiday stay than a couple of days.

Local Perception of Manjimup

Paterson Market Research also conducted telephone surveys of local residents to identify their perceptions of the Shire. The survey of 400 residents from the Shire of Manjimup indicates a community that appreciates the quiet rural lifestyle, but believes that the lot of the region would be materially improved with an upgrade to the road and rail infrastructure. It seems to be believed that such an upgrade would have positive effects in both improving the efficiency and viability of current business agriculture and tourism and also improve the quality of life for residents.

There is also a high priority placed on the creation of improved entertainment options, focusing on a movie theatre, and a live show and concert venue.

Lack of Things To Do and Lack of Facilities

When asked to nominate the negatives of living in the region in an unprompted question, young people focused on the lack of things to do. But overall it was the lack of services and facilities, particularly medical and education that residents had as their top of mind shortcomings of living in their region.

Six in ten rated the entertainment options for the region as being "poor", as did 54% for access to medical services. Generally access to policing, and the standard of recreational facilities were regarded as "good", though the range and types of shops in the region were "just OK".

Amongst younger people aged up to 29 yrs, three in four (76%) rated the entertainment options for the region as being "poor". This sentiment was most strongly felt in Manjimup.

The suggestions to improve the entertainment options focused on a movie theatre, and the facilities for live concerts plays or music festivals.

Lack of medical services felt most amongst parents

Overall 54% felt that they were poorly served for medical services. This was slightly heightened amongst respondents in the “parenting” age group of 30 – 45 yrs (59%) compared to 52% for those in the younger and older age groups. The perception of poor medical services may well be related to expectations. Those in Manjimup had the highest proportion with the “poor” rating for medical services (60%), compared to 56% in the smaller Towns, 43% in Pemberton, and 35% in the south coastal Towns.

Standard of infrastructure generally well accepted.

There was a relatively small proportion of respondents rating their satisfaction with six aspects of the physical infrastructure of their Town as poor. Street lighting attracted the lowest satisfaction rating, with 51% rating it as good, 29% “just OK” and 16% “poor”. Manjimup had the lowest satisfaction with street lighting (19% “poor”), and Pemberton had the highest (67% “good”).

Road & rail improvements the focus for infrastructure spend
Seven in 10 (73%) rated improvements to the road and rail system as needing a high priority for authorities. This was followed (at some distance) by better tourism accommodation (53%), an entertainment centre (47%) improved shopping (47%) upgrades to Town Centres (36%) and a major sporting facility (27%).

Strong support for tourism development

Almost nine in ten (86%) supported the notion of developing tourism for the region. This opinion was also reflected in the support for better transport (road and rail) infrastructure, better restaurants, and better shops.

Other matters

Education and training was seen as an important precursor to business development for the region, as was the development of agricultural tourism, and better entertainment facilities. 56% rated faster internet as an important business development strategy. 32% felt that more light industrial blocks would be beneficial.

Conclusions

Many of the findings of Manjimup Futures are consistent with the views of the Community Reference Group and are reflected in many of the submissions the ‘in house’ Shire of Manjimup SuperTown Project Team have received.



The perception testing identifies a number of issues that the Growth Plan will seek to address, including, but not limited to:

- Improvements to medical, recreation and cultural facilities over time;
- Providing Manjimup with a more appealing ‘face’ to present to visitors and making the Town Centre more accessible and interesting;
- Building on the Shire’s ‘clean and green’ image; and
- Protecting and promoting the lifestyle character of Manjimup.

4.2 / GOALS AND OBJECTIVES

Table 14 outlines the aspirational goals that have been developed to describe the desired growth characteristics of Manjimup into the future, and are statements of longer-term intent. The project objectives have been derived from the context analysis outlined in the previous section and have been formulated to guide the development of effective strategies for the creation of Manjimup into a resilient and progressive Town, ultimately with the characteristics described in the Goals.

Table 14: Goals and Objectives	
Aspirational Goal	Project Objectives
<p>Economic</p> <p><i>To ensure Manjimup's industries are recognised for their resilience, quality and innovation and for their contribution to the state of Western Australia. Our economic diversity provides business and employment opportunities for all.</i></p>	<ul style="list-style-type: none"> • Continue to encourage diversification and investment within Manjimup's traditional industries. • Create brand identity, promote Manjimup as a quality provider of products and identify new markets for our produce. • Encourage investment in the small business sector by strengthening Manjimup's role as a regional centre. • Generate employment in industries and sectors that are consistent with Manjimup's quality of life and natural environment. • Provide the facilities that make Manjimup an attractive residential base for Fly-In-Fly-Out workers. • Encourage the development of high quality business tourism accommodation. • Implement strategies for attracting migration and business investment in Manjimup.
<p>Environmental</p> <p><i>To maintain a quality of life and embrace our natural environment which affords us both economic and recreational pursuits.</i></p>	<ul style="list-style-type: none"> • Create / enhance green corridors and spaces through the Town. • Retain natural bushland in and around Manjimup and protect it from introduced plants and animals. • Integrate water and energy efficiency into new development areas. • Promote sustainable housing design. • Encourage sustainable farming practices and natural resource management. • Explore options for renewable energy and water recycling. • Enhance walking, cycling and public transport opportunities as an alternative to car use.
<p>Social</p> <p><i>To ensure Manjimup is a thriving Regional Centre which is safe, liveable and welcoming.</i></p>	<ul style="list-style-type: none"> • Improved health facilities that cater for all segments of the community whilst reflecting the gradual aging of the population. • Build on Manjimup's education reputation by expanding primary, secondary and tertiary education opportunities and facilities. • Better cater for the needs and desires of Manjimup's youth. • Create a cultural / community / recreational node centred on the Manjimup Timber and Heritage Park. • Provide the social support services needed for a growing population that embraces migration and families of Fly-In-Fly-Out workers. • Ensure an adequate supply of affordable housing.
<p>Built Environment / Infrastructure</p> <p><i>To ensure Manjimup is a thriving Regional Centre which is safe, liveable and welcoming.</i></p>	<ul style="list-style-type: none"> • Provide better connectivity between the east and west sides of Town. • Remove infrastructure constraints to residential, commercial and industrial development and ensure servicing costs do not act as a disincentive to development. • Ensure adequate water supplies for agriculture and allow for water to be transported to where it is needed. • Create an affordable house and land product for less than \$300,000. • Create an attractive and accessible Town Centre that services residents, surrounding Towns and visitors to our region. • Plan for the long-term need for a road and rail corridor around Manjimup to remove through freight movements from the middle of the Town. • Provide a regional airport with the capacity to cater for Fly-In-Fly-Out directly to mine sites and allow for direct export of produce to existing and new markets. • Provide end-of-trip cycling facilities and expand the shared path network.
<p>Governance Objectives</p> <p><i>To ensure governance and decision-making is efficient and reflects the Vision for Manjimup.</i></p>	<ul style="list-style-type: none"> • Adequately resource implementation of the SuperTown Growth Plan. • Ensure statutory and strategic planning instruments are effective implementation tools. • Create a decision-making environment that provides certainty to the community.

4.3 / POPULATION TRAJECTORY

The potential future population growth path of the Manjimup LGA is based on the economic modelling approach outlined in **Figure 24**. Three growth scenarios have been developed for comparison and are based on population growth in the region, specifically:

Low: Assumes population growth aligns with estimates from the Department of Health and Ageing for an average annual decline in the population of 0.6% per annum to 2031;

Medium: Assumes population growth aligns with the estimates from the Western Australian Planning Commission for an average annual decline in the population of 0.2% per annum to 2031; and

High: Assumes population growth aligns with the SuperTowns target of a doubling in the population of Manjimup Town and continued historical trends for the remainder of the LGA, resulting in an average annual 2.2% expansion of the population.

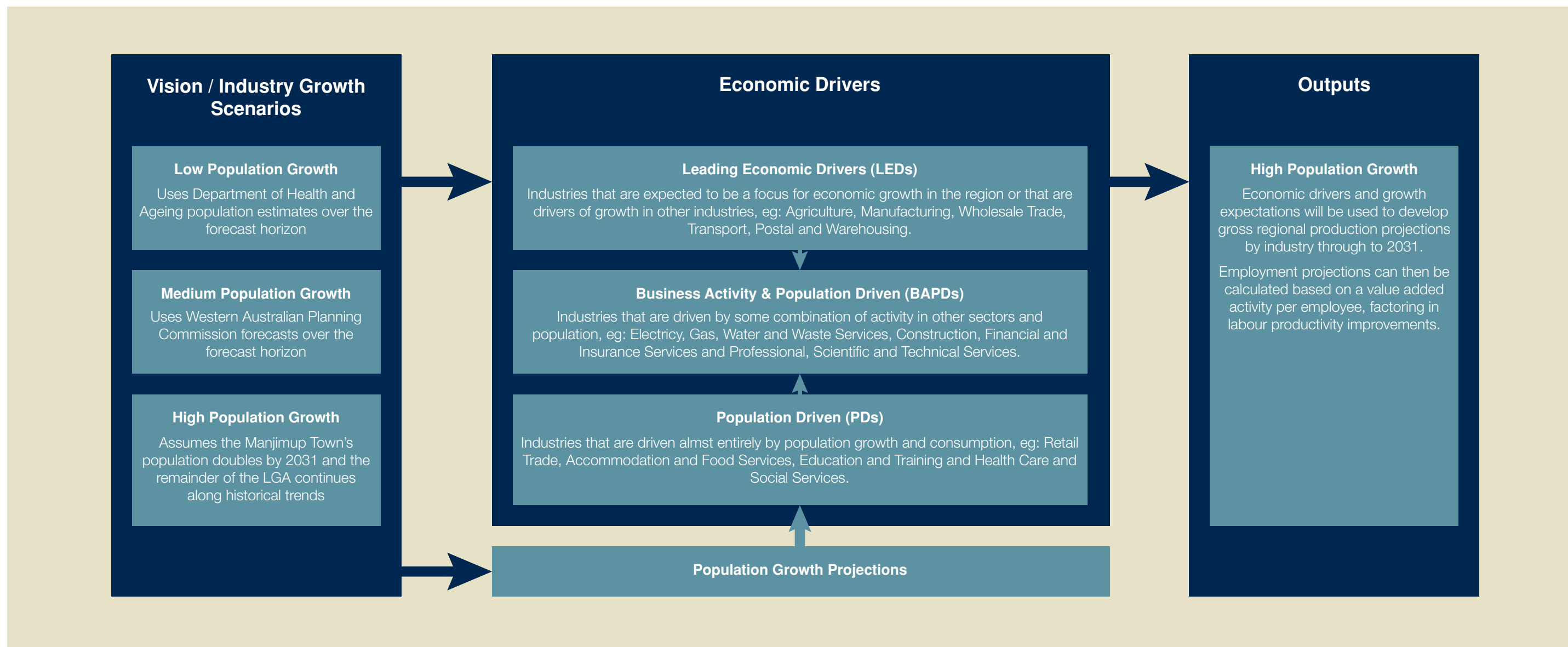


Figure 24 LGA Economic Modelling Approach (Source: AECgroup)

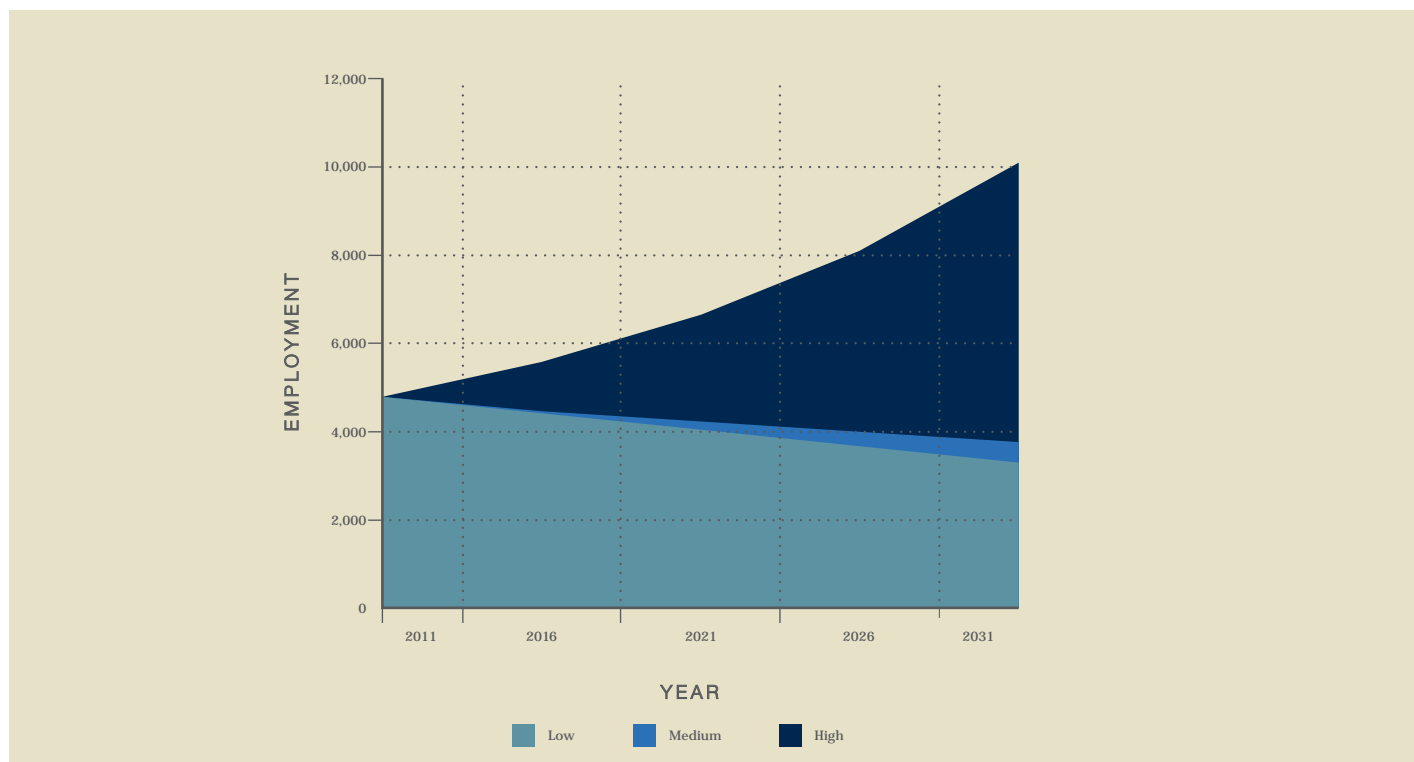


Figure 25 Estimated Employment, 2011 - 2031, Manjimup LGA (Source: AEC)

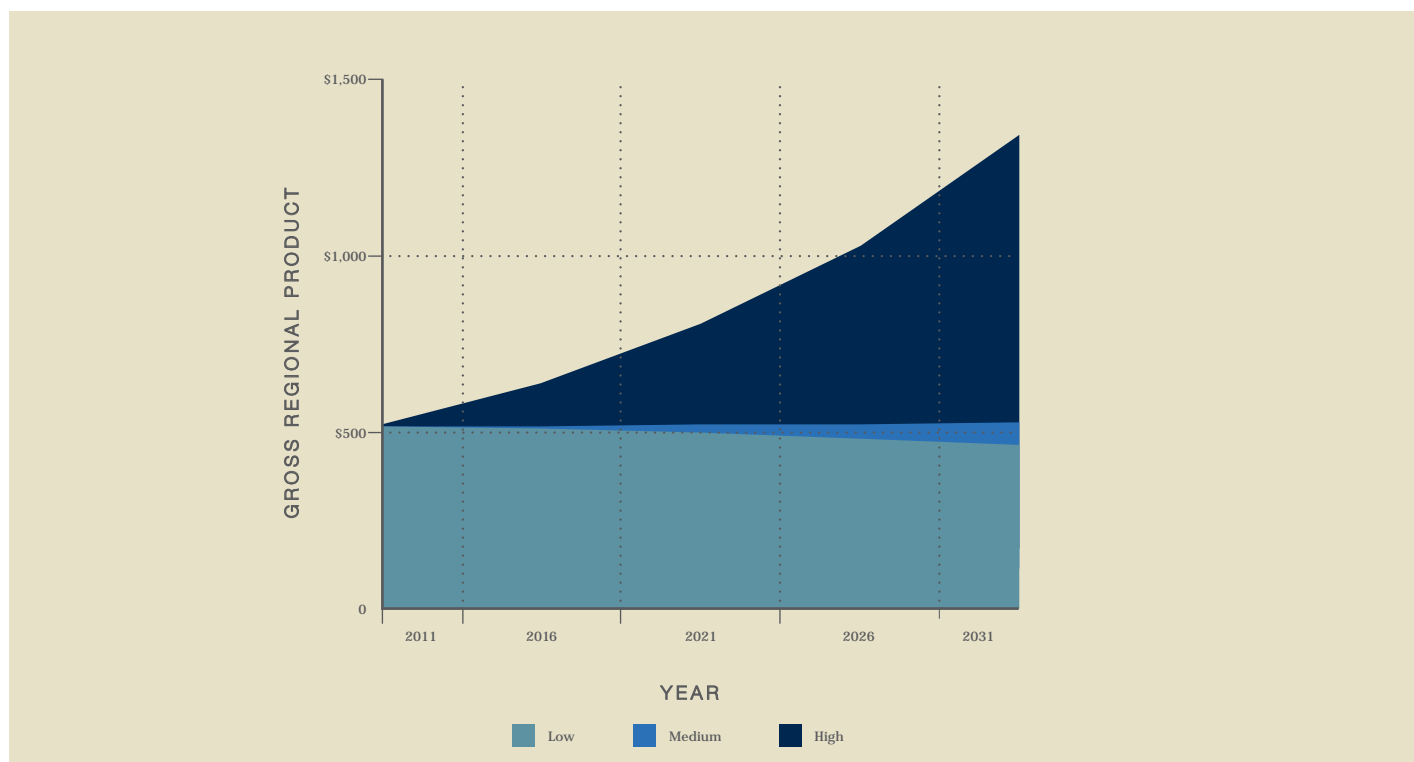


Figure 26 Estimated GRP, 2011 - 2031, Manjimup LGA (Source: AEC)

Population growth is dependent on jobs creation. Employment estimates vary significantly between the scenarios, from a low of 3,300 to a high of 10,000, from a current base of 4,784 (Figure 25). These outcomes suggest that achieving the SuperTowns population target will require significant proactive economic development activities to stall the reduction in employment anticipated in the region.

In each scenario, jobs creation is likely to be reflected in the mining, electricity, gas and water and construction industries. Under the high scenario, key population-dependent industries such as health care and education are expected to expand significantly.

In 2010-11, the Manjimup LGA economy had a Gross Regional Product (GRP) of \$521.0 million. Estimates, based on the above population scenarios, suggest the economy could contract to \$466 million by 2031 or could grow to \$1.3 billion over the same time frame, dependent on the rate of population growth (Figure 26).

Key sectors that are expected to grow regardless of population are agriculture (including forestry), mining and electricity, gas and water services. However, achieving the SuperTown's population target would be anticipated to result in broader economic growth, particularly in sectors which are highly population dependent, such as education, health care and community services.

Key Findings

Unless proactive action is taken with the assistance of outside stimulus, the 'business as usual' approach will lead to decline, not growth and therefore the Town risks shrinking in terms of population, employment and economic activity. This would be counterproductive to SuperTown objectives and the government's desire to decentralise population growth. Managing the implications for Manjimup from a range of micro and macro economic factors (including an aging population, fluctuations in the timber industry and state and national growth trends) will be essential to supporting the local economy over the coming 20 years. Business attraction, resulting in local employment growth will also be an essential component to the Manjimup economic development strategy.

Unless proactive action is taken with the assistance of outside stimulus, the 'business as usual' approach will lead to decline, not growth and therefore the Town risks shrinking in terms of population, employment and economic activity.

4.4 / POPULATION TARGET CHECKLIST

The growth and diversification of Manjimup and the economic base supporting the Town is the principal priority of the Growth Plan. Underpinning this is the obligation to future generations to focus on sustainability.

The following 'Targets and Indicators' checklist (Table 15) has been formulated to:

- Monitor and review the Growth Plan ambitions and assist with the early identification of any limitations that could impede the predicted growth of the Town;
- Ensure the targets and indicators align with the overarching goals and objectives of the community;
- Trigger subsequent business case proposals corresponding to specific items appropriately reflected in the Implementation Schedule.

Focus Area	Target	Indicator	Method of Measurement	Timeframe for Review
Economic	Population of 11,000 by 2031	Estimated Resident Population growth rate at or above 3.4% annually	ABS	Annual
	Increase in agricultural production and value adding opportunities	Increase in Gross Value of Agricultural Production (GVAP) and new products	ABS	5 Yearly
	Exposure of agricultural sector to South-East Asian markets	Increase in value of exports	ABS/ Survey	5 Yearly
	Identify and engagement with prospective investors	Increase in new business and industry start ups	ABS	5 Yearly
	Increase tourism opportunities	Increased visitation	WA Tourism	Annual
	Develop sustainable timber solutions	New technology and increase in manufacturing and plantation activities	ABS	5 Yearly
Environment	Protect local biodiversity	Retention through LPS and TPS	Land use controls i.e. no development within sensitive areas	Annually
	Improvements in sustainable farming practices	Optimising farm returns and increase in the health of the environment	Survey	Annually
	Water protection for agriculture and environment	Water strategy being formulated and implemented	Survey / Monitoring	Annually
Social	Grow employment participation and individual incomes	Increase in employment growth	ABS Census	5 Yearly
	Improve Health Care Services	Hospital upgrade and Increased service provision and access to GP's	Health Survey	Annually
	Retention of youth within Town	Share of population aged 15 – 34 above state average	ABS	Annually
	Increase in local resident qualifications	Increase in percentage of students completing year 12 and obtaining post graduate qualifications in line with State averages	ABS	5 Yearly
	Retention and Migration of Seniors	Increase in population aged over 45 and increase in services sector employment.	ABS	Annually
Built Environment / Infrastructure	Upgrade of essential services	Planning, design and construction of new WWTP and implementation of long-term water supply strategy	Demand	Annually
	Improve connectivity to Town Centre	Integration of existing railway corridor and removal of infrastructure or lease agreement in place with Brookfield Rail	Council	Annually
	Increase in construction activity	Increase in building approvals and final inspections	ABS	Annually
	Deliver Affordable Housing	Release of house and land packages below \$300,000	Monitoring	Annually
Governance	Review Local Planning Strategy	LPS review underway	Council	Annually
	Promote Local Economic Development	Appointment of Shire Economic Development Officer	Council	Annually
	Delivery of priority SuperTown projects	Funding released and projects complete	Council	Annually

5.0 INTEGRATED STRATEGY FOR MANJIMUP

The core economic, social and environmental strategies detailed below set the direction for achieving the vision and growth of the Town. The strategies align with the regional economic development approach while supporting the local agenda for place making, business attraction and investment, employment and population growth.

The overarching vision of the Economic Development Plan is to:

“Enhance the role of Manjimup as a service centre and an agricultural production centre”



Figure 27 Economic Development Flow Diagram (Source: AECgroup)

5.1 / ECONOMIC

5.1.1 / Economic Development Strategy

The supporting Economic Development Plan (EDP) prepared by AEC Group Ltd is designed to build capacity in Manjimup's economy and to align with the Shire of Manjimup's vision for the future. The EDP aims at providing the underlying economic environment which will support the targeted population growth in the Town and the Shire.

The approach for the Economic Development Strategy for Manjimup is outlined in **Figure 27**.

Analysis of the Town and the broader Shire has revealed five (5) key areas in which change is required to facilitate the projected growth requirements. These include:

- 1. Managing the continual transition of the timber industry.** The timber industry is a core sector of the local economy and will remain so into the future. Ensuring the on-going transition of the timber industry to plantation resources as well as seeking high value adding activities will be critical to a secure economic future.
- 2. Expansion of the agricultural sector.** Agriculture will continue to be the mainstay of the Shire and local Manjimup economy. With proximity to South-East Asian markets and global food security becoming increasingly important, Manjimup is well placed to benefit from the economic opportunities in this sector.
- 3. Increasing amenity.** Building on the delivery of key population-based services (including retail) will be fundamental to attracting and retaining a critical mass in the region. Improving the "livability" of the area is essential to driving population growth.
- 4. Changing perceptions.** Proactively marketing the region and changing outside perceptions of the Town will be essential to realising population growth.
- 5. Diversifying the economy.** Although the timber and agricultural industry is anticipated to remain the core industries within the Manjimup economy, diversifying into new industries, encouraging innovation and entrepreneurialism in the Manjimup Shire will assist in growing the economy.

The overarching vision of the Economic Development Plan is to:

“Enhance the role of Manjimup as a service centre and an agricultural production centre”

The Economic Development Plan comprises a broad set of economic development initiatives linked to a number of strategic 'transformational' projects, which will assist in growing the local economy and addressing the key areas of change. The economic development initiatives provide long-term guidance and direction to ensure a more sustainable economy in the future.

There are three key Strategic Initiatives which have been identified for Manjimup. These include:

- i. Promotion of the District:** marketing the District to new residents and to attract investment and increase awareness;
- ii. Improving Amenity:** increasing the liveability of the Town and community wellbeing;
- iii. Ensure education pathways and jobs for residents:** recruit new jobs and ensure local education/career pathways through education together with industry.

The key Strategic Project Initiatives include:

- i. Agricultural Promotion and Expansion:** marketing and promotion of agricultural production in the district, food processing, research/development, new crops as well as investment opportunities in regards to supporting food security in the future;
- ii. Revitalising the Town Centre:** including main street revitalisation, timber and heritage park development, improved access and flow as well as attraction of business accommodation;
- iii. Upgrade and Relocation of Airport:** to facilitate pilot training, recreational airport industry development and ancillary services, facilitate access for residents as well as reinforce airport's role in emergency services;
- iv. Age Friendly Town:** including initiatives to attract and retain older Australians, retirees as well as aged care facilities and health services;
- v. Research into Economic Opportunities:** undertake further study of other areas of economic growth including timber innovations, migrant resettlement and affordable housing.

Further detailed strategic and development initiatives to support Manjimup's approach to growth are outlined with the supporting EDP. Undertaking this Economic Development Strategy is expected to result in the attainment of the key SuperTown objectives, namely:

- Increased economic prosperity
- Improved economic capacity
- Increased retention of economic benefits in the local region
- Increased opportunities
- Improved sustainability
- Increased service provision

5.1.2 / Economic Opportunities

Manjimup benefits from a variety of opportunities to build its future economy, including:

- Agriculture (including niche global exports and food security services).
- Timber (including value-added production, timber milling and climate change opportunities).
- Food Manufacturing (including processed food products).
- FIFO Worker Attraction (including attraction of FIFO worker residents).
- Transport and Logistics (including logistics operations).
- Aviation Support Industries (including pilot training and aircraft maintenance).
- Professional Services (including population-related professional services and business-related professional services).
- Health and Retirement (including health services, aged care services and allied health services).
- Education (including high quality schooling and industry-oriented tertiary education).
- Retail (including food and other retailing).
- Tourism (including cafes and restaurants and business accommodation).

5.1.3 / Economic Growth Influences

Manjimup benefits from a range of competitive advantages and opportunities, which could underpin strong economic and population growth over the next 20 years. In particular, the concentration of major agricultural and timber related activities, high lifestyle amenity and moderate accessibility to Busselton, all present opportunities to leverage external growth drivers and build greater local economic diversification.

However, there are some areas of weakness which will need to be addressed in order to support desired economic and population growth in Manjimup. These include:

- Lack of skilled labour in the region, particularly in professional services;
- Low population growth and an ageing population demographic;
- Lack of professional service delivery in Manjimup, due to isolation from major service centres and lack of local critical mass;
- Need for enhancements in local urban amenity to supplement natural environment; and
- Lack of broadband internet connections and speeds.

In addition to local advantages and weaknesses, a number of future economic drivers will also influence local economic conditions (such as population growth and the State and national outlook). Whilst many of these drivers are outside of the control of the Shire of Manjimup, proactively planning for the management of these impacts will be essential to achieving desired future economic and population outcomes.

5.1.4 / Future Direction of Manjimup Economy

The Manjimup economy has experienced volatile economic fortunes over past decades – primarily due to its strong exposure to and continuing transition of the timber industry. Population growth has been flat and in many years negative, with the town unable to effectively attract and retain new residents. This is despite having a local unemployment rate similar to Perth and State averages for much of the past decade, and a quality natural environment. Housing appears to be relatively inexpensive compared to Perth and State averages, but incomes are also low across all industries, meaning relative affordability is actually worse than the broader South West region.

Growing employment opportunities and incomes are critical to facilitating Manjimup's transformation into a SuperTown. A range of opportunities are available to achieve these outcomes. Manjimup possess unique competitive advantages in agriculture, with productive land and enviable water security levels. This will be an increasingly valuable advantage in the future as global food security issues raise the economic prominence of reliable, quality agricultural producing regions.

Leveraging this advantage to support Manjimup's growth as a SuperTown requires a combination of increased focus on global markets, niche products and production sustainability. Elevating the exposure and profile of Manjimup in national and international markets is particularly critical and will allow for the region to shift from its current local, low value add profile to one commensurate with the quality of the local resource. It also presents opportunities for increased value-adding – both in terms of physical production and manufacturing but potentially more importantly, in terms of supply services, market and product sourcing and long-term purchaser relationships. A collaborative entrepreneurial approach among Manjimup's agricultural producers is required to both elevate Manjimup's profile and enhance its service-based value add capability.

Despite medium term structural issues, timber will continue to play a critical role Manjimup's local economic structure. Insufficient certainty of long-term timber supply continues to impede both investment and expansion in milling and value adding activity, as well as the transition to plantation timber. Nevertheless, as timber production nationally continues to be constrained by environmental and policy factors, Manjimup's role as a timber producing region may elevate into the future.

The combination of export oriented agricultural production and continued timber industry activity creates an opportunity for region-specific, niche transport and logistics operations to be established and fostered. While Manjimup is not well placed for State significant transport and logistics activity, there is an opportunity for enterprises to leverage the niche agriculture and timber markets into other business areas and regions. This would provide Manjimup with professional and business administration employment opportunities as businesses expand.

An effective method for increasing local incomes is through the attraction of mining sector FIFO workers to reside in Manjimup. FIFO worker incomes are substantially above that of Manjimup and the impact on both food and non-food expenditure, service and facility demand would subsidise a quality of offering significantly above that which local

residents alone could sustain. This would support growth in service sector employment, increasing the attractiveness of Manjimup to new residents. Manjimup's appeal to FIFO workers of Manjimup lie in the green-change, natural amenity of the region, the relative affordability of housing and accessibility to Busselton Airport. Manjimup will invariably experience strong competition from other high amenity regions of the South West, particularly those in coastal locations, but even a small number of FIFO workers would have a disproportionately large impact on local expenditure patterns. Over the long-term, the expansion and development of local airport capacity could also contribute to the establishment of Manjimup as a FIFO residential location.

Attracting new residents to Manjimup, particularly FIFO workers, will require considerable increases in local amenity. While the natural environment and climate is highly favourable, improvements in the quality of the urban realm and its integration with nature is essential. It also requires an increase the scale, quality and diversity of retail offering in Manjimup, with demand for retail floorspace expected to increase to 17,300m² by 2031.

This improved amenity will also increase the attractiveness of Manjimup to visitors. Manjimup has the opportunity to increase the quality of retail, café and restaurant offering for residents by capturing expenditure from visitors attracted by the region's viticulture and agricultural assets. This will require increased investment in tourism infrastructure, strong transport interconnections with Busselton and Perth and effective branding and marketing to establish Manjimup's regional and national profile.

The growth of the population of Manjimup, as it transforms into a SuperTown will increase demand for health and education relates services. The lack of such services is often a major reason for the failure of towns to attract and retain young and mature families. Such households are critical to the growth of Manjimup as a SuperTown as they include both working age people and youth, providing a more diverse demographic and underpinning further demand for services. In terms of health, the combination of affordability and environmental characteristics make Manjimup a highly attractive retirement destination for ageing residents of Western Australia. Encouraging retirement villages and lifestyle resorts for older residents will further reinforce demand for health and community services, generating additional employment and activity.

The relative isolation of Manjimup to major regional centres of Bunbury and Busselton (compared to other South West SuperTowns), means there is greater potential for a critical

mass of health and education activity to be captured locally. This role in servicing both local and regional populations will reinforce Manjimup's role as a SuperTown.

5.2 / SOCIAL

The social aspiration for Manjimup is to ensure that a sustainable community is developed for the long-term health and vitality of the future population. It will help ensure the local community is connected to the greater Shire of Manjimup area while developing a lifestyle where people are connected with their neighbours and have a degree of local ownership.

The Growth Plan seeks to build on the existing physical infrastructure and social dynamics of the Town to create a future community with:

- A strong economic base on which to grow;
- Enjoyable places to live and work;
- Expanded and improved education opportunities;
- Improved employment opportunities for local residents;
- Access to appropriate and affordable housing; and
- Access to a wide range of community facilities, open space and essential urban services.

A number of key community development strategies across specific focus areas that will provide the basis for establishing an active, cohesive and integrated community include:

Community Engagement

1. Consult with the community in the regular review of the Town's services, and the identification of any gaps;
2. Encourage the participation of the local community in the social, cultural, sport and recreation programs; and
3. Work in partnership with schools, education and training providers in the region to develop the skills of the community with training and a range of employment options.

Built Environment and Infrastructure

4. Provide a variety of housing types (including affordable housing) to cater for a diverse population;
5. Facilitate the provision of a wide range of appropriately located accommodation, health and care services and facilities to cater for the needs of the Shire's

demographic;

6. Investigate alternative use / shared use of facilities with government, non-government, community and education providers in the Town;
7. Ensure long-term capacity in all essential infrastructure services i.e. roads, water, sewer etc to meet the needs of the growing population.

Culture

8. Promote cultural identity and ensure the indigenous community is recognised and well understood throughout the community; and
9. Provide and promote a range of recreation and cultural infrastructure, activities and events.

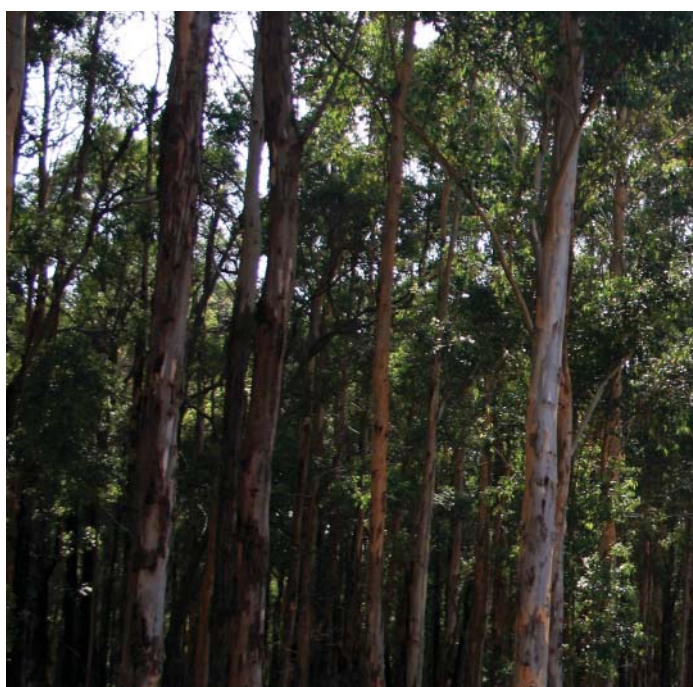
For Manjimup to realise its potential, significant resources need to be allocated by local and state government sectors to support the attraction and retention of new residents through the implementation of key economic drivers to ensure it continues along its growth path to become a SuperTown.



5.3 / ENVIRONMENT

The key environmental strategies to support the delivery of the Growth Plan that identify and align with the long-term vision of Manjimup include:

1. Protect remaining remnant vegetation and other significant environmental areas within and immediately surrounding the Townsite;
2. Protection of priority agriculture land from development to secure long-term agricultural potential of the region;
3. Undertake careful planning, siting and design of new development in a way that is sensitive to local landscape character;
4. Avoid development in low-lying areas that may be subject to flooding or water inundation.
5. Integration of water and energy efficiency into new development areas;
6. Promote sustainable housing design;
7. Encourage sustainable farming practices and natural resource management;
8. Improve the quality of stormwater runoff into sensitive receiving environments by incorporating the best management practices of water sensitive urban design and
9. Ensure long-term water security for agriculture and the environment.



A number of environment related issues that have been identified through the context analysis that will require further investigation prior to the delivery phase of the Growth Plan include:

1. Prepare a Waste Management Strategy which addresses all aspects of waste management associated with an increasing population;
2. Undertake an integrated Water Management Strategy to:
 - Understand the use of water by plantations, and develop guidelines for their water management;
 - Develop innovative methods for capture of water in high flow years, to allow agricultural business expansion and drought proofing; and
 - Secure water for the future development of the irrigation industry and public water supply.
3. Undertake a climate change risk assessment that includes the potential impacts on the agricultural industry and the identification of adaptation and mitigation strategies;
4. Investigate and formulate a wastewater re-use strategy;
5. Review the Shire of Manjimup's Natural Environment Strategy to ensure it aligns with the preferred development framework and Growth Plan ambitions; and
6. Develop a District Water Management Strategy should be developed as early as possible in the planning phase to maximise the opportunities for delivering long-term sustainable integrated water outcomes.

Additional local assessments that may be required to support any detailed planning and design of future urban expansion areas of the Growth Plan include (but are not limited to) the following:

- Flora, fauna and vegetation surveys;
- Preliminary Acid Sulphate Soil investigations to determine the presence of acid generating soils;
- Preliminary site assessment of potential contaminated land;
- Ground and surface water monitoring; and
- Aboriginal and ethnographic surveys.

5.4 / MARKETING AND COMMUNICATION

Proactive marketing must be undertaken in order to attract the required residents, jobs and investment. The value available in the Town (either for a new resident or a new business) is immense and getting this message out to the broader public will be important. Marketing and promotion must function at a high, strategic level in order to raise the profile and improve the perception of the Town and targeted at the appropriate level in order to maximise impact. A clear and powerful message must convey key values across a mix of mediums (i.e. print, online, radio) and using various marketing tools (i.e. website, brochures, news stories, videos, etc.).

It will be important that a suite of marketing material is available, including a web presence that can function as a hub of information. Material and messages must be presented in an attractive and professional manner and the marketing strategies should evolve over time in various stages. Effective branding of the Town and ensuring brand value across the marketing campaign will be important. The branding should focus on the Town's point of difference as a lifestyle choice with a vibrant community and it's setting in the broader natural environment. More specifically, there is an opportunity, through the development of a Food Council, to collectively brand and promote Manjimup's agricultural product and tourism attractions, which must penetrate consistently across the region, state, nation and into South-East Asia over time.

The Food Council has received SuperTown funding to establish a marketing strategy and to market the District's agriculture and food assets. As part of this 5 year project, there will be significant opportunity to integrate the Food Council message with the broader SuperTown objectives of promoting the Town and District as an attractive, safe and clean place to live, work and invest in. The strategies and marketing methods for achieving this will need to be identified as part of the early deliverables of the Food Council.

The advent of the Food Council and its ability to comprehensively market the District's food credentials will allow the Shire to review its own Marketing Strategy. The opportunity will be taken to ensure any Shire-led marketing is complementary to the Food Council and tourist-related marketing for the District.

It is also anticipated that the overall objectives of the SuperTown Initiative will be marketed by the state government through RDL and the Development Commissions. It is understood, that this marketing will be targeted at promotion

of the Initiative and act as a portal to each of the SuperTowns. The opportunity is there for all three levels of marketing (Food Council, Shire and state government) to complement each other and promote a common message.

5.5 / INTERNAL CAPACITY TO IMPLEMENT THE GROWTH PLAN

The Shire is currently well-placed to deliver the Growth Plan projects in addition to its normal operations. The organisational structure of the Shire currently allows for a total of 99 full time equivalent (FTE) positions within the four directorates of Corporate, Community, Statutory and Works. In addition to this total, there are 12 FTE positions that are externally grant funded for particular initiatives / projects.

At the time of writing the Growth Plan, all key positions within the Shire are filled and employee turnover is below the industry standard. This gives the Shire the ability and knowledge to drive SuperTown initiatives internally, although specialist expertise or additional capacity may be needed for particular tasks. The Shire has been successful in attracting senior personnel with wide skill sets and considerable experience. In addition, the Shire has well established governance, finance and reporting structures and a clear Strategic Plan providing alignment between Council and administration. This combination enables the Shire to capitalise on irregular opportunities, such as the preparation of the Growth Plan and be the primary driver of ensuing initiatives.

Manjimup has a varied natural environment, which has considerable ecological and landscape value and is well placed to take advantage of the Shire's natural assets and the quality of life the region offers.

Marketing and promotion of the Town on the strength of agriculture, lifestyle and tourism will be critical to achieving the population growth targets and economic aspirations.

6.0 SPATIAL GROWTH PLAN FOR MANJIMUP

6.1 / SPATIAL DEVELOPMENT OBJECTIVES AND PRINCIPLES

Manjimup has been guided by a range of statutory and strategic land use documents over the past decade, most importantly the Shire's Local Planning Scheme and Local Planning Strategy, the latter (adopted in 2003) being due for review in 2013. In order to facilitate the anticipated growth of the Town, there is a need to prepare a Townsite Spatial Growth Plan to provide clear direction on the spatial approach to growth, identify potential land development opportunities and coordinate infrastructure delivery. The plan will provide the basis for further detailed planning of specific precincts to occur having regard to the long-term development aspirations for Manjimup as a whole.

6.1.1 / Spatial Objectives

The key spatial objectives that have underpinned the creation of the Growth Plan for Manjimup are:

- Provide sufficient land to accommodate residential, commercial, retail, industrial and community uses to support growth of the Town site to approximately 11,000 residents;
- Identify the general direction of development to accommodate a Town of greater than 11,000 residents;
- Accommodate improved medical and health facilities;
- Deliver diverse, quality and affordable housing options;
- Facilitate improvements to the Town Centre and its relationship with the adjacent railway corridor and Mottram Street;
- Identify potential future school sites, and passive and active recreation opportunities required to accommodate growth;
- Identify potential community and cultural infrastructure to meet service gaps and capacity as the population grows;
- Provide an integrated network of roads, cycling and pedestrian connections; and
- Protection of the agricultural land uses, natural landform, native vegetation and habitats through green corridors

6.1.2 / Spatial Development Principles

The Growth Plan is based on the following land use principles:

- Protect existing horticultural operations and surrounding priority agriculture land to reinforce the role of the region as a major food producer for the State and overseas markets;
- Consolidation of the Town Centre and utilisation of the railway reserve land for Townscape enhancement;
- Encourage and direct urban expansion on suitable land and in an orderly and co-ordinated manner commensurate with the availability or provision of infrastructure;
- Maximising existing and future industry opportunities as a key economic driver by providing a variety of industrial lot sizes with good accessibility to a new heavy freight diversion road (west of the Townsite) being constructed at a later stage when demand dictates;
- Acknowledging that the Manjimup Wastewater Treatment Plant is a use that will influence the land use outcomes in this location pending its relocation;
- Encouraging both medium density and low density development in order to achieve diversity and affordability in housing type and lifestyle choices in a manner consistent with the Age-Friendly Communities ethos outlined by the World Health Organisation; and
- The existing 'green' corridors and reserves have been retained to provide for passive and active recreation opportunities that form an integrated network of cycle and pedestrian connections to support the establishment of new development sites and provide high levels of visual amenity.



6.2 / GROWTH SCENARIOS

Development scenario planning is an integral part of the process for exploring the challenges and opportunities facing Manjimup in its ability to accommodate a doubling of the population to approximately 11,000 people. The key to arriving at the development scenarios is understanding the opportunities and constraints to future growth.

Two development scenarios for the Townsite were explored as part of the urban design process. The challenges identified that are relevant to the future growth of the Manjimup Townsite include:

- Low-lying topography to the west of the Townsite with larger drainage catchments;
- Interface with surrounding priority agricultural land;
- Buffers to industrial land use, existing horticulture operations (west of the Townsite), landfill, existing airport site and the wastewater treatment plant;
- Infrastructure delivery to the existing industry area to facilitate the potential for new industry;
- The removal of the existing rail reserve through the Town Centre as a significant barrier to achieving the desired economic, environmental and social objectives; and
- The longer term need to provide alternative heavy vehicle/ rail access that bypasses the Town site.

6.2.1 / Scenario 1

Scenario 1 (**Figure 28**) illustrates the ‘status quo’ approach to the growth of the Townsite and assumes future growth will occur in a manner that is consistent with the Shire’s Local Planning Strategy. The intention of this scenario is not to ‘reinvent the wheel’ but rather test and validate the land use planning direction described by the LPS.

The plan reveals that Manjimup is well placed for the provision of residential, special rural and rural residential lots with an existing supply of developed and vacant zoned land for the short to medium term. In the longer-term sufficient land has been allocated through the identification of ‘Development Investigation Areas (DIA)’ however, a preliminary review of the plan in the context of existing land use and environmental considerations indicates a number of constraints that will dictate a modification to the approach to growth under this scenario. These include:

- The WWTP and associated buffer. Preliminary discussions with the Water Corporation have confirmed that it is likely that the facility will be relocated further east to enable expansion and upgrades to occur and therefore the impact of the existing WWTP on development in this area will be ultimately removed;
- The interface and associated buffer requirements with intensive agriculture/ horticulture / sawmills/ existing and future industry;
- Flat, low-lying land to the west with drainage limitations;
- Limitations on the redevelopment of the Town Centre by the existing railway corridor and the South-West Highway to the east and residential to the west;
- Environmental constraints; and
- The delivery of essential infrastructure to new subdivision, and existing and future industry land.

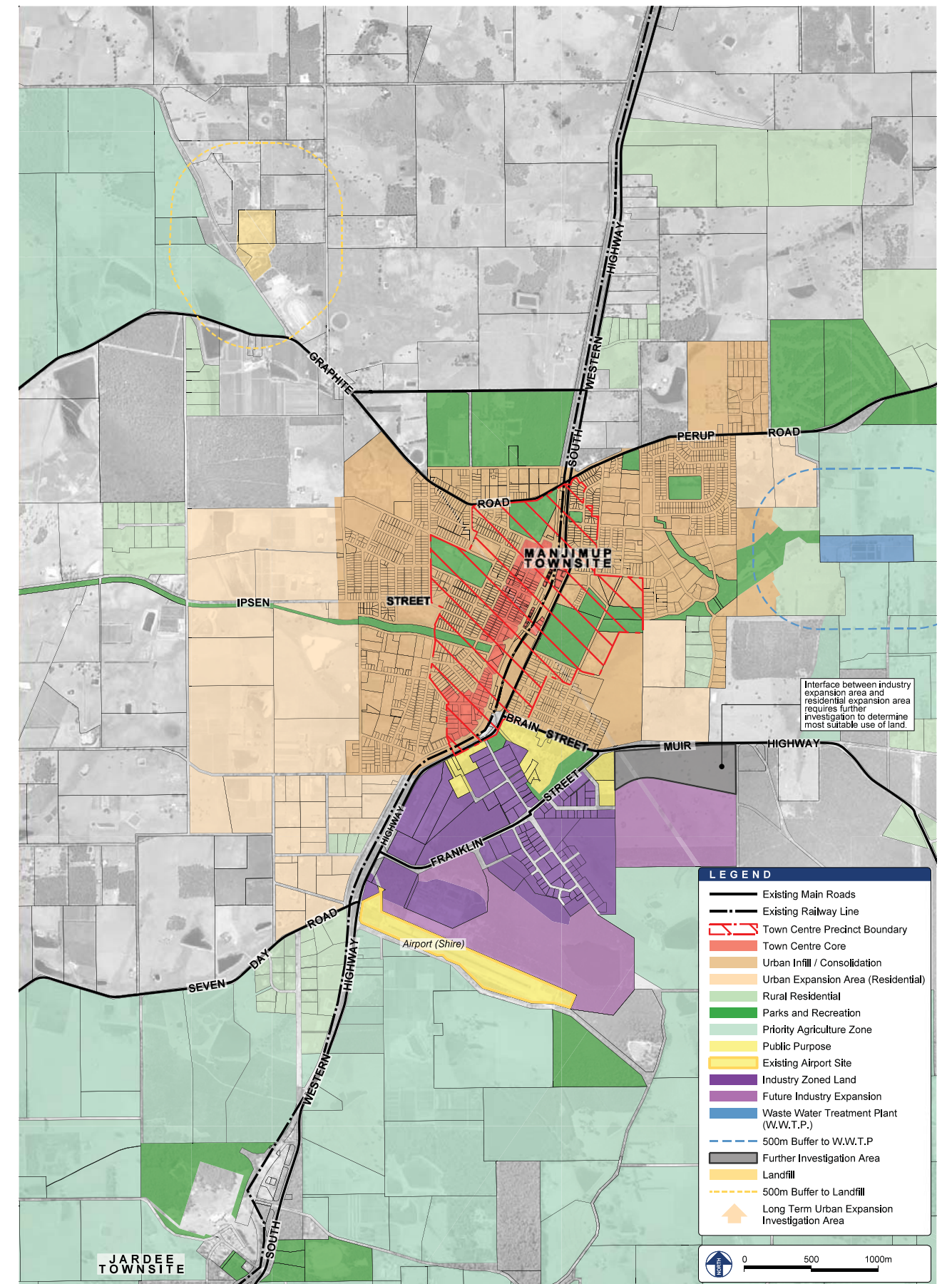


Figure 28 Growth Scenario #1

6.2.2 / Scenario 2

The process that has been used to develop Scenario 2 (Figure 29) represents a more thoroughly critiqued approach to the Townsite expansion given the existing land use considerations and natural constraints that influence many of the DIA illustrated in Scenario 1.

Key components of the plan have been developed in response to these issues and the following elements in particular have played a fundamental role in developing this scenario for Manjimup.

- Residential land west of the Town Centre has significant urban consolidation/ infill opportunities comprising existing large lots that have re-subdivision potential for R20/ R30 density (300m² - 500m²). Conservatively, an additional 500 lots could be created. However, it's reasonable to assume that the take up of this land would be slow while other undeveloped greenfield sites are available;
- The plan is defined by the need to protect priority agriculture land to the south and east of the Townsite;
- The extensive 'Development Investigation Areas (DIA)' to the west have been reconfigured to acknowledge the presence of the large orchard operations that require land use separation distances to any future development due to potential noise, dust and spray drift issues. The horticultural industry plays an important role in the Shire's economy and should be afforded the necessary protection to allow continued operation and expansion as required;
- The flat and low-lying characteristics of land to the west have also been recognised but will be subject to further detailed site planning. Drainage lines west of the Townsite are less contained and are likely to be waterlogged during winter months, which can result in higher development costs. Discrete development cells may be created throughout the western expansion area to reflect this constraint;
- The focus of urban expansion is to the east of Town with less drainage constraints and gently undulating topography promoting a more attractive form of development;
- Existing industrial land has been recognised and sufficient undeveloped zoned land exists to facilitate new development. In light of the ambitions to relocate the airport, the airport land has been allocated as a future industry expansion area given the modified topography and existing infrastructure that is ready

made for industrial purposes. Additional areas have been identified however, due to their environmental constraints will be subject to further investigation to determine their suitability;

- The land use outcomes on the eastern fringe of the Townsite are influenced by the presence of the WWTP. Should a decision be made by Water Corporation to relocate the facility, this will free up land for more intense development opportunities in this precinct. Retention and possible expansion of the facility will place considerable pressure on urban expansion in this location that may sterilise further land in the vicinity.

A preliminary lot yield analysis indicates that Scenario 2 can accommodate a further 4,700 dwellings (approx), which is more than double the requirement to facilitate the growth of the population to approximately 11,000 people over the next 20 year period.

Additional long-term urban expansion areas have also been identified along the northern development front of the Townsite that may generate a nucleus of activity around the Collier Street/ Rea Park Sporting Complex and an extension of development north of Perup Road in the vicinity of the Manjimup Golf Course. This land is not required to support the project growth requirements of Manjimup over the next 20 years to 2031 but may be seen as a logical development front beyond this timeframe. The location of any future expansion in this direction of the Townsite is not site specific and indicative only, and will be the subject of further investigation during a review of the Shire's new Local Planning Strategy, which is due to occur in 2012/ 2013.

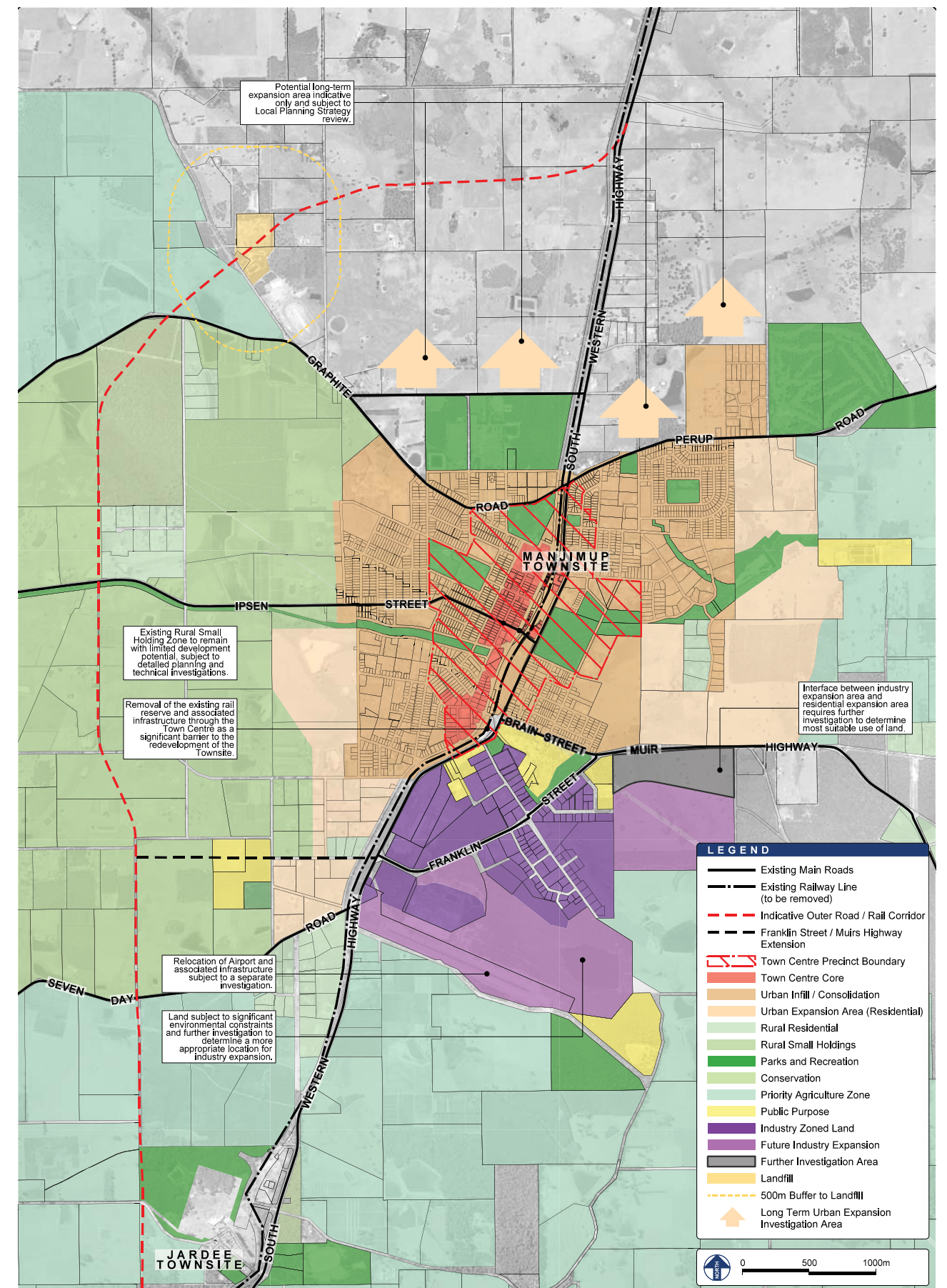


Figure 29 Growth Scenario #2

6.2.3 / Outcomes of the Consultation Process

The two growth scenarios describing options for the future growth of Manjimup were presented to the Community Reference Group (CRG). The presentation outlined the strengths and weaknesses of each scenario, which were verified through preliminary technical investigations across a range of disciplines.

The key points of discussion raised by the CRG on the growth scenarios that have influenced the outcome of the Spatial Growth Plan were as follows:

- The need to safeguard existing horticultural operations from urban encroachment and the preference to direct future east of the Townsite;
- The current lack of housing diversity and the desire to have a range of housing typologies to suit all income levels;
- Development needs to be site-responsive to retain the natural character of the Town;
- Improving access to the Town Centre from Mottram Street and the eastern side of the Town;
- Controls on the size and nature of neighbourhood centres within urban expansion areas to ensure the primacy of the Town Centre is maintained;
- Relocation of the airport in the longer term is generally accepted; and
- Relocation of the railway corridor and the South-West Highway to a new alignment bypassing the Town is generally accepted.

6.3 / TOWNSITE SPATIAL GROWTH PLAN

The Townsite Spatial Growth Plan is illustrated as **Figure 30**. The key land use elements are detailed below.

6.3.1 / Movement Network

The existing South West Highway will continue to provide the key regional access to Manjimup from the north and south, and is classified as a primary distributor in the Main Roads WA functional road hierarchy.

Graphite Road provides the main entry to the Townsite in the north-west from the neighbouring Shire of Nannup while Muir Highway is the primary entry from the outer lying agricultural areas and Mount Barker to the east. The current railway line has not been used since March 2005.

A major objective identified early in the analysis of traffic and transport aspects was the need to improve linkages between the South Western Highway and the Town Centre. Other related objectives include improving regional transport routes, east-west connections through the Town and better incorporating the unused railway corridor into the Town Centre.

The Spatial Growth Plan assumes the existing railway being removed and the land corridor being integrated into the Town Centre and Timber and Heritage Park and converted to a pedestrian and cycle network. The reuse of the existing corridor will also allow additional and relocated road connections between South Western Highway and the Manjimup Town Centre and extension of the Manjimup Timber and Heritage Park to front the highway. Reuse of the rail corridor will also improve the presentation and functioning of the Town.

With removal of the rail reserve, the Spatial Growth Plan has recognised the importance of a long term planning alternative to provide for future rail opportunities. After consideration of the topography surrounding the Town, it was identified that any future rail alignment should be located to the west of Manjimup where the land is more conducive to railway construction.

It is envisaged that the rail corridor would be sufficiently wide to incorporate both railway and heavy vehicle roadway in the event that diversion of through heavy vehicle traffic out of the Town Centre is necessary in the long term. The Spatial Growth Plan will also provide for Muir Highway to be linked

to this north-south corridor via the Manjimup Industrial Area and a new link west of the current rail corridor. The proposed outer bypass is identified in the development framework as an indicative alignment and will be subject to further detailed investigations and a comprehensive consultation programme with all affected landowners and agencies.

The existing local road network east and west of the Townsite combined within a series of neighbourhood connectors linking urban expansion areas on the Growth Plan will improve circulation and feed traffic into the Townsite. It is envisaged that neighbourhood connectors will include shared pedestrian / cycle paths or provide cycle lanes.

The existing and proposed road network is illustrated in the Spatial Growth Plan (**Figure 30**).

6.3.2 / Housing

A fully inclusive range of housing opportunities will be a key component of the Townsite's approach to growth. The future urban expansion areas are illustrated in **Figure 31**. The economic analysis has identified that the state of housing affordability in Manjimup is consistent with the state of housing affordability for the rest of Western Australia. Low income levels and (in recent years) considerable growth in housing prices are central to the issue making home ownership very difficult to achieve.

The overarching aim for any future urban expansion area (including urban infill opportunities) is to provide choice, including affordable housing, and create its own identity and contemporary design character that is site responsive. However, the primary housing product (being a single detached home on a residential lot) will continue to be somewhat larger than the Perth metropolitan average. This is due to the need to protect the 'country Town feel' of Manjimup and to reflect an important differentiation to Perth that Manjimup has 'space'.

The categories of housing that are considered appropriate for the future expansion of the Townsite may include:-

- Apartments;
- Studios above garages;
- Townhouses;
- Duplexes;
- Single detached dwellings;
- Low density residential and rural residential lots (between 0.2 - 1.0ha);
- Affordable and social housing; and
- Seniors and Aged Housing.

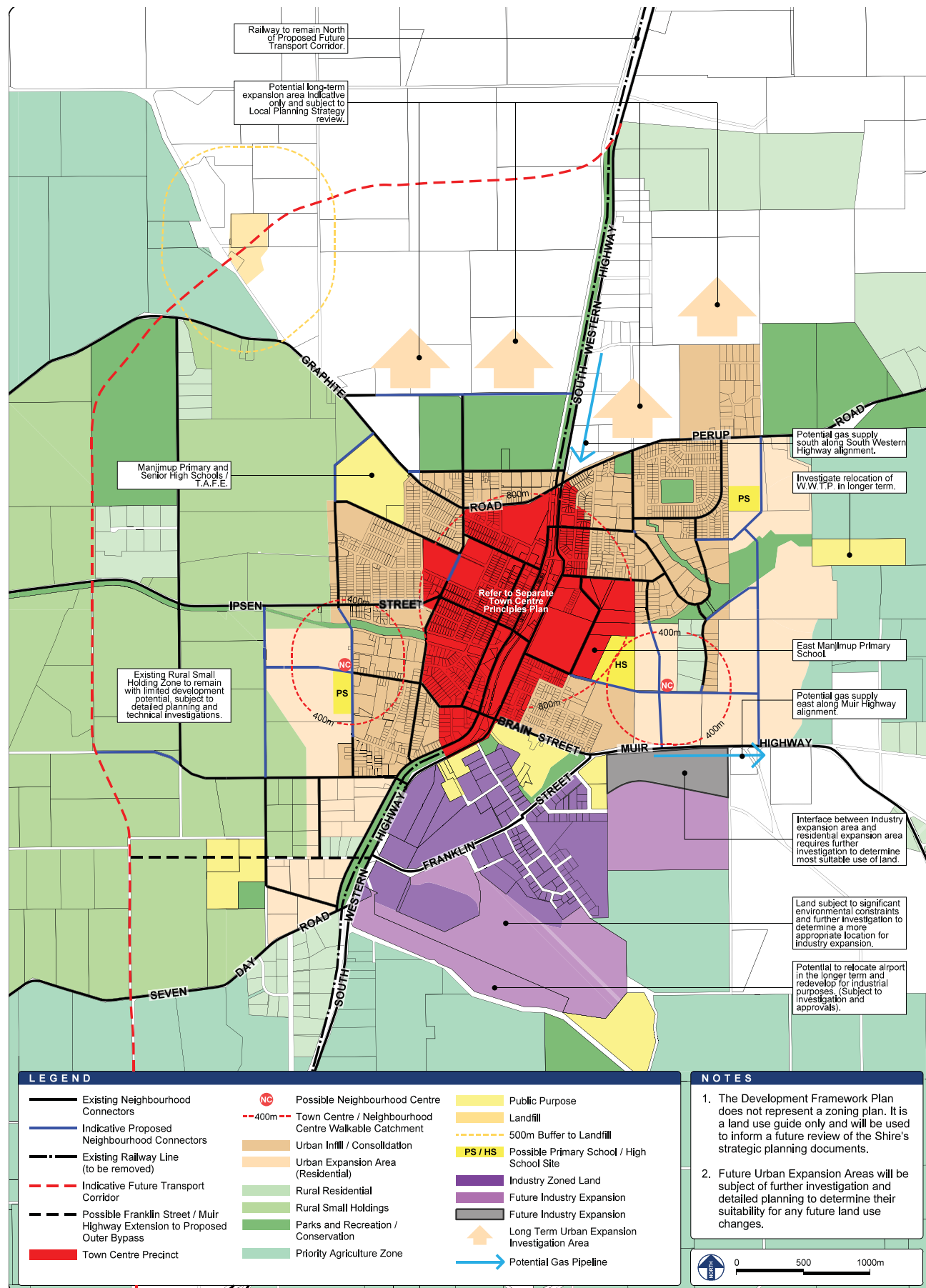


Figure 30 Spatial Growth Plan

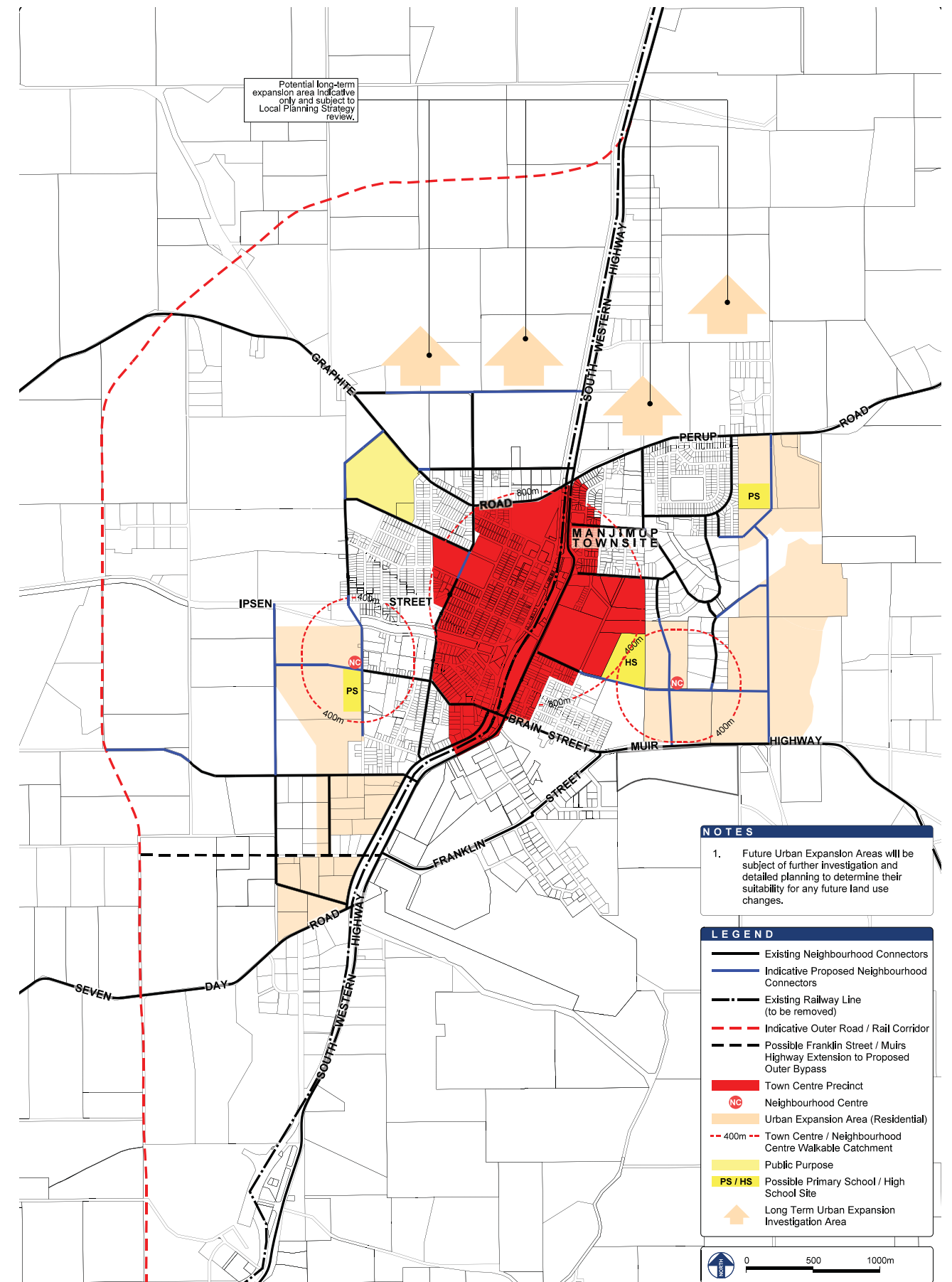


Figure 31 Urban Expansion Areas

6.3.3 / Open Space

The development framework contains a number of key environmental features that have been recognised as a significant opportunity for the future Townsite expansion to preserve and compliment the rural and natural characteristics of the Town through retention, rehabilitation, fauna linkages, open space networks and landscaping. Detailed structure planning of the urban expansion areas to the east and west will deliver a network of extensive parkland and useable local open space opportunities that may be focused around the Manjin Creek and natural drainage lines. Categories of open space will include conservation areas, formal public open space, informal public open space, integrated and shared facilities with schools and 'multiple use' corridors.

The delivery of additional active open space, with associated change room facilities and parking, within the eastern urban expansion areas has been highlighted through the community facility needs assessment. This will ensure equitable access for future residents in the eastern expansion area as currently the focus of sporting activity is centred to the west of Town at Rae Park, the Imperials Recreation Ground and Manjimup Stadium precinct. Further precinct-level planning of the eastern development area will be needed to identify the preferred site for this facility.

Shared use arrangements with any future proposed primary school facilities in the eastern portion of the development area may also provide other formal active opportunities for the community for after school and weekend activity.

A series of local open space 'kick and throw' areas will also be provided throughout each residential precinct to achieve equitable access for all residents.

The guiding landscape objectives for the future expansion of the Town are as follows:-

- To create interesting spaces and promote community interaction via a variety of landscape character and experience;
- To protect and restore natural ecosystems on site;
- Develop suitable landscape and rehabilitation strategies to assist in the overall drainage scheme for the site;
- To preserve the heritage values of the site by incorporating existing structures into the public open space realm;

- To adopt the principles of sustainability and promote appropriate, water wise planting and species that are endemic to the region;
- Incorporate skate and bike usage into park areas;
- Provide access and facilities for all ages and abilities;
- Minimise required maintenance; and
- Retain and enhance key views through the Townsite.

The parks and recreation network is illustrated in **Figure 32**.

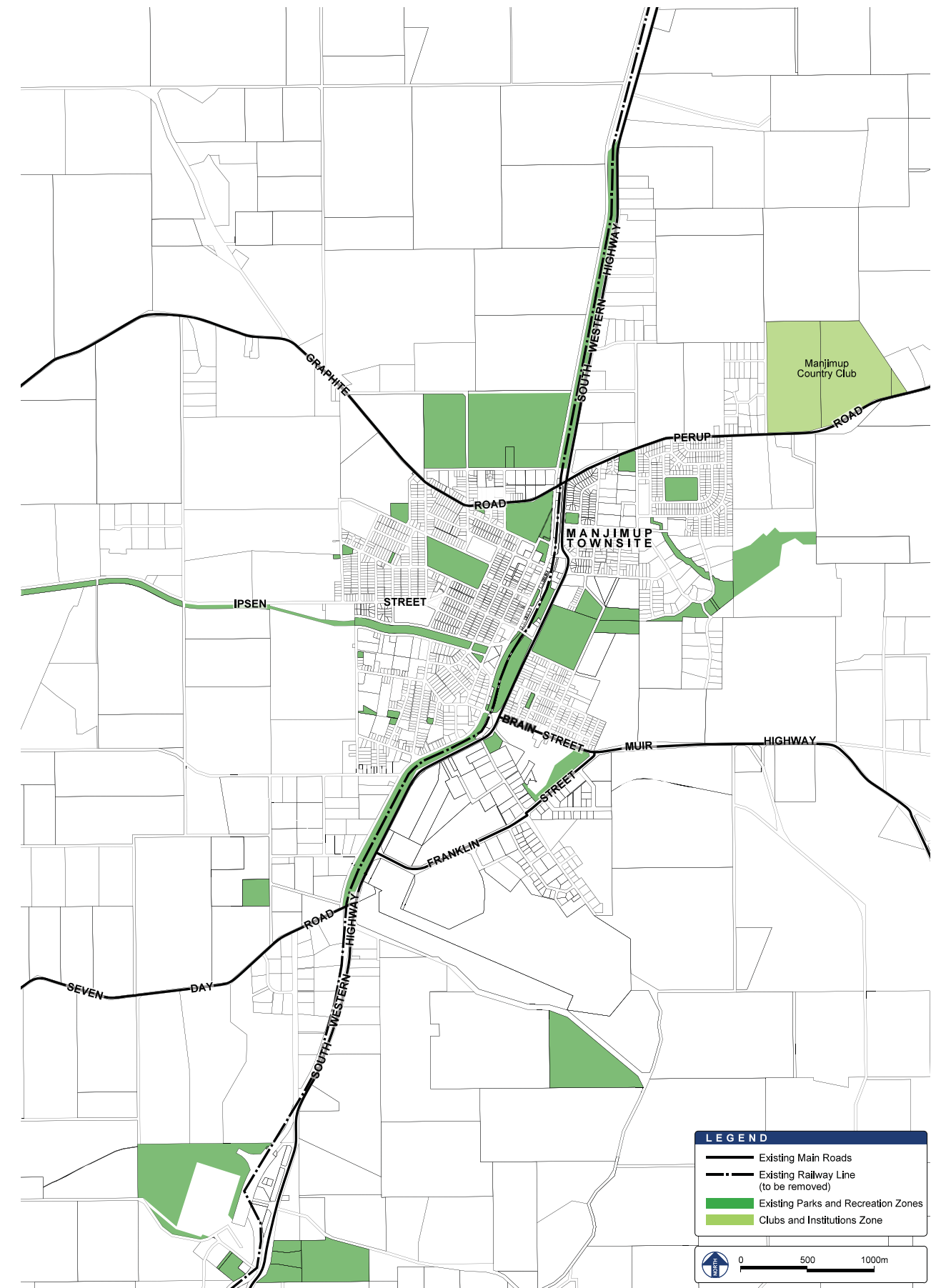


Figure 32 Parks and Recreation

Lot Yield Analysis

An indicative lot and dwelling yield analysis of the Town indicates that sufficient land is available to deliver the 2,000 – 2,500 lots required to supply the minimum population growth requirements for Manjimup Townsite over the next 20 years. This expansion can be absorbed through a combination of re-subdivision opportunity in and around the Town Centre, development of vacant zoned land and/ or urban expansion areas identified by the Spatial Growth Plan.

The approximate lot yield for the existing urban infill areas and identified future urban expansion areas are outlined in **Figure 33**.

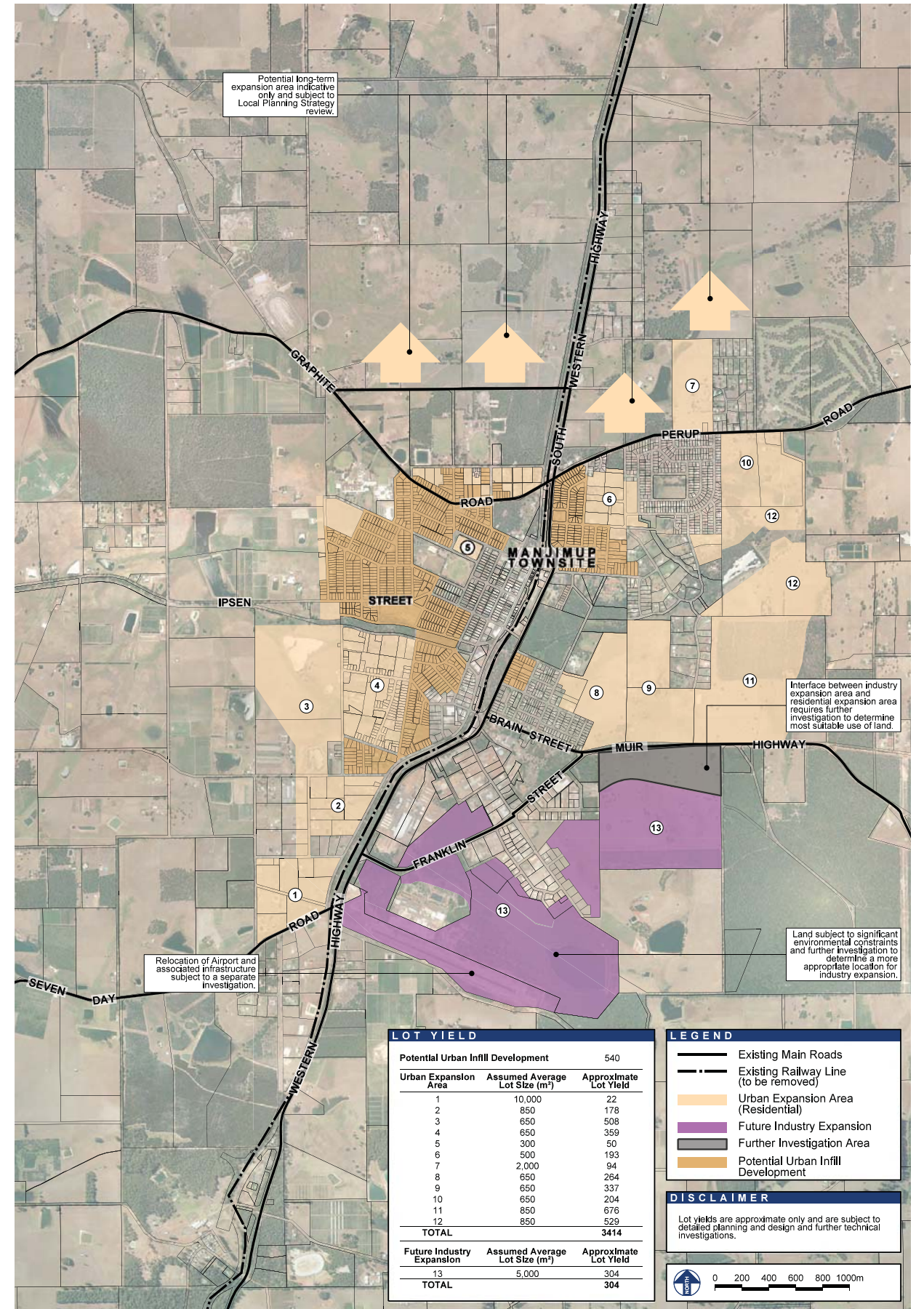


Figure 33 Lot Yield Plan

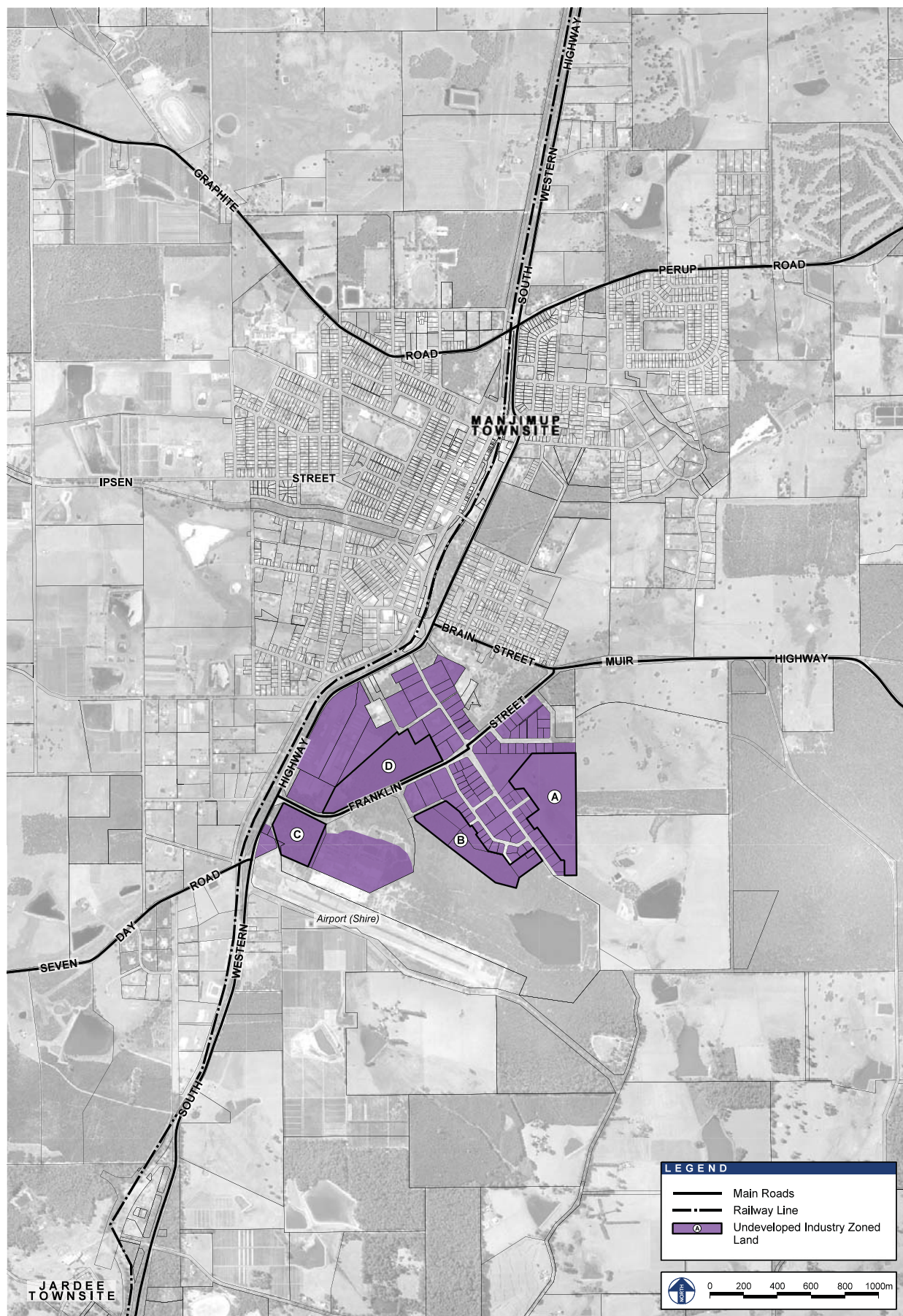


Figure 34 Undeveloped Industry Zoned Land

6.3.4 / Industry

The Manjimup Industrial Area will continue to provide general industry activity with light and service industry uses to be located immediately south of Lock Street on the fringe of the Town Centre.

There is more than sufficient land available to cater for the anticipated demand in the medium to longer term however, servicing constraints will need to be overcome to maximise the development potential of this land in the SuperTown context.

Table 16 outlines the land available for each of the undeveloped zoned areas identified on **Figure 34**.

Table 16: Industrial Land		
A	17.06ha	Single parcel, private holding
B	12.51ha	6 parcels, crown land, portion under lease
C	6.97ha	1 parcel, crown land currently leased
D	13.88ha	1 parcel, crown land
TOTAL	50.42ha	

Additional future industry expansion areas have also been set aside in the Spatial Growth Plan, including the existing airport site assuming it is relocated to a preferred site north of the Townsite. The future industry expansion land amounts to approximately 171ha however, limitations exist with the presence of significant environmental and topographical constraints and the interface with future urban expansion areas earmarked immediately to the north. These areas will require further investigation to determine their suitability for development in the longer term.



6.3.5 / Town Centre

The Spatial Growth Plan acknowledges the Manjimup Town Centre (**Figure 35**) as the Shire's primary service centre. It will continue to provide the surrounding community with a large variety of commercial and retail opportunities. While businesses located within the Town Centre are generally smaller and locally owned, larger supermarket chains and franchises also exist within the vicinity of the Townsite. This includes the new Woolworths development and associated specialty retail tenancies currently under construction that will deliver competition in the market and further choice for consumers.

It is not proposed to create a second retail centre for the Town, with the exception of potential small neighbourhood centres to service local needs. The Manjimup Town Centre has considerable redevelopment potential, and the expansion and revitalisation of the existing Town Centre is contingent on the removal of the existing railway reserve and associated infrastructure. It will offer an opportunity to create a distinct and rejuvenated character that will set the standard for the new Manjimup.

It is proposed to encourage retail development within the existing Rose and Giblett Street corridors, north to Mount Street and south to Lock Street. The commercial land between Lock Street and Pritchard Street is identified for fringe retail and/or large format retail. The remainder of the existing Town Centre zone south of Pritchard Street has been identified as the best location for a light and service industry area.

The Timber and Heritage Park and the Manjin Park precinct provide for significant redevelopment opportunities through the incorporation of existing open spaces and new high quality developments and a civic/ entertainment precinct as the community 'hub' serving as a central meeting place for future residents. The Town Centre is centrally located in close proximity to all residential precincts with excellent walking and cycling opportunities to reduce vehicle demand.

Additional neighbourhood centres outside of the Town Centre within the urban expansion areas have been identified to provide local convenience services that are equitable and centrally located within the residential catchments they are located. It is critical that the nature and mix of these neighbourhood centres are geared around retaining the primacy of the Town Centre. As such, it is recommended that a Commercial Centres Strategy be prepared to provide developers, decision-makers and the community with greater

certainty as to the size, location and the nature of commercial and retail offerings that are expected to be delivered as the Townsite expands.

Design principles and redevelopment opportunities for the Town Centre are further explained in Section 6.4 of this report.

6.3.6 / Education

The population projections will require two (2) additional primary schools and a new High School in the north-eastern and western expansion areas. These facilities have been located centrally within urban expansion areas to maximise accessibility as well as to promote walkability and cycling.

The Department of Education generally support the notion of co-locating educational requirements with open space and associated facilities for use by pupils during school hours and sporting groups/clubs in the evenings and on weekends. This will help to improve land efficiency and may allow for the provision of smaller school sites. This concept has the potential to be delivered with two (2) primary schools with an opportunity to also co-locate a new High School for shared use opportunities. The use of school buildings for evening adult education, sharing of indoor sporting facilities and libraries is also envisaged to deliver a wide range of community facilities to the future residents.

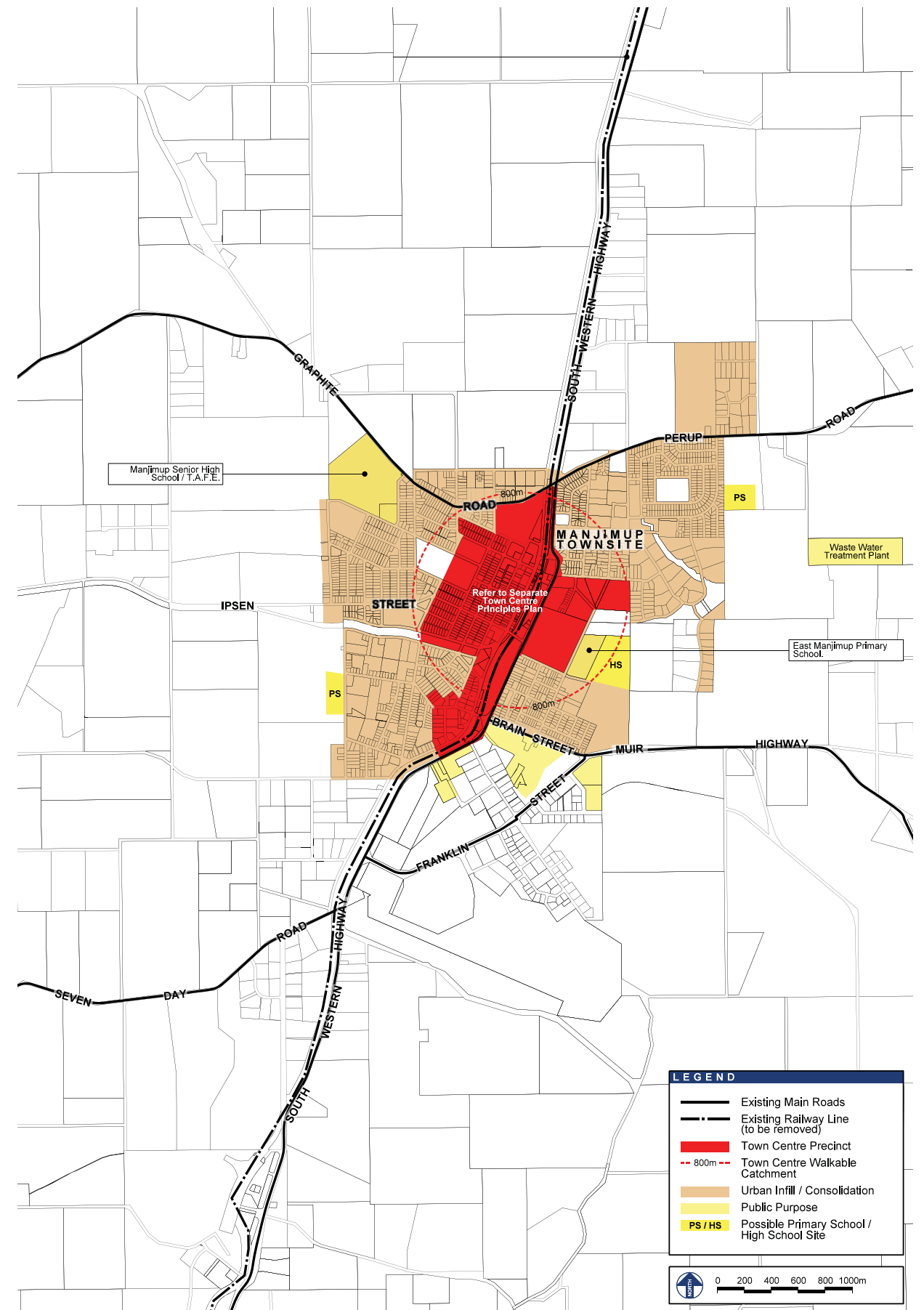


Figure 35 Urban Infill Plan

6.3.7 /Tourism

The Townsite Growth Plan does not identify specific tourism sites however, tourism has been recognised broadly by the community as a key growth industry on the back of the region's 'clean and green' food production capabilities, natural environment and its abundance of recognised state and local tourist destinations.

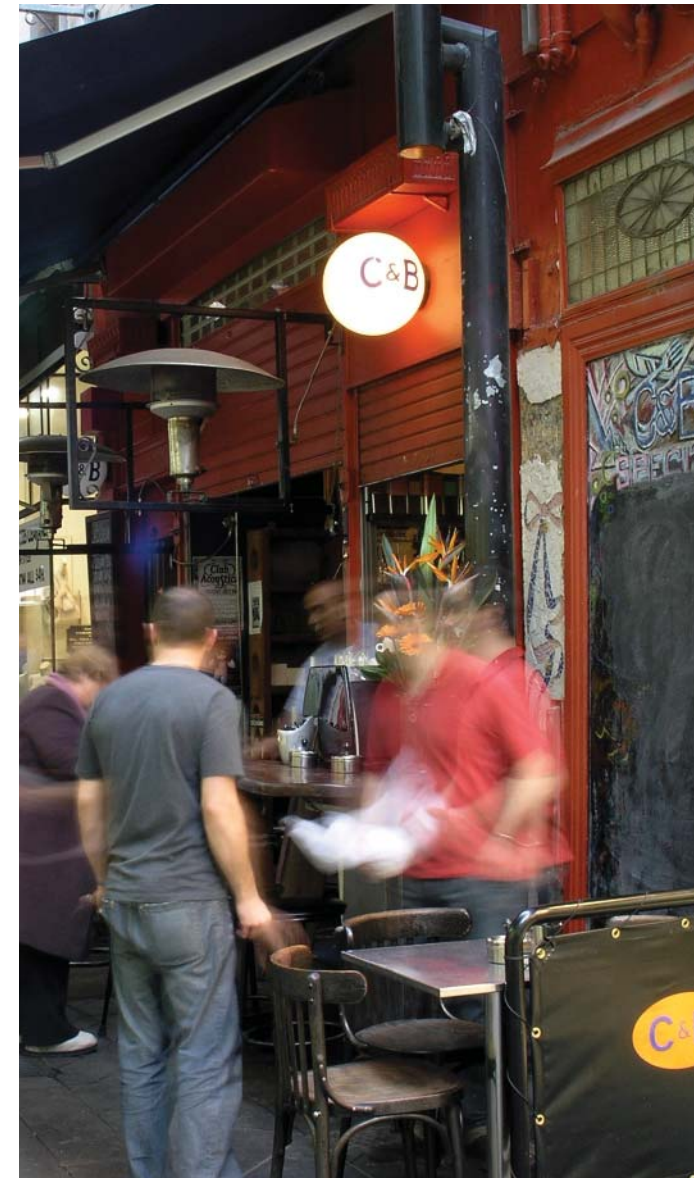
Whilst Manjimup itself is not widely known for its tourism attractions, there is tremendous opportunity to enhance some of the Town's existing facilities to overcome the perception that the Town has little to offer.

The Town will continue to support many of the local festivals however, a number of large site- specific tourism projects have been identified as potential attractors for the travelling public. These include:

Timber and Heritage Park Redevelopment

This project proposes to create an entry statement to the Town Centre, utilising a reconfigured intersection at Graphite and Perup Roads. The intention is to redesign this precinct that will draw people into the Town Centre, while also showcasing the Timber and Heritage Park, which contains the State Timber Museum, various heritage displays, park facilities and natural bushland. The Park has been identified as a potential site for housing the state's energy heritage, amongst other public amenities. The existing natural landscape assets (native trees, open parkland) will be combined with sections of the lineal park/railway visible from Mottram Street, to create a significant tourist attraction for the Town. The proposal also incorporates the establishment of a quality short-stay accommodation for tourists and business travellers that is currently lacking within the Town.

A draft Landscape Masterplan for the redevelopment of Timber and Heritage Park including the business and tourist accommodation development site is shown as **Figure 36**. This plan provides an overall concept as to how the Park can be developed over time into the main community focal point for the Town Centre, incorporating recreation, indigenous and European heritage, tourism and cultural uses in an attractive parkland setting.



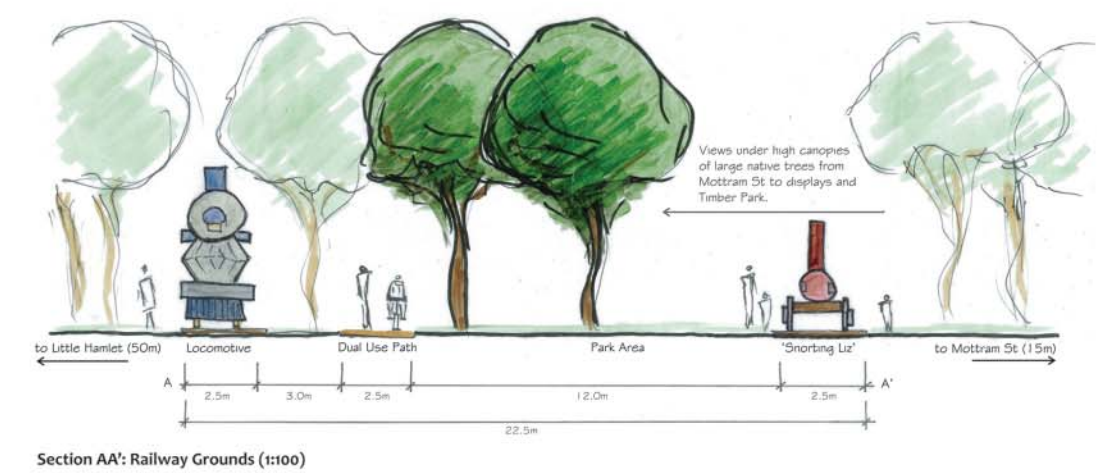


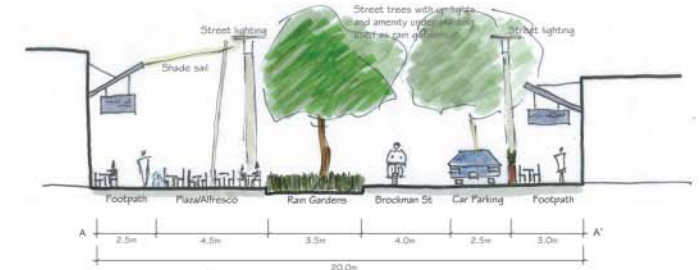
Figure 36 Draft Concept Landscape Masterplan / New Entrance / Display / Cafe, Timber & Heritage Park. (Source: Opus)



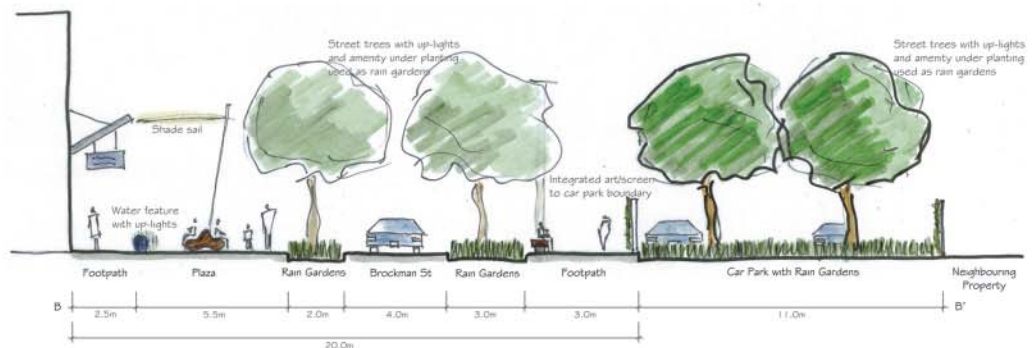
Brockman Street 'Alfresco Precinct'
 The Brockman Street 'Alfresco Precinct', located between Giblett Street and Rose Street, is considered an ideal location to showcase local produce in restaurants, cafes, delis, small bars and butcheries. It offers the potential to create a defined central focal point for the Town and provide a space for events and markets. It will act as a catalyst for increasing the vibrancy of the Town Centre and will link in with the Manjin Park precinct and surrounding Town streets. Accordingly, it is the intention to redevelop this precinct to create an attractive streetscape with an ambience suited to this form of development.

A draft Conceptual Landscape Design for the redevelopment of Brockman Street is shown as **Figure 37**.

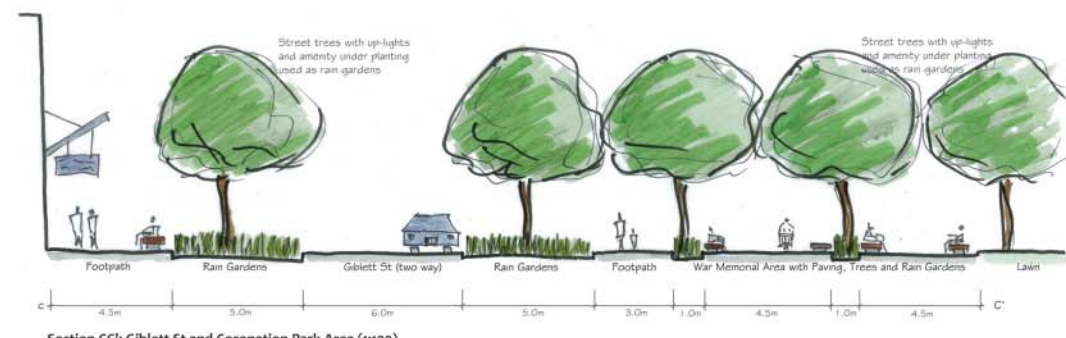
Whilst Manjimup itself is not widely known for its tourism attractions, there is tremendous opportunity to enhance some of the Town's existing facilities to overcome the perception that the Town has little to offer.



Section AA: Brockman St (1:100)



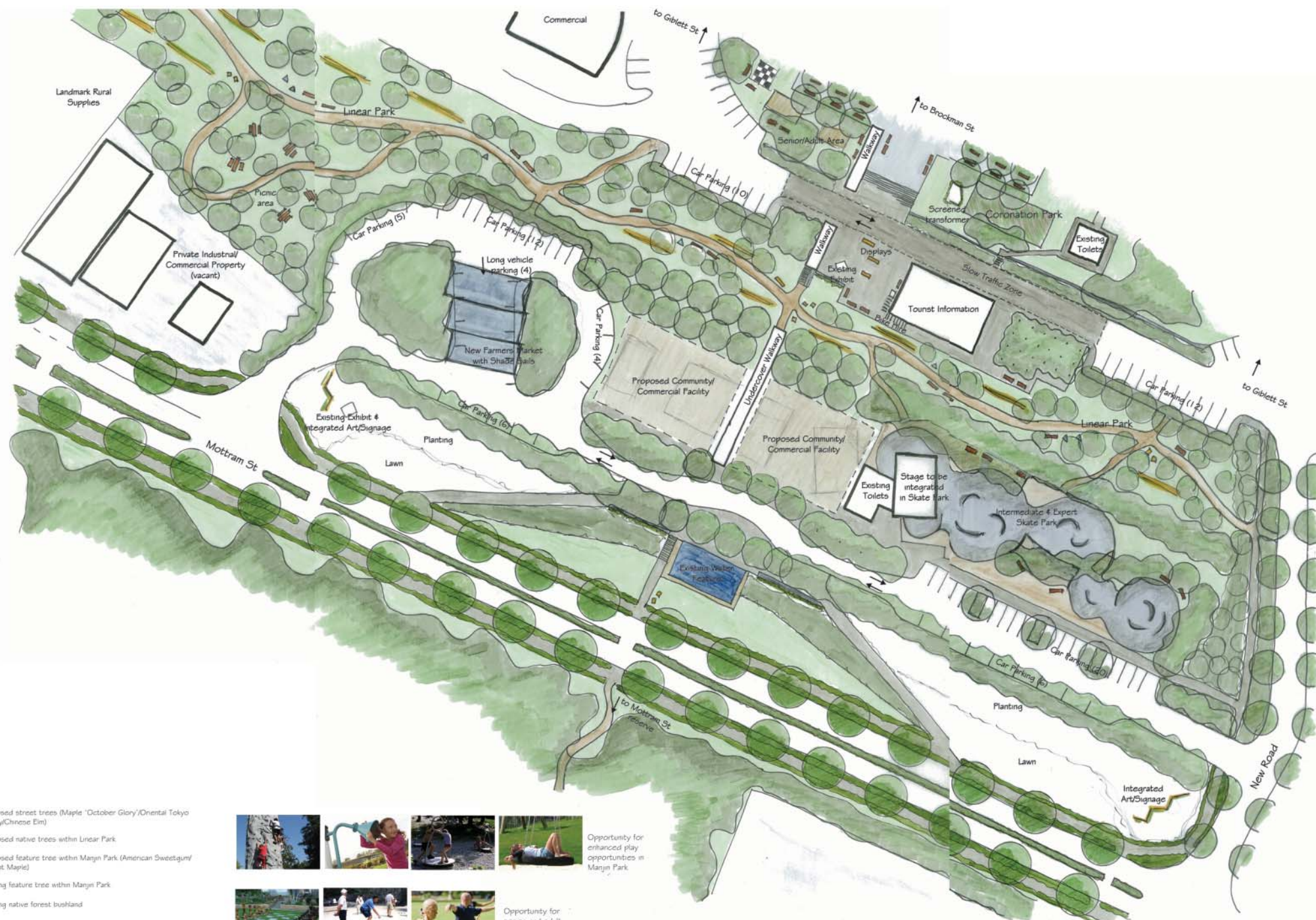
Section BB: Brockman St and Car Park Area (1:100)



Section CC: Giblett St and Coronation Park Area (1:100)

- Legend**
- Proposed street trees (Chinese Pistacho) with attractive foliage and autumn colour
 - Groundcover planting at paving level to be used as Rain Gardens (native species)
 - Wall Greening and/or integrated art for screening of walls and fences
 - Narrow corten steel planters to create a barrier between parking and seating areas
 - Water features with range of fountains and heights
 - Long double sided bench seats with soft curves in different lengths as required
 - Seats from railway sleepers and concrete as already existing in Manjin Park
 - Cork screw bike rack in stainless steel
 - Corten steel street lights as already existing in Manjin Park
 - Shade sail to provide additional sun protection in alfresco areas
 - Retractable bollards at entrances, exits and lane ways to close street for events
 - Natural stone paving throughout street & War Memorial area to connect both
 - Retractable Lawn
 - Indicative roadway without level change & defined with raised pavers/markers
 - Upgraded awnings to provide protection for pedestrians and alfresco users

Figure 37 Draft Concept Landscape Design, Brockman Street (Source: Opus)



- Legend**
- Proposed street trees (Maple 'October Glory', Oriental Tokyo Cherry/Chinese Elm)
 - Proposed native trees within Linear Park
 - Proposed feature tree within Manjin Park (American Sweetgum/ Trident Maple)
 - Existing feature tree within Manjin Park
 - Existing native forest bushland
 - Low native groundcover planting at roads functioning as barrier
 - Wall greening to screen existing gabions near water feature and tourist information
 - Grass (irrigated) - highly frequented and close to Mottram St
 - Formal footpath with concrete pavers and low mass planting
 - Path with hard surface for cycling, skating and walking (2.5m width)
 - Timber seating along informal path
 - Picnic area with seating, BBQs and sun protection
 - Adult (including senior) exercise equipment placed along linear path nearby seating
 - Information display for directions and interpretation of Manjinmap
 - Interpretation features, see Sheet 2
 - Informal play experience, see Sheet 2
 - Reused railway tracks + sleepers for bike/skate track obstacles and feature planting



Opportunity for enhanced play opportunities in Manjin Park



Opportunity for senior and adult recreation in south coronation park



Location map Sheet 4

No lighting shown on this plan as subject to electrical engineer design and approval. Western Power decorative range to be used for lighting of South Western Highway/Mottram St between the southern and northern Timber Arch.

Indicative design only. To be confirmed during detailed design phase in conjunction with relevant experts.

- Create direct link between Brockman St and Mottram St by creating footpath and stairs near existing water feature
- Provide community and/or commercial facility (cafe/restaurant, creche, youth, meeting rooms etc) to attract a wide user group to Manjin Park, smaller buildings with landscaped surroundings and courtyards
- Relocate Farmers Market to car park area which provides more space on permanent sealed surfaces, provide shade through waterproof and permanent shade sails
- Establish skatepark for intermediate and expert users with bowls, street elements and sealed surrounding areas, integrate existing stage in skate park and locate skate elements around existing trees
- Provide area for adults and seniors with recreation activities such as chess, petanque (as per existing pit in Manjin Park) in southern end of Coronation Park, provide signage with play instructions and Tourist Information to hire equipment
- Relocate existing playground to centre of Manjin Park for better connection with Brockman St and future community/commercial facility, upgrade equipment and provide play opportunities for all age groups
- Relocate Munda Biddi Trail information display into Linear Park near Tourist Information
- Improve aesthetics of existing gabions with climbing/hanging plants and/or integrate soil pockets structures
- Provide bike hire with 24h access by using a computerised hire system and pick up/drop off points at key locations (e.g. tourist information, Timber & Heritage Park, Allambie Park)

Manjin Park Precinct

The removal of the railway infrastructure and integration of the railway corridor land into the Town Centre precinct will enable a visual link between Mottram Street and the proposed Alfresco Precinct via the Visitor Information Centre and Manjin Park precinct. The intention is to incorporate the existing open spaces with new high quality developments, which may include an extension of the retail uses across Giblett Street (amongst other uses) while maintaining a multi-purpose civic space for the community. Given the prominent nature of this precinct, it is recommended that a detailed urban design and redevelopment investigation exercise be undertaken to determine the highest and best use of this land to maximise the benefits for the Town and its community once confirmation is received that the railway is to be removed and relocated.

A draft Conceptual Landscape Design for the redevelopment of Manjin Park is shown as **Figure 38**.

Figure 38 Concept Landscape Plan, Manjin Park (Source: Opus)

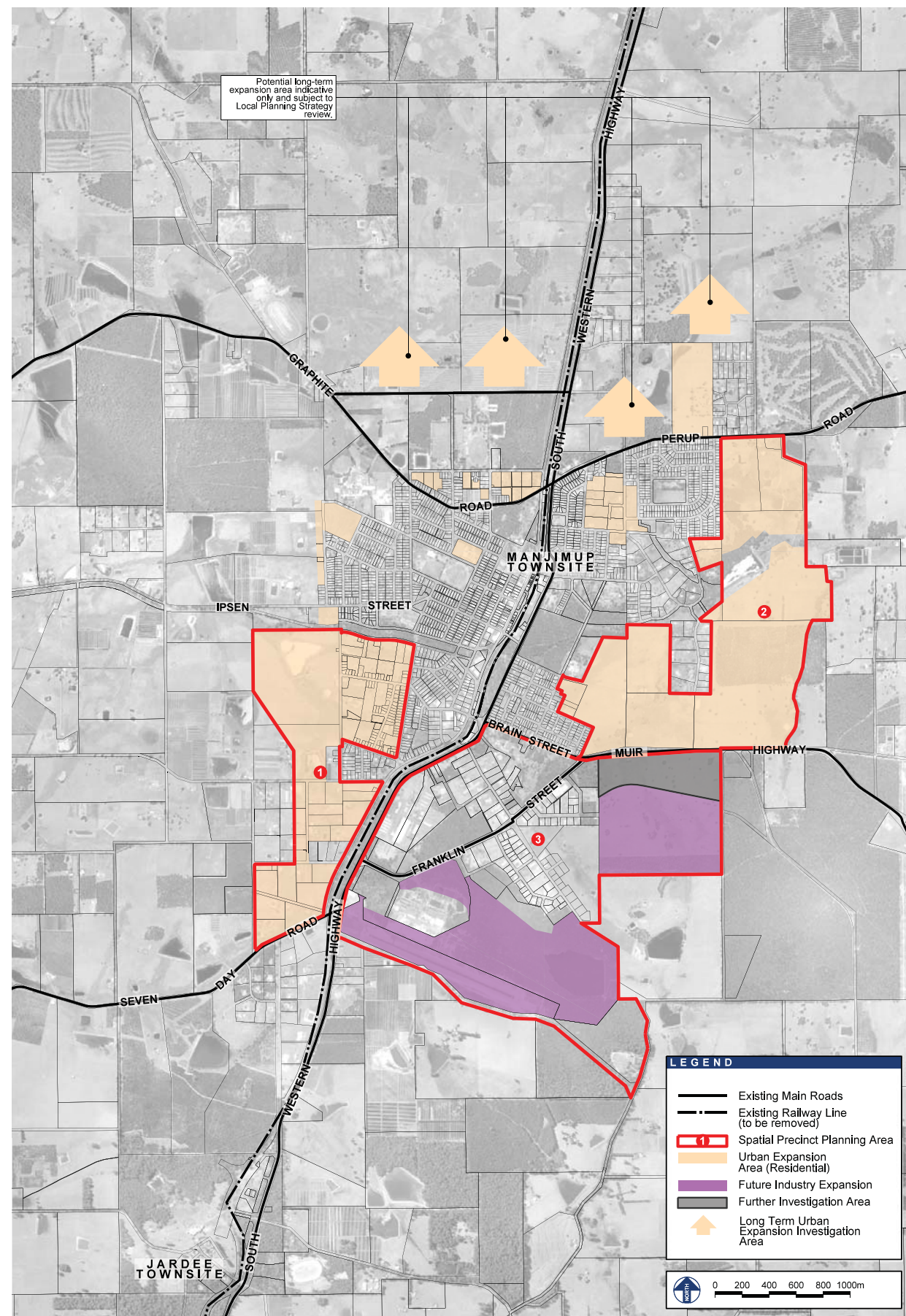


Figure 39 Spatial Precinct Plan

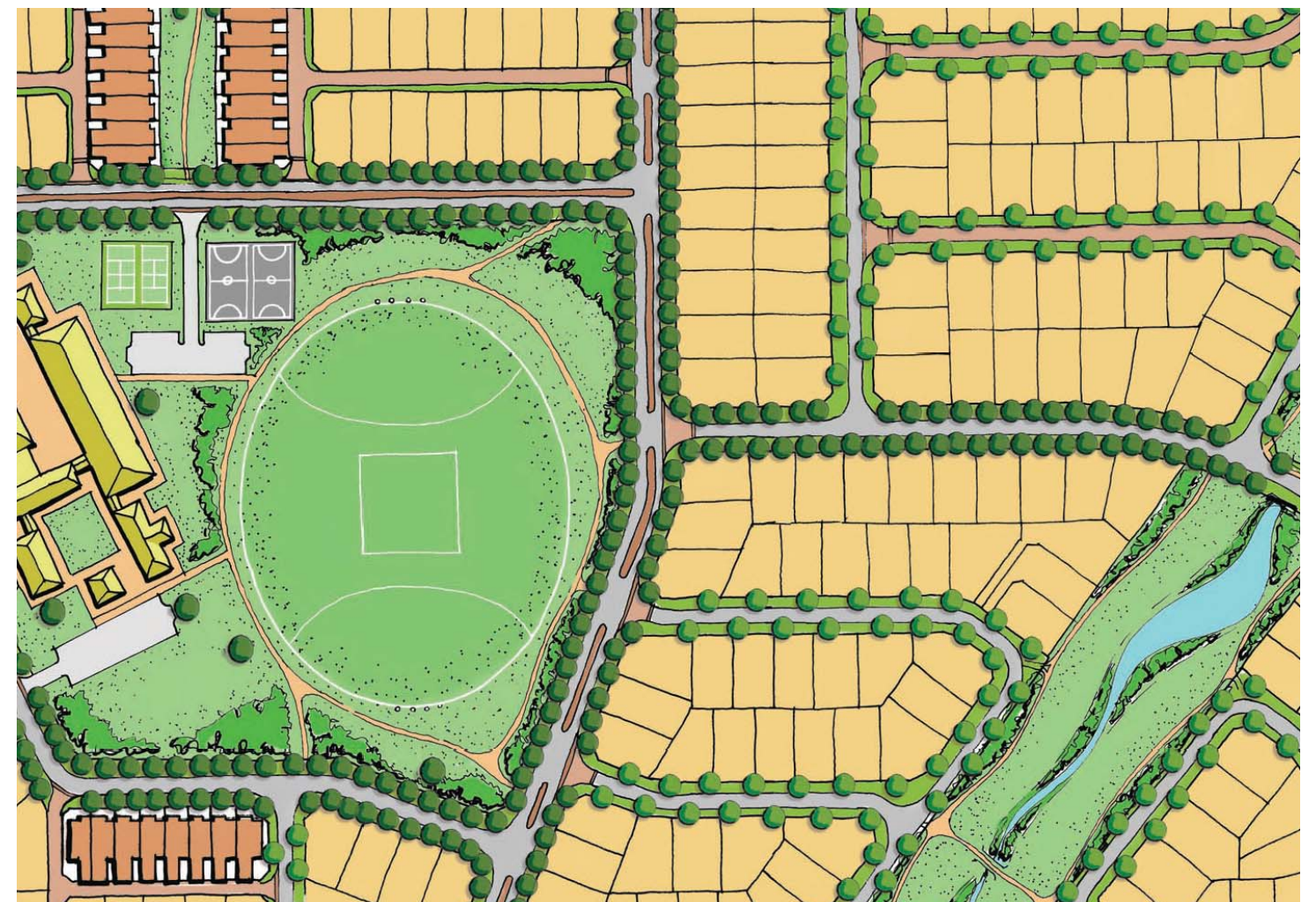
6.3.8 / Precinct Spatial Plans

The Spatial Growth Plan provides the basis for detailed planning and design to follow as further SuperTown funding becomes available.

Figure 39 identifies the particular areas of the Townsite that will be subject to further review to provide direction on the preferred spatial layout and development needs for the precinct having regard to the long-term development aspirations for Manjimup as a whole. The Precinct Plans will be undertaken on a smaller, more detailed district structure planning scale and will seek to:

- Locate land uses and spaces in the context of the broader approach to growth;
- Translate concepts into visual and spatial forms, which can be more clearly understood;
- Articulate neighbourhood design, environment and community outcomes at a precinct level;
- Potentially provide a basis for targeted marketing and branding;
- Provide a mechanism to facilitate implementation and potential investment opportunities; and
- Guide a review of the Local Planning Strategy and Local Planning Scheme.

The Precinct Spatial Plans will be prepared as a precursor to review of the Shire's Local Planning Strategy and will form Structure Plans made under Part 6 of Local Planning Scheme No.4.



Example illustration of detailed site planning and design

6.4 / TOWN CENTRE PRINCIPLES PLAN

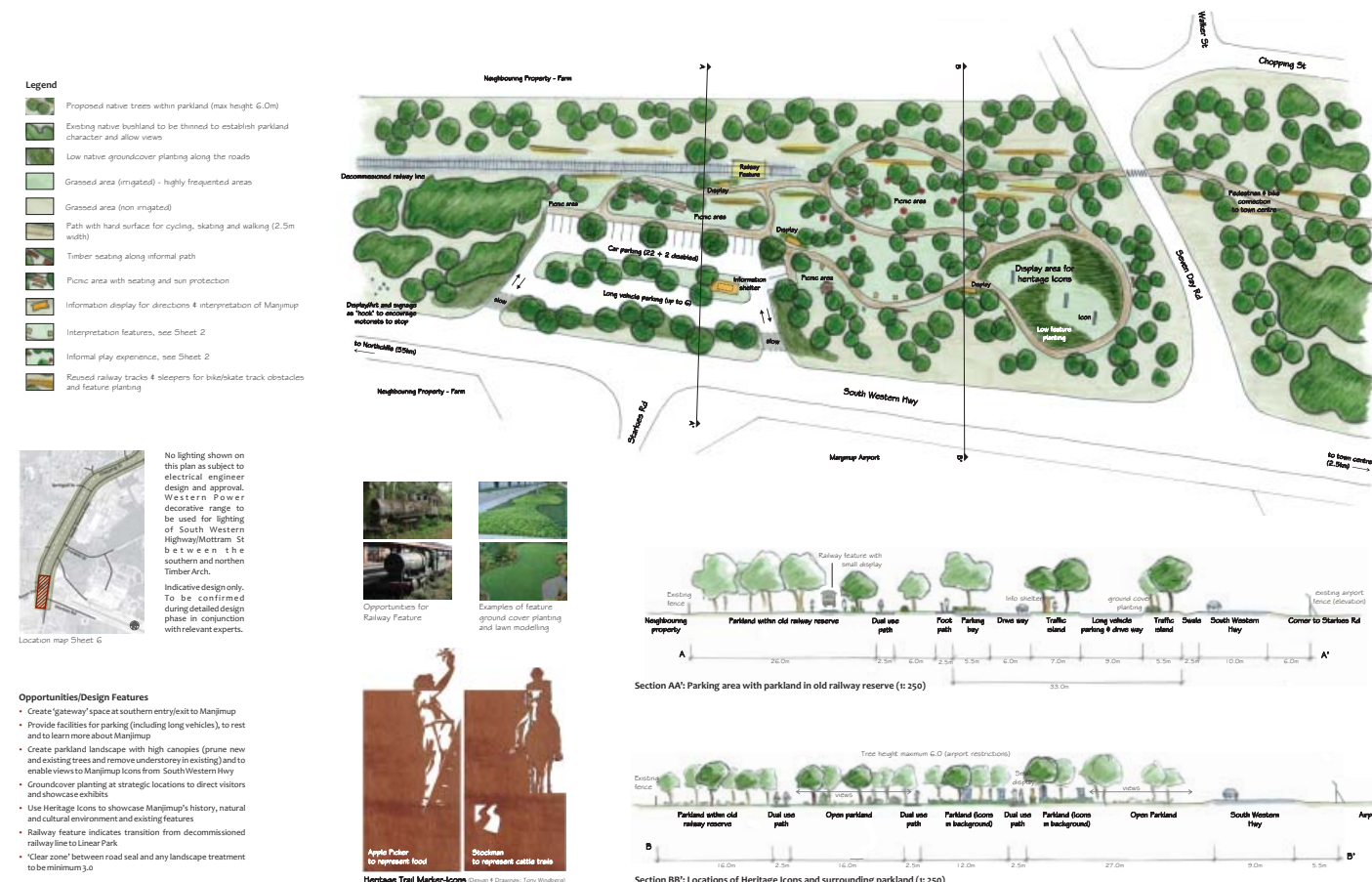
A key component of the Growth Plan is to ensure that the Town Centre functions can accommodate the demands of potential population increase and provide an appropriate level of retail choice and amenity for both existing and future residents.

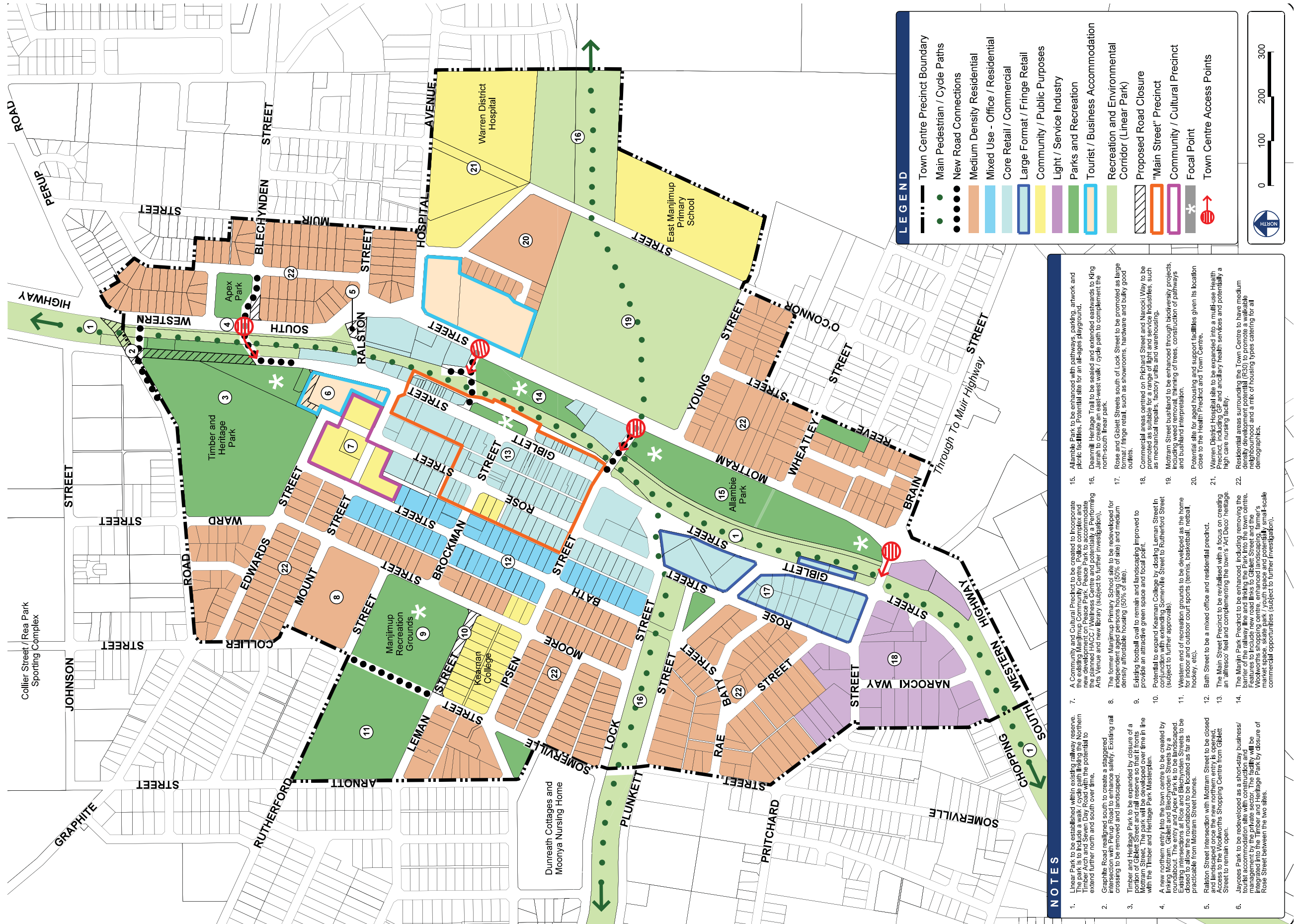
The Town Centre Principles Plan (TCPP) (**Figure 40**) identifies key design principles and a range of development intentions that will combine to encourage a range of activities in the Town Centre and create a vibrant community focal point for the people of Manjimup to enjoy. It is intended that the Plan will be incorporated into a Local Planning Policy to allow it to become a guiding document for decision-making by the Shire.

The key land use and design elements of the TCPP are outlined as follows:

- Consolidation of the retail hub on the street blocks bounded by Rose, Ipsen, Mottram and Mount Streets;
- Brockman Street between Giblett and Rose Streets to be redesigned to deliver a multi-purpose “town square”-like space to improve retail offering and encourage alfresco dining opportunities. It may also provide for market days with removable bollards at each end so the street can be closed to vehicle traffic on weekends. Although permanent closure of the street is not being considered at this time, the urban design will accommodate this should the community consider it desirable at a later date;
- Creation of a Linear Park and expansion of the Timber and Heritage Park and Manjin Park to foster between linkages between the two sides of town and the various focal points within the Town Centre;

- The vacant land bounded by Mount, Rose, Edward and Bath Streets to be developed over time as a community and cultural hub as a logical expansion of the community centre northwards linking the Town Centre and the Timber and Heritage Park. Possible uses on this site will be subject to further investigation and detailed planning, but may include uses such as a purpose-built wellness and lifestyle centre as a base for the Shire’s Home and Community Care (HACC) service and other related aged and HACC-eligible care service providers, a multi-function venue and potential relocation of the existing library and child care centre.
- The current Jaycees Park to house a 4 star business and tourist accommodation development in conjunction with the redevelopment of Timber and Heritage Park. This will include closing Rose Street between Jaycees Park and Timber and Heritage Park, and considering options for shared facilities, including café/restaurant and function space;
- Development of 50% of the former Manjimup Primary School site on Moore Street for aged accommodation with the other 50% being for medium density affordable housing. The Shire and Department of Housing are currently collaborating on delivering up to 32 aged dwellings and up to 31 medium density house sites;
- The existing semi-industrial area south of Lock Street along Giblett and Rose Streets be redeveloped over time for large format and fringe retail, such as vehicle sales, hardware and bulky goods showrooms;
- The existing semi-industrial area south of Pritchard Street, including the vacant land on Narocki Way to be developed over time as a light and service industry area, such as mechanical repairs, vehicle sales and factory units;
- The Bath and Moore Street precinct to be a transitional land use area comprising mixed use office and residential activity consisting of medium density development;
- The residential areas generally within 400-500m of the commercial hub or in close proximity to public open space are to be permitted to redevelop at a medium density. This will require further consideration of the desired density and community consultation prior to any zoning change;
- The Warren District Hospital site being developed over time into a multi-purpose health precinct, incorporating GP SuperClinic, doctor’s housing and potentially a high care nursing home facility; and
- The area south of Hospital Avenue and between Mottram Street and O’Connor Street, possibly including the existing motel and caravan park sites, being developed over the medium-long term for aged housing and associated support facilities. This area is well-located adjacent to the Town Centre and the health precinct. The potential of this will be subject to further investigation.





LEGEND

- Town Centre Precinct Boundary
- Main Pedestrian / Cycle Paths
- New Road Connections
- Medium Density Residential
- Mixed Use - Office / Residential
- Core Retail / Commercial
- Large Format / Fringe Retail
- Community / Public Purposes
- Light / Service Industry
- Parks and Recreation
- Tourist / Business Accommodation
- Recreation and Environmental Corridor (Linear Park)
- Proposed Road Closure
- "Main Street" Precinct
- Community / Cultural Precinct
- Focal Point
- Town Centre Access Points

- NOTES**
1. Linear Park to be established within existing railway reserve. The park is to include a walk / cycle path linking the Northern Timber Arch and Seven Day Road with the potential to extend further north and south over time.
 2. Graphite Road realigned south to create a staggered intersection with Perup Road to enhance safety. Existing rail crossing to be removed and landscaped.
 3. Timber and Heritage Park to be expanded by closure of a portion of Giblett Street and rail reserve so that it fronts onto the main street. The park is to be landscaped in conjunction with the Timber and Heritage Park Masterplan.
 4. A new northern entry into the town centre to be created by the closure of Ralston Street and the creation of a roundabout. The entry and Apex Park is to be landscaped. Existing intersections at Rice and Blechynnden Streets to be closed to allow the roundabout to be located as far as practicable from Mottram Street homes.
 5. Ralston Street intersection with Mottram Street to be closed and landscaped once the new northern entry is opened. The existing Mottram Shopping Centre from Giblett Street to remain open.
 6. Jayzees Park to be redeveloped as a short-stay business/retail facility. The facility will be managed by the private sector. The facility will be integrated into the Timber and Heritage Park by closure of Rose Street between the two sites.
 7. A Community and Cultural Precinct to be created to incorporate the existing Manjimup Community Centre, Police complex and new development on Peace Park. Peace Park to accommodate a new library and a new library (subject to further investigation). The former Manjimup Primary School site to be redeveloped for residential use (50% of site).
 8. The former Manjimup Primary School site to be redeveloped for residential use (50% of site).
 9. Existing football oval to remain and landscaping improved to provide an attractive green space and focal point.
 10. Potential to expand Kearnan College by closing Leman Street in conjunction with extending Somerville Street to Rutherford Street (subject to further approvals).
 11. Western end of recreation grounds to be developed as the home for indoor and outdoor court sports (tennis, basketball, netball, hockey, etc).
 12. Bath Street to be a mixed office and residential precinct.
 13. The Main Street Precinct to be revitalised with a focus on creating an 'al fresco' feel and complementing the town's 'Art Deco' heritage.
 14. The Main Street Precinct to be enhanced, including removing the existing timber and heritage park and creating a new park. Features to include new road links to Giblett Street and the Woodworths shopping centre, enhanced landscaping, farmers' market space, skate park / youth space and potentially small-scale commercial opportunities (subject to further investigation).
 15. Allambie Park to be enhanced with pathways, parking, artwork and picnic facilities. Potential site for an all-ages playground.
 16. Deans Hill Heritage Trail to be sealed and extended eastwards to King Jarrah to create an east-west walk / cycle path to complement the north-south linear park.
 17. Rice and Giblett Streets south of Lock Street to be promoted as large format / fringe retail, such as showrooms, hardware and bulky goods outlets.
 18. Commercial areas centred on Pritchard Street and Narscki Way to be promoted as suitable for a range of light and service industries, such as mechanical repairs, factory units and warehousing.
 19. Mottram Street boulevard to be enhanced through biodiversity projects, including weed removal, thinning of trees, construction of pathways and bushland interpretation.
 20. Potential site for aged housing and support facilities given its location close to the Health Precinct and Town Centre.
 21. Warren District Hospital site to be expanded into a multi-use health precinct, including a mix of health services and potentially a high care nursing facility.
 22. Residential areas surrounding the Town Centre to have medium density residential, such as townhouses, duplexes and terraces, catering for all demographics.



Figure 40 Town Centre Principles Plan

6.4.1 /Town Centre Accessibility Improvements

Improving road linkages and access between Mottram Street and the Town Centre have been identified as critical components to the ongoing function and development of the Manjimup Town Centre. The timber archway entry features to the north and south of Mottram Street have also been identified as an opportunity to lift the presentation of Manjimup as place to live and visit to people entering the Town. A draft Conceptual Landscape Plan for the improvement of the existing Town entrances is shown at **Figures 42 and 43**.

The main traffic circulation and movement improvements are shown on **Figure 41** and are summarised below.

Graphite Road / Perup Road intersection realignment

The current 4-way intersection is unsafe and leads to conflicting movements with right turn vehicles on South Western Highway. The intersection is also used frequently by heavy vehicles travelling between orchards and plantations along Graphite Road and the Manjimup Industrial Area.

It is proposed to create a staggered 'T' intersection by realigning Graphite Road to the south to create a right-angled intersection with South Western Highway. Perup Road will also be realigned slightly to the north to create a right-angled intersection, so that sight lines are improved and the required stagger distance to Graphite Road is achieved.

Giblett Street / Blechynden Street Intersection and Gateway

A key objective of ensuring the Town Centre functions effectively is providing a clear and visually prominent gateway into the northern end of the Town Centre from the Highway. A secondary objective is to improve the traffic flow between the Town Centre and Anunaka (East Manjimup), accessed via Blechynden Street.

It is proposed to connect Giblett Street to South Western Highway and Blechynden Street and construct a roundabout to Main Roads specifications. The northern portion of Giblett Street linking to Graphite Road and the abutting portion of rail reserve would be removed and incorporated into the Timber and Heritage Park in order to provide a prominent frontage for the Park onto the Highway.

The roundabout and surrounding area is to be landscaped to provide a visually prominent gateway. It will also simplify the entrance into the Town Centre, particularly for visitors. In order to ensure the roundabout is located away from houses on the south eastern corner of Blechynden Street, it will be necessary to resume part of Apex Park for the road works. However, the loss of public open space will be offset by the additional parkland gained by extension of the Timber and Heritage Park onto South Western Highway.

Ralston Street changes

Ralston Street currently provides access into the Town Centre from Mottram Street / South Western Highway. However, the intersection is located on an 'S' bend and at an acute angle.

Concurrently with the construction of the new link at Blechynden Street, it is proposed that Ralston Street be closed at Mottram Street / South Western Highway.

The street will remain open between Giblett Street and the new Woolworths shopping centre under construction on the south western corner of Mottram and Ralston Street. This closure will allow for the area in front of the three palm trees planted for the Centenary of Western Australia in 1929 to be landscaped and made into a small pocket park.

New link in Manjin Park Vicinity

A new road link in the vicinity of Manjin Park between Mottram and Giblett Streets has been identified given the need to ensure the new Woolworths shopping centre on the eastern side of the rail corridor is linked into the remainder of the Town Centre.

A road link at this point will allow car parking in Manjin Park to be more accessible for shopper and employee parking. This is critical given the limited ability to expand car parking in the Town Centre proper. In order to maximise the commercial floor

area in Giblett and Brockman Streets, car parking is provided predominantly on-street or in Council-provided car parks. Ensuring these streets are linked to parking areas in Manjin Park will ensure car parking meets demand.

The exact location of the road link will need to be subject to further investigation.

Ipsen Street

Until the 1970's a level crossing of the railway line existed at Ipsen Street. Upon its closure, a distance of 1300m between crossing points was created. This is particularly problematic for traffic heading into the Town Centre from the south where access is limited to Pritchard Street.

The lack of a road link at Ipsen Street will become more problematic over time as development east of O'Connor Street increases traffic along Young and Mottram Streets seeking entry into the Town Centre. Currently, it is necessary to travel 1,300m to access the Manjimup Post Office. A road link at Ipsen Street reduces this distance to 500m.

The road reserve across the rail corridor remains in place, as does the roadway on either side. However, in order to be used as an entrance into the Town Centre, improved intersection treatments at Mottram Street will be required. Main Roads has prepared preliminary



drawings of the intersection treatment at Ipsen Street and are supportive of the project.

In addition to the Town Centre linkages, two other road projects are considered necessary over time. These include:

Somerville Street Extension

Somerville Street forms a north-south neighbourhood connector south of Leman Street. Collier Street forms an extension of this connector north of Rutherford Street. Currently there is a missing link between Leman and Rutherford Streets across the Manjimup recreation grounds.

Construction of this 220m link would create a north-south neighbourhood connector road for the entire length of the Manjimup Townsite. This will provide an alternative link to the highway and connect residential areas in the south to recreation and educational facilities in the north. A roundabout will need to be constructed at the intersection with Rutherford Street.

Leman Street between Moore Street and Somerville Street could be closed at the same time as construction of the new link. This will allow Kearnan College to use the existing Leman Street road reserve to expand its facilities. This has been discussed between the Shire and Kearnan College in recent years as a method of integrating the school and adjacent recreation grounds. However, any closure of Leman Street would be subject to further community consultation and investigation of impact on underground services.

Graphite Road Realignment

An eventual realignment of Graphite Road to the north side of the Rea Park and Collier Street recreation grounds is considered desirable as the number of heavy vehicles travelling through the residential area of Graphite Road increases.

This road would utilise the existing Richmond Road reserve, plus a portion of the recreation reserve to form an intersection with South Western Highway in the vicinity of the Southern Forest Motel. This is considered a long-term project and will be subject to further studies and agreements with Main Roads. It should also be considered in the light of the potential north-south transport corridor. If the corridor is constructed and linked to the Manjimup Industrial Area

and Muir Highway, the Graphite Road Realignment may not be necessary until such time as there is urban development north of Rea Park.

6.4.2 / Town Centre Revitalisation

One of the Strategic Projects identified by the Growth Plan is revitalisation of the Manjimup Town Centre. The aspirations of the Revitalisation are:

- Creating a 'sense of place';
- To produce a Town Centre that is accessible, vibrant and diversified and makes people want to reside and/or conduct business in Manjimup.
- Creation of a sustainable competitive advantage that stimulates economic investment opportunity in the region;
- Promotion of the retention, expansion and asset improvement of existing privately owned businesses and attraction of new businesses to Manjimup;
- To focus on, enhance and market the economic drivers in the Region such as agriculture, forestry, retail, services, manufacturing, governance, transport, and construction;
- Strengthening of Manjimup's position as the regional centre of the lower south west supporting neighbouring populations in the Shires of Manjimup, Bridgetown - Greenbushes, Boyup Brook, Nannup and beyond;
- Creation of safe traffic movement in the town centre by improving connectivity in the Town Centre, improving east-west traffic flows and creating an entry statement that has enough impact to attract passing traffic; and
- Continue the development of business and regional community partnerships with the Shire of Manjimup that:
 - sustain and boost the number and diversity of viable businesses;
 - increases employment;
 - improves the appearance of the Town Centre generally;
 - improves local purchasing loyalty from the region; and
 - increases turnover and profitability of businesses operating in Manjimup.



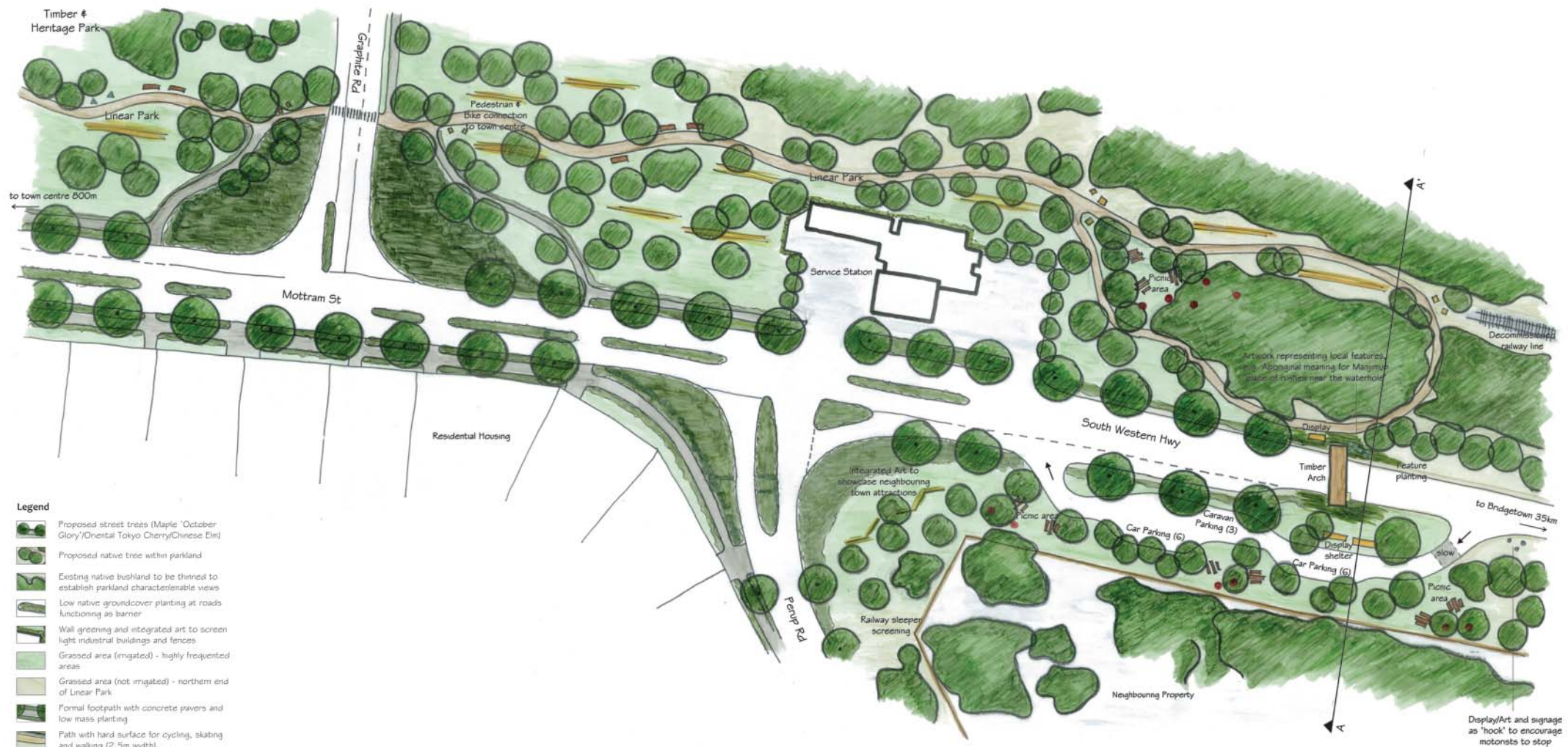
Figure 41 Traffic Access Improvements

- The Project seeks to implement a number of the initiatives of the TCPP, in particular construction of new and relocated road links between the Highway and Town Centre, including creation of a new northern entry roundabout;
- Establishment of the Linear Park along the existing rail corridor;
- Creation of a “town square”-like space in Brockman Street;
- Expansion of the Timber and Heritage Park, including a new playground, energy display / café building, upgraded State Timber Museum and new History House;
- Conversion of Jaycees Park into a site suitable for development of a business / tourist short stay accommodation facility and attracting potential investors in this facility; and
- Streetscape improvements along South Western Highway / Mottram Street including underground electricity and landscaping.

The Shire is continuing consultation and detailed planning of these initiatives. Fundamental to its success will be the engagement and support of business owners in the Town Centre through the Manjimup Chamber of Commerce and Industry. The concept designs shown in this Growth Plan will be further refined in consultation with the Chamber and the broader community. Construction of the first elements of the Project will take place in 2012/13.



Figure 42 Draft Concept Landscape Plan, Mottram Street - Allambie Park (Source: Opus)



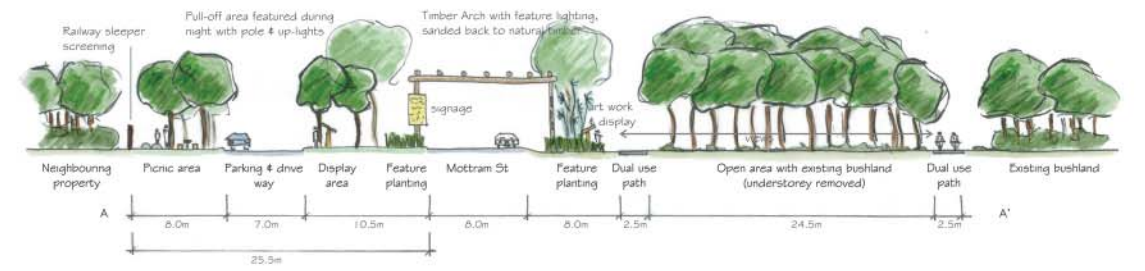
- Legend**
- Proposed street trees (Maple / October Glory / Oriental Tokyo Cherry / Chinese Elm)
 - Proposed native tree within parkland
 - Existing native bushland to be thinned to establish parkland character/usable views
 - Low native groundcover planting at roads functioning as barrier
 - Wall greening and integrated art to screen light industrial buildings and fences
 - Grassed area (irrigated) - highly frequented areas
 - Grassed area (not irrigated) - northern end of Linear Park
 - Formal footpath with concrete pavers and low mass planting
 - Path with hard surface for cycling, skating and walking (2.5m width)
 - Timber seating along informal path
 - Picnic area with seating and sun protection
 - Adult (including senior) exercise equipment placed along linear path nearby seating
 - Information display for directions and interpretation of Manjimup
 - Interpretation features, see Sheet 2
 - Informal play experience, see Sheet 2
 - Reused railway tracks/sleepers for bike and/or skate track obstacles and feature planting

- Opportunities/Design Features**
- Increase usable area around Timber Arch on both sides of South Western Hwy
 - Interpretive signage indicates transition from decommissioned railway line to Linear Park
 - Sand arch back to natural timber, oil and seal
 - Install feature lighting and new signage onto arch
 - Make accessible through railway reserve and install dual use paths
 - Position planting beds close to arch to improve the entry statement
 - Place street furniture, planting and information shelters (possibility of multimedia applications for Smart Phones)
 - Upgrade surface and layout of pull-off area
 - Screen neighbouring areas not owned by the Shire with planting



No lighting shown on this plan as subject to electrical engineer design and approval. Western Power decorative range to be used for lighting of South Western Highway/Mottram St between the southern and northern Timber Arch.

Indicative design only. To be confirmed during detailed design phase in conjunction with relevant experts.



Section AA: Pull-off Area with Timber Arch and Linear Park (1:250)



Opportunities for signage and art work at the Timber Arch

Path leading through native forest with resting areas readily available and provision of shade through mature Kari trees

Figure 43 Draft Concept Landscape Plan, Mottram Street - Northern Timber Arch (Source: Opus)

7.0 INFRASTRUCTURE TO SUPPORT GROWTH

The SuperTown project is primarily focussed on identifying and implementing the drivers needed to proactively double the population of Manjimup. However, there are a range of infrastructure items that will become necessary over time to support the additional population. These will be predominantly demand-driven or reactive to population growth rather than act as a population stimulus.

Infrastructure to support the doubling of the population by 2031 delivery of the spatial Growth Plan is separated into two key areas:

‘Hard’ Infrastructure – fixed assets in the form of a large network that delivers essential services to the community such as water, sewer, roads, electricity, gas etc; and

‘Soft’ Infrastructure - the delivery of specialised services including (but not limited to) emergency services, education, sports and recreation, health, cultural infrastructure etc.

An assessment of existing hard and soft physical and community infrastructure for Manjimup was undertaken to determine existing capacities and limitations with respect to infrastructure that could impact on future growth and the long-term strategies to support the predicted growth of the Town. A summary of the key ‘hard’ and ‘soft’ infrastructure items are detailed below.

7.1 / HARD INFRASTRUCTURE

7.1.1 / Water Supply

The existing drinking water sources cannot currently supply Manjimup’s annual water demand without interim supplementation from a separate source (currently Four Mile Brook). The Water Corporation advises that current supplementary water supply arrangements are only intended as a contingency until a permanent new source can be provided for Manjimup.

There are currently no identified preferred future water sources or licences, however the Water Corporation has advised that there is a planning review currently being undertaken to establish supply sources to supply the SuperTown growth projections in the long-term. This planning is assessing both a surface water source and a groundwater source and will also include the supply of the Towns of Pemberton, Quinninup and Northcliffe.

The outcome of this review may be the recommendation of either one or both water supply options being further investigated. Both options are subject to agreement from Department of Water. It is also likely that increased storage in the existing dams will be required in the longer term, subject to approvals.

The ability to increase water pressure to provide a fire hydrant system in the Manjimup Industrial Area that meets BCA requirements and allows for individual developers to avoid costly site-by-site solutions is an opportunity in the SuperTown context. Currently, it acts as a financial disincentive to development of larger industrial buildings in Manjimup. A cost-effective solution could stimulate development and enable Manjimup to offer a “point of difference” to other towns for larger industrial users. An opportunity exists to implement an effective solution that requires the construction of a booster pump station and emergency power supply at the Water Corporation complex on Mottram Street. This would be linked to the industrial area by a 500m long 150mm diameter pressure main. The indicative cost of this solution is \$180,000. Additional costs associated with replacement of cement reticulation pipes within the industrial area may be necessary to fully implement this system.

7.1.2 / Wastewater

There is currently no capital wastewater conveyance projects programmed to provide for the projected growth of Manjimup. However, an infill sewerage project for the remaining residential areas of the Town that had been developed without sewer was completed in 2009.

The 1,200kL/d Manjimup Wastewater Treatment Plant (WWTP) is not expected to reach capacity in the short to

medium term unless growth greater than 3% per annum occurs. It is expected that an upgrade would be required when the population reaches approximately 7,300.

Preliminary discussions with the Water Corporation have confirmed that it is their intention to commence planning for the future of the Manjimup WWTP in the coming year. The options and the feasibility around the various concepts require further investigation and discussion with the relevant stakeholders to examine the issues in more detail.

Providing sewerage to the Manjimup Industrial Area has been subject to a preliminary feasibility study and is estimated at approximately \$2.5 million. This cost includes construction of a new pump station at the southern end of the industrial area and linking this to the existing Town sewerage system at Blackberry Retreat. It is anticipated that the cost of providing sewer to the Manjimup Industrial Area could be funded by developer contributions as the area expands.

7.1.3 / Power Supply

Currently there are two 22kV feeders that extend from the existing 132/22kV Manjimup Zone Substation to supply Manjimup Town and surrounding areas. The main issues or constraints on the existing 22kV feeders are voltage regulation and load imbalance issues that impact on both power quality and capacity.



Commencing development within close proximity to the existing 22kV power network is prudent to avoid expensive network augmentation works however, as the development grows an extension of a new 22kV feeder is required.

Western Power generally limits the 22kV feeders to service around two thousand residential lots. Commercial and light industrial developments are allocated power based on 200kVA/ha and these types of developments can quickly erode capacity in the 22kV networks. On this basis servicing the residential component i.e. 2375 dwellings would require one new 22kV cable HV feeder and using expected available capacity on the Deanmill feeder.

The industrial expansion would again require a new 22kV HV cable feeder to service some 3.5MVA based on 200kVA/ha policy.

7.1.4 / Telecommunications

Further investigation is required to ensure that mobile telephone coverage, high speed broadband internet services and digital television coverage is adequate to cater for the projected population increase. Access to broadband internet will be a critical infrastructure element that will drive economic growth, open up new business opportunity and improve residential internet access across the Townsite and Shire.

Manjimup is included in the 3 year rollout for the National Broadband Network (NBN) announced in March 2012. At the time of writing the Growth Plan, the rollout of NBN in Manjimup is to commence from December 2014.

7.1.5 / Gas Supply

There is no gas infrastructure in and around Manjimup however, there is high potential for the State Government's 'Bunbury to Albany Pipeline (BAPC) Corridor' to service the Town. Providing natural gas reticulation to Manjimup requires the installation of:

- Pressure reducing and metering facilities;
- Reticulation header mains;
- Customer service piping; and

- Customer gas regulator/meter for each connection.

A reticulated gas system for residential areas in Manjimup is unlikely to be sufficient to justify installation on a commercial basis. However, the introduction of gas to the existing industrial area could significantly increase the viability of existing and future industry. SuperTown Government funding assistance may be needed if the provision of reticulated natural or LPG gas is undertaken.

7.1.6 / Stormwater

The previously prepared 'Manjimup Town Drainage' report focuses on individual pipelines and their capacity to accept stormwater in a range of storm events. While the report has identified solutions for a number of upgrade requirements within the Townsite, there are no major impediments to growth with the current stormwater system.

Stormwater management infrastructure, identified through the preparation of site specific water management strategies, will be implemented with the development of any future urban expansion areas.

7.1.7 / Road and Rail

To facilitate the projected population growth and improve traffic access, circulation and redevelopment opportunities in and around the Townsite, the following infrastructure improvement projects have been identified:

1. Provision of an indicative future transport corridor to the west of the Town to accommodate a future rail and heavy vehicle road alignment with a link to Muir Highway and the Industrial Area. The corridor could also be used to contain utilities, such as gas, water and telecommunications. Detailed investigation of the alignment and assessment of environmental impact is seen as a short – medium term item. Construction will depend upon rail and heavy vehicle traffic demands;
2. A series of new and upgraded neighbourhood connectors linking future urban expansion areas on the Spatial Growth Plan will improve traffic circulation as the Townsite grows. These will be delivered through the development of individual landholdings as residential demand dictates;
3. The removal of the existing railway infrastructure dividing the Townsite will improve east-west connections and facilitate integration of the unused corridor into future Town Centre civic improvements. This is a priority item. The rail corridor is currently acting as a major impediment to the broader Town Centre redevelopment. In order to allow the corridor



to be relinquished, it will be necessary to identify and secure the future transport corridor. However, as a short-term solution, the opportunity is available for the Shire of Manjimup to lease the railway reserve within the Townsite. This will allow access to the corridor for landscape and access improvements, with the ability for the corridor to revert to its railway purpose if required in the future;

4. Graphite Road / Perup Road intersection realignment to improve function and safety at the intersection with the South Western Highway. This is a short - medium term item;
5. Giblett Street and Blechynden Street intersection with South Western Highway - providing a clear and visually prominent gateway into the northern end of the Town Centre. This is a priority item;
6. Changes to Ralston Street at the intersection with South Western Highway / Mottram Street – partial closure of the eastern section to overcome the dangerous intersection at Mottram Street and facilitate streetscape improvements. This would only occur once new access points at Blechynden Street and Manjin Park have been constructed;
7. Road link in the Manjin Park vicinity - to ensure the new Woolworths shopping centre on the eastern side of the rail corridor is linked into the remainder of the Town Centre and to improve the accessibility of surplus car parking in Manjin Park to supplement Town Centre parking. This is a short – medium term item;
8. Extension of Ipsen Street – to improve access to the Town Centre from Mottram Street by reducing the distance between Town Centre access points. This is a priority item;
9. Somerville Street extension – construction of a link between Somerville Street and Collier Street across the Manjimup Recreation Grounds in order to provide a north-south neighbourhood connector across the entire Town in addition to the highway. A partial closure of Leman Street will also allow Kearnan College to expand school facilities and better utilise with the Manjimup Recreation Grounds. This is a longer - term item.
10. Graphite Road diversion - north side of the Rea Park and Collier Street as a solution to the number of heavy vehicles travelling through the residential area of Graphite Road. This would only be required in the event that heavy vehicle numbers increase to the point that removal from residential areas is desired and construction of the north-south transport corridor is not programmed.

MRWA has considered the intersection improvement proposals with the Shire of Manjimup and agrees 'in principle' with the proposed intersections subject to suitable designs recognising Mottram Street as a heavy haulage route.

The proposed future transport corridor, as identified in the Spatial Growth Plan, is a long-term project that is contingent upon a range of factors including:

- A detailed traffic management study (in conjunction with appropriate land use planning) to investigate and confirm preferred alignment, design, timing and feasibility;
- Identifying other potential uses for the corridor and determining corridor width;
- Obtaining relevant environmental approvals;
- Reserving the land in the local planning scheme;
- A comprehensive programme of discussions with all relevant stakeholders including potentially affected landowners;
- Agreements being reached with Public Transport Authority and Brookfield Rail to integrate the rail corridor into Manjimup Town Centre development;
- Mitigation of any potential negative impacts on the Town's economy of a heavy haulage bypass route; and
- Consideration of a site for a passenger railway

station, should it be considered prudent to allow for a passenger rail service in the very long term.

Preliminary discussions with Department of Transport, Public Transport Authority and Brookfield Rail have confirmed its 'in principle' support to work with SWDC and the Shire of Manjimup to investigate future options and proposals. The proposal to include the existing railway easement into a transformational Town Centre development is feasible. However, legislative matters would need to be addressed regarding the relinquishing of a section of the existing corridor and the identification of a new corridor. Development around the existing easement/railway line is an alternative but not preferred. Brookfield Rail will need to be included in any future planning deliberations that involve the rail corridor.

A short term solution that would allow the Shire access is for Brookfield to lease a portion of the corridor to the Shire of Manjimup. This will provide immediate access for revitalisation works to proceed whilst the ultimate rail alignment around Manjimup is fully investigated and a corridor created. Once the new corridor is created, the existing alignment would be relinquished by Brookfield.

7.1.8 / Regional Airport

The location of the current airport is constrained, in that the area of available land associated with the airport is small, and the topography of surrounding land generally provides limited opportunity for infrastructure expansion. The alignment of the

runway is also not conducive to ensuring aircraft can land in all conditions, particularly emergency craft such as the flying doctor and fire fighting craft, which use the facility to cover the region thereby making the facility one of regional importance. The current site also provides a relatively unconstrained site for expansion of the industrial area.

The potential benefits of a new airport for Manjimup and the flow-on effects into the community could be significant across a range of areas namely employment, goods and services and tourism. Furthermore, there is also a clear direction to focus on fly-in-fly-out operations following job losses in the timber industry and opportunities to capitalise on the buoyant mining sector. A new site located north of Manjimup will also provide a more central location in the regional context and will remove the existing operational constraints that affect the current site. It will also allow for air operations to expand over time without the constraints that would be placed on the existing site by being located close to residential areas.

The preferred site for a new airport has been identified as west of the Palgarup Townsite, 10km north of Manjimup and 25km south of Bridgetown. Notwithstanding the potential benefits, the acquisition of a new airport site and the delivery of all associated infrastructure represents considerable capital outlay and whole of government support is necessary to realise the facility and the long-term economic benefit to the Town. Tasks required to progress the investigation and delivery of an alternative airport site include:



- Comprehensive programme of discussions with all relevant stakeholders, including potentially affected landowners and key mining companies;
- Undertake a detailed cost and benefit analysis of all possible concepts and options;
- Investigate and secure potential funding sources;
- Acquisition of required land;
- Detailed planning and design; and
- Completion of all relevant statutory planning processes.

The Growth Plan recognises that the existing site has limited potential for expansion. The Growth Plan assumes that in the longer term a relocated regional airport is considered necessary to address the above issues and to cater for an expanded population. In the short to medium term, the Shire will need to seriously consider if resources should continue to be invested in the current site or works deferred and finances directed to completing detailed assessments and feasibilities of the new site. The preferred airport site will be identified in the Shire's Local Planning Strategy. Any development of the site will need to be supported by further community consultation and a comprehensive environmental assessment process, as well as rezoning of the land in the local planning scheme.

The Shire will continue to work with surrounding local governments and state government agencies to have a new regional airport at Palgarup identified in the planned State

Aviation Strategy, South West Planning and Infrastructure Framework and SWDC South West Regional Investment Blueprint.

7.1.9 / Public Transport

As the Town grows additional public transport services will be required. TransWA road coach services to Bunbury/Perth and Albany are expected to continue and be augmented as demand increases. Should a fast rail service be constructed linking Perth and Bunbury, the opportunity should be taken to provide frequent connections to this service.

New opportunities to provide road coach services to Busselton should be considered in the short term to facilitate access to FIFO services from Busselton Airport prior to Manjimup Airport having the ability to cater for direct mine flights. The method of delivery of this service could be as a private charter provided to access flights to/from Busselton or a regular timetabled public bus service linking Manjimup, Nannup and Busselton.

The Growth Plan does not envisage intra-town public transport due to insufficient Town size. Alternatively, emphasis should be placed on ensuring walking and cycle linkages and end of trip facilities are provided to promote alternatives to private car usage.

7.1.10 / Waste Management

Future waste management projects that will be required to support the doubling of the population to 2031 include (but are not limited to):

- Building capacity in the existing disposal system through the identification and implementation of new processes;
- Installation of new equipment;
- Relocation of existing buildings and infrastructure;
- Investigations into new processes to prolong the life;
- Post closure of the current waste tipping area and construction of new waste tipping cell.

Works to upgrade the Ralston Road disposal site to be the regional disposal facility are currently planned. Although these facilities will be sufficient to cater for the SuperTown project, the life of the facility will be shortened when compared to current population growth trends. Within the next 5-10 years it will be necessary to identify new measures to divert waste from entering landfill. This will prolong the life of the facility and also lead to environmental benefits.

Ultimately, it may be necessary to expand the existing site or identify and construct a new facility. The exact timing of any expansion or relocation will be dependent upon the rate of population growth and take up of waste minimisation strategies.



7.2 / SOFT INFRASTRUCTURE

The anticipated mixed demographic of aged people and young families in the future Manjimup community will require a broad range of community facilities and services.

First and foremost, the provision of 'soft' infrastructure facilities within the existing Townsite and future urban expansion areas should respond to local needs. However, these facilities will also play a critical role in integrating the Manjimup community with the broader Shire community.

Tables 17 and 18 outline the findings of a community facilities needs assessment based on a demographic analysis of the Town, a review of accepted standards of community facility provision and a review of existing community groups and facilities.

The provision of the following additional facilities is recommended to support the project growth of Manjimup:

- An additional public primary school will be required at around 8,000-9,000 people;
- Manjimup Senior High School should continue to be developed along with improved vocational training opportunities. An additional public or private High School may be required at around 10,000 people and should be co-located with any future public primary school to maximise the use of shared facilities;
- Based at the Warren District Hospital, and subject to detailed planning by the Department of Health, a district health campus containing full suite of health services and accommodation for General Practitioners;
- Additional aged care services and housing to meet the needs of the ageing population, including a Wellbeing and Lifestyle Centre in the Community and Cultural Precinct that allows for co-location of aged support services and additional capacity in medium and high level aged care;
- Improved public transport linkages to Bunbury / Perth, Albany and Busselton (road coach);
- A designated facility to service the future needs of the local youth, including a skate and bike park and linkages into the Linear Park and Timber and Heritage Park;

- Additional hard courts for tennis, netball and basketball. Multi-purpose courts will reduce the number of courts required to be provided;
- Passive open space facilities and playground facilities within future urban expansion areas are recommended. A major playground facility may be seen as an opportunity within the redeveloped Timber and Heritage Park precinct;
- While current supply of active ovals are adequate and there is adequate expansion area at the Collier Street Sporting Complex, additional active ovals may be introduced into the eastern Townsite expansion areas through future structure planning exercises to provide equitable access for future residents; and
- A purpose built cultural centre, conferencing and arts facility within the Community and Cultural Precinct.

Further, targeted consultation with key stakeholders and potential user groups will be required to deliver the above mentioned facilities. The review of community services and facilities should be ongoing and undertaken regularly as the Townsite grows to reflect the specific local context and community requirements.

Any consideration of recreational and sporting facilities needs to include the non-Shire-operated facilities, particularly the Manjimup Sporting Club (golf and bowls) and tennis clubs. Although not operated by the Shire, these facilities provide vital services to Manjimup and the viability of the groups that operate these facilities into the future needs to be considered.



Table 17: Additional Community Infrastructure Requirements

Category	Level	Recommended Provision Ratio	Existing (Current Population Approx 5,500)	Future Requirements for Manjimup (Population)		“Gap” between existing and future requirements	Comments
				8250	11000		
Education							
Public Primary School	Local	1:4,000	2	2	3	1	Two public primary schools exist (Manjimup and East Manjimup Primary). Both schools can cater for increase enrolments using spare capacity in the short-medium terms and additional facilities in the longer term. An additional primary school may be required in the long term and should be located in a growth area.
Public Education Support School		1	1	1	1	0	Co-located with Manjimup Primary and Senior High Schools. School caters for children from Years 1 – 12.
Public Secondary	Regional	1:3 primary schools	1	0	0	0	Continue to develop Manjimup Senior High School and vocational training opportunities. Additional High School may be required (long-term beyond 11,000 population). Co-location with a primary school should be considered. Any new high school should preferably be located on eastern side of the town. Potential site adjacent to East Manjimup Primary is shown on the Growth Plan. Trade Training Centre provides extensive training and education opportunities.
Tertiary (University)	Regional			Based on needs assessment by Tertiary providers			Potential opportunity to partner with the Department of Agriculture and Food’s Horticulture Research Institute.
Tertiary (Institute of Technology)	Regional		1	1	1	0	Currently located adjacent to Manjimup SHS. Continue to develop as demand requires, including considering expanded partnerships with Department of Agriculture and Food and Department of Environment and Conservation.
Private Primary/Secondary School	Regional	1:12,000	1	1	1	0	Kearnan College caters for students from Kindergarten to Year 12. The school is currently at capacity in some year levels. Opportunity may exist to close the eastern portion of Leman Street to allow further expansion of the school and improve access to Manjimup Recreation Grounds.
Health							
Hospital	Regional		1	Based on needs assessment by Department of Health			Warren District Hospital - 30 Bed Hospital (22 inpatients and 8 for surgery). One visiting doctor and one emergency doctor on staff (WACHS has a temporary A&E set up due to Doctor shortages in town – rotational/contract system). Opportunity exists for district health campus containing full suite of health services and accommodation for GPs.
Allied Health	Regional		1	Based on needs assessment by Department of Health			Based at Warren District Hospital. Existing and future services to be considered through detailed planning by Department of Health. (Southern Inland Health Initiative)
GPs/Specialists	Regional		4	Based on needs assessment by Department of Health			Doctors’ surgeries are currently running at capacity. Additional GPs and facilities will be required to address shortfall and support growth.
Aged							
Wellbeing and Lifestyle Centre	Regional	1:8,000-20,000	0	1	1	1	Current aged support services are dispersed throughout the Town and can be difficult to access. Plans are progressing for a Wellness and Lifestyle Centre to be development in the Community and Cultural Precinct to provide a ‘one-stop-shop’ for aged support services, including HACC, Silver Chain, Respite Care and Meals on Wheels. This would link into other services and facilities, including the Timber and Heritage Park and Men’s Shed.
Home and Community Care (HACC)	Local	1:7,000-10,000	1	1	1	0	The existing HACC service is comprehensive, but limited due to the need to access temporary or offsite facilities. The proposed Wellness and Lifestyle Centre will allow HACC to expand its services as demand increases with an aging demographic, as well as work more closely with other aged support service providers.

Table 17: Additional Community Infrastructure Requirements

Category	Level	Recommended Provision Ratio	Existing (Current Population Approx 5,500)	Future Requirements for Manjimup (Population)		“Gap” between existing and future requirements	Comments
				8250	11000		
High Care Nursing Home	Local		1	1	1	0	The existing Moonya Nursing Home is operated by Baptistcare. There is potential for this facility to be relocated or augmented by a new high care nursing facility co-located at the Warren District Hospital health precinct.
Social Services							
Indigenous Support	Regional		1				Aboriginal Health Services and a social worker exist to support the population. These services may be improved to cater for an increase in population.
Family Support	Regional						A range of family assistance services exist with limited capacity within the town site. Capacity of early years support, social support networks, counselling and financial planning assistance
Transport	Regional						Key issue and a key barrier for all ages in terms of accessing health services, education and social interaction. Limited taxi services, HACC transports in high demand but limited by state policy largely to HACC eligible clients only, very limited public transport and only linkage based town to town through south west bus coach lines.
Social Housing							
Public/ Government housing	Regional			Based on needs assessment by Department of Housing			Consider housing affordability models. Identify likely public housing need and ensure it is appropriately located.
Community/ Youth							
Community Hall	Local	1:5,000-10,000	1	1	1	0	Manjimup Town Hall.
Community Centre	Local	1:3,000	1	2	2	1	1 x Family Centre, inclusive of playgroup, indigenous playgroup, toy library, counselling parent support, 0 – 4 early years support, youth programmes etc. Expansion of existing facility if library is relocated would satisfy the needs of the community.
Community Resource Centre	Local		1	1	1	0	No guidelines available but recent extension has provided considerable capacity. This area will need further consideration if there is a significant increase in attracting migrant relocations to the Town.
Library	Regional	1:10,000	1	1	1	0	Expected that the existing library will need expansion in the future. Potential to be relocated on a new site with a performing arts facility.
Youth Centre	Local	1:10,000 - 15,000	0	1	1	1	Church based Youth Club does exist. No designated youth facility exists. Family Centre, Community Resource Centre and various agencies provide limited program-based support. A designated facility provides an opportunity to service the future needs of the local youth.
Youth Space	Local	1:10,000	0	1	1	1	Co-located with proposed Manjin Park Skate Park.
Scouts / Guides Hall	Local		2	2	2	0	Currently 1 scout and 1 guides hall – potential for a co-located facility in the future. The Timber Park Master Plan within the Manjimup Townsite Preliminary Growth Plan identifies a new location for a Scouts/Girl Guides Camp in the Timber Park.
Child Care Centre	Local	1:4,000	1	2	2	1	1 x child care centre - limited capacity to expand with population growth. 1 x limited crèche at AquaCentre only. Additional facilities to be provided in growth areas.
Outside School Hours Care and Vacation Care	Local	1:4,000-6,000	0	1	2	2	Co-location of facilities and services with local schools is recommended.

Table 17: Additional Community Infrastructure Requirements							
Category	Level	Recommended Provision Ratio	Existing (Current Population Approx 5,500)	Future Requirements for Manjimup (Population)		“Gap” between existing and future requirements	Comments
				8250	11000		
Arts / Culture							
Art Gallery	Regional	1:20,000-30,000	0	0	1	1	While standards suggest higher population threshold, it is believed that an art gallery could be justified on the basis of Manjimup being the sub-regional centre. Recommended that an art gallery be co-located with a future performing arts centre to create a multi-purpose arts and culture facility.
Performing Arts Centre	Regional	1:30,000	0	0	1	1	The Pre-feasibility Study into a performing arts centre identified that any facility would be feasible but require subsidy to operate as shown by similar-sized facilities in regional centres with a population of 10,000-20,000.
Emergency Services & Judicial							
Fire and Rescue/ State Emergency Service	Local	1:1,000-5,000		Based on needs assessment by FESA			Co-located FRS / SES facility located on Bath Street can be expanded as required. FESA regional office located in Giblett Street. FRS and SES dependent upon volunteers.
Police	Local			Based on needs assessment by WA Police Department			
Ambulance Sub-Centre	Local			Based on individual needs assessment by St. John of God Ambulance			Sub-centre located near Warren District Hospital with sufficient area to expand as required. Limited paid staff, dependent upon volunteers.
Judicial	Regional			Based on needs assessment by Department of Justice WA			Magistrates Court co-located with police station. Also provides Transport Licensing.
Public Open Space / Parks							
Local Park <3,000m ²	Local	1:2,000	4	Provided as required to support growth			New local parks to be provided as part of residential subdivision in accordance with Liveable Neighbourhoods standards. Standard infrastructure to include small playground and seating.
Neighbourhood Park 3,000-5,000m ²	Local		5	Provided as required to support growth			New neighbourhood parks to be provided as part of residential subdivision in accordance with Liveable Neighbourhoods standards. Standard infrastructure to include small playground, seating, picnic area and pathways.
District Park >2.5ha	Regional		4	4	4	0	Timber and Heritage Park, Manjin Park and Allambie Park to be upgraded and linked by Linear Parkland along rail corridor. Future improvements to Anunaka Park to be undertaken as opportunities arise. Standard infrastructure to include medium playground, seating, picnic area, pathways, drinking water, lighting and public ablutions.
Local Playground	Local	1:1,000	7	Provided as required to support growth			Small playgrounds ideally to be located within 400m radius of the majority of residences.
Regional Playground	Regional	1:10,000	0	1	1	1	Timber and Heritage Park all-ages playground to be constructed in 2012-13.

Table 18: New Sport and Recreation					
Sport/Activity	Existing (Current Population Approx 5,500)	Future Requirements for Manjimup (Population)		“Gap” Between Existing and Future Requirements	Comments
		8,250	11,000		
Organised Sports					
Football	3 ovals	3	4	1	The current football competition has capacity to absorb increased participation without the need for additional teams in the short-medium term. In the longer term there is potential for additional year levels to be added in the junior competition. This will likely require an additional secondary oval to provide additional training and competition capacity as each oval currently has 7-8 teams playing and training on them causing significant wear and tear.
Cricket	2 Ovals – 1 hard wicket and 1 turf wicket (shared with two hockey and two soccer pitches)	3	4	2	The current cricket pitches are near full capacity. As the population doubles it is anticipated the number of wickets required will double to a total of 4. New wickets should be placed on shared sporting ovals that are also used through the winter season. One turf wicket block is sufficient for the town; new wickets should be synthetic hard wickets.
Athletics	1 Track and Field	1	1	0	Currently use Manjimup Recreation Grounds (MAG) and Kearnan College jump pits. One athletics venue is sufficient for the Town’s current and future needs; however, the current facility is an undersized 300m track due to the small size of the oval. An alternative venue that can accommodate a full sized 400m track should be provided. Rea Park is a potential location.
Hockey	3 fields	3	3	0	3 fields can accommodate 100%+ increase in participation via adding more game timeslots as required. The provision of a dry synthetic hockey surface (with potential for multi-use) should be considered as a means of providing a high quality playing surface not effected by extreme weather and damage by rabbits and other animals, improves water sustainability and will help attract elite hockey matches to Manjimup.
Summer Soccer	2 senior Pitches (Located on Rea Park Oval)	2	2	0	A single oval with two senior fields (divisible into multiple junior fields) can accommodate 100%+ increase in participation in the future with the competition adding game timeslots as required. The key need for soccer in Manjimup is a single home venue for both summer and winter soccer with a modern standard of supporting facilities.
Winter Soccer	1 senior	2	2	1	Currently one men’s and one women’s team play in the South West Soccer League. Consultation reveals potential for several more teams to be fielded if improved facilities are made available. Additional space for training – to reduce wear and tear on the competition field, and for potential future juniors, is justified. Equivalent of one additional senior field (which can be divided into various arrangements of junior fields) is likely to be sufficient for long term needs of winter soccer. The key need for soccer in Manjimup is a single home venue for both summer and winter soccer with a modern standard of supporting facilities.
Basketball	3 Indoor Basketball/ Netball Courts	4	4	1	Current fixturing practices require additional court space to maintain status quo, i.e. avoiding clashes with weekend sports, minimise umpiring requirements etc. With the proposed introduction of other sports into the Recreation Centre, it is envisaged that upgrading of the Recreation Centre to a four court stadium – with three multi-use courts and 1 Basketball/Netball show court will adequately serve the long term indoor court needs of Manjimup and the region.
Netball	3 Indoor Basketball/ Netball Courts	3	4	1	Current fixturing practices require additional court space to maintain status quo in the long term, i.e. avoiding clashes with weekend sports, minimise umpiring requirements etc. With the proposed introduction of other sports into the Recreation Centre, it is envisaged that upgrading of the Recreation Centre to a four court stadium – with three multi-use courts and 1 Basketball/Netball show court will adequately serve the long term indoor court needs of Manjimup and the region.
Badminton	4 courts (marked on school multi-use indoor court)	4	4	0	Four courts are likely to be sufficient for future assuming doubling of participation, however, more courts can be marked on multi-use indoor courts if/when required. Badminton will be better accommodated at a redeveloped Recreation Centre, providing required supporting amenities and club facilities and increased flexibility in usage times (i.e. during school times which the school cannot offer).
Potential Future Indoor Sports (i.e. volley ball, indoor hockey, indoor soccer, indoor cricket etc)	0 No multi-use indoor courts available for these activities	3	3	3	With the introduction of new sports to the Recreation Centre, it is envisaged that upgrading of the Recreation Centre to a four court stadium – with three multi-use courts and 1 Basketball/Netball show court will adequately serve the long term multi-use indoor court needs of Manjimup and the region. Three multi-use indoor courts can be achieved through the development of one new court at the Recreation Centre and the upgrade of two of the existing courts into full multi-use courts (current indoor courts are basketball/netball only).

Table 18: New Sport and Recreation					
Sport/Activity	Existing (Current Population Approx 5,500)	Future Requirements for Manjimup (Population)		“Gap” Between Existing and Future Requirements	Comments
		8,250	11,000		
Potential Future Outdoor Sports Oval (i.e. rugby, softball /baseball, touch football etc)	0	1	1	1	Currently all sporting grounds are utilised during the winter season by football, hockey and soccer. There is little room to accommodate other sports. During summer one of the football ovals is currently not utilised (Deanmill). The development of additional sports in Manjimup in the future is unknown; however, a doubling of the population increases the likelihood of this occurring. The development of one additional oval (which could accommodate 2 rectangular fields) is anticipated to be sufficient for the medium – long term needs of alternative sports, as football is likely to continue as the dominant sport in Manjimup. An additional oval could be achieved relatively easily through the re-activation of the unused oval at the Manjimup Recreation Grounds (MRG).
Tennis	0 courts located within Manjimup town site.	8	8	8	There are no public tennis courts in town, with three small (four court bitumen) facilities available outside of town. A 12 court facility is available in Bridgetown, with significant capacity for increased participation. A medium level 8+ court facility is recommended for Manjimup as per Tennis Australia Facility Development and Management Framework (Tennis 2020) report, 2008, for regional catchment areas of 5,000+ population.
Golf	18 hole golf course, irrigated fairways and greens	1	1	0	Golf course is very well kept. Has significant capacity for 100%+ growth in number of members and general public usage, sufficient for long term needs of the region.
Lawn Bowls	3 Natural Turf greens	3	3	0	Club has low membership, capacity for significant growth in long term. Club has plans for conversion of one of the greens to synthetic to improve useability and sustainability and allow year round use.
Squash	5 courts	5	5	0	Squash participation has been in decline over an extended period of time; there is significant room for increased participation. The current 5 courts will be sufficient for the long term needs of the region. There is potential they could be well utilised informally by FIFO shift workers in the future as is the experience in a number of other regional centres.
Other Recreation and Health Facilities					
Aquatic Centre	1 indoor heated	1	1	0	The Manjimup Regional AquaCentre (MRAC) is sufficient for the long term needs of Manjimup and the wider region. Consideration should be given to potential improvements to the Centre in the future including provision of separate filtration systems to the pools to allow individual heating of the leisure and lap pools to more satisfactory temperatures, and a hydrotherapy pool or spa for seniors and rehabilitation purposes.
Dry Recreation Facility	0 purpose built dry recreation facilities	1	1	1	A multi-use dry recreation facility suitable for dancing, martial arts, youth holiday programs etc is required for the town. A 200m2, dividable facility is recommended as per the Dry Facilities Expansion Feasibility Study Draft Report, June 2012.
Gym	1 cardio/weight training gym, 2 PT & circuit class studios.	2	2	1	The Manjimup Dry Facilities Expansion Feasibility Study indicates a need for 100%+ increase in gym capacity in Manjimup to meet current and future needs. A new gym of total 200m2 at MRAC is proposed for short-medium term needs, with potential for 100m2 expansion in future if/when required.
Skate Parks	1 temporary facility	1	1	1	The existing skate park is small and of a low standard (bitumen surface, portable steel ramps). A major/regional level, family friendly skate park to service the region is warranted in Manjimup. Its development could potentially be staged over the short-medium term. A preferred site has been identified at Manjin Park.

8.0 DELIVERY STAGING AND THRESHOLDS

8.1 / INFRASTRUCTURE DELIVERY

Historically, 'hard' infrastructure planning for Manjimup by the key servicing authorities has been commensurate with the Town's low rate of growth and consequent limited impact on the capacity of the infrastructure assets. However, the anticipated growth in Manjimup resulting from the SuperTown impetus will trigger a water and sewer planning review by the Water Corporation to meet the projected demand for additional dwellings and support effective growth of the Town. Insufficient information is unavailable at this time to confirm the required infrastructure and its timing or the most appropriate sequencing of development.

It is clear from the infrastructure summary outlined in Section 7.0 that the growth strategy for Manjimup is largely dependent on the provision of an adequate long-term water supply, upgrade or relocation of wastewater infrastructure including a new treatment plant, and new 22Kv feeder lines from the Manjimup Zone sub station to key urban expansion areas once power capacity on existing feeders has been reached. Water and sewer mains generally exist at, or close to, the perimeter of existing urban infill areas and it is expected that the mains will have sufficient capacity to supply the new development in these areas. However, this will need to be subject to a detailed system analysis when specific details of each development are known. The re-subdivision of existing lots and the development of undeveloped zoned land is considered a logical expansion of the Townsite in the first instance. However, take up of this opportunity is expected to be relatively low should ample supplies of greenfield sites be maintained.

The outward spread of the Town should be consistent with servicing efficiencies and contained to those areas forming a logical progression of development. Areas remote from services or the current development "front" should be avoided. This will assist to ensure that existing school sites, health care sites and other facilities are used to maximum efficiency, and that existing facilities can continue to operate effectively. All new greenfield areas and development of existing zoned areas should be designed to a high quality, including provision of services and facilities and infrastructure to correspond with land release and development. The planning and installation of infrastructure for new areas will also be addressed through further investigation and structure planning initiatives. Opportunities to introduce increased water pressure and infill sewer into the existing industrial areas should also be further explored as an incentive to future industrial development as a key economic driver for Manjimup in the SuperTown context.

The implementation of 'soft' infrastructure items are typically demand-driven and will be delivered at identified thresholds as

the population grows. While there is often a lot of uncertainty around the timing and responsibility of delivering community infrastructure, developer contribution plans are generally accepted as a means to levy and recoup costs towards district and local community facilities and key infrastructure items that are required as a consequence or provided in anticipation of development. This approach may be adopted for the future urban expansion areas of the Town as a clear statement of the scope, process and method of exacting equitable developer contributions to ensure that demands are fairly apportioned to the share of the need created by each landowner's subdivision and/or development of their respective landholding.

Given the current limitations with respect to 'hard' infrastructure, long-term strategies and the co-operative management of critical issues is necessary for providing the required infrastructure to support the predicted growth of the Town. An agreed and coordinated investment and delivery program including funding for services and infrastructure is required across the relevant levels of government and key servicing authorities.

In determining both 'hard' and 'soft' infrastructure requirements, attention needs to be given to ensuring that any requirements that add costs to development can be borne by the market and not act as a disincentive to land development. Currently there is a market failure in Manjimup where the cost of development is greater than the likely sale cost of serviced land. Identifying a solution to this market failure will be critical in ensuring an adequate land supply is created that does not adversely affect housing affordability. A solution to market failure will be multi-faceted and not limited to reducing servicing costs.

A critical element of the Growth Plan is to ensure the environment is appropriate for the delivery of affordable housing. An initiative to identify solutions to maximising housing affordability is recommended. In Manjimup, house and land packages of up to \$300,000 for a detached family home will provide an attractive point of difference in the south west regional context. Development areas and land development policies should be designed to meet this aspiration.

Development staging of the Town's expansion areas will be subject to further investigation during the review of the Shire's Local Planning Strategy as this requires additional investigation into infrastructure constraints and landowner intentions at the precinct level.

The key initiatives and actions required to meet the needs of the future population are outlined in the Implementation Schedule in Section 9 of this report.



9.0 IMPLEMENTATION SCHEDULE

Implementation of the SuperTown program and resultant Growth Plan has been rolled out over three key phases. The establishment and strategic planning phases have been complete. The next phase will involve putting the strategic planning and implementation framework into place.

The Feasible Implementation Schedule (Table 19) determines and defines the major phases of work that will be undertaken by the Local Government and the relevant key State Government agencies to achieve the desired vision and objectives and the associated deliverables. It is a focus on identifying and implementing the specific proactive measures to drive economic growth in the SuperTown context as opposed to the detailed demand-driven benefits that would typically flow into the community as a consequence of the projected population growth. Importantly, it outlines the Shire of Manjimup's immediate project priorities together with additional planning and infrastructure related items derived from the context analysis and the spatial planning requirements to support the approach to growth. It also includes the related activities and tasks, responsibilities, estimated costs, timeframe and method of delivery.

The deliverables and milestones included in the Feasible Implementation Schedule describe the outcomes sought and will enable the progressive monitoring and reviewing of tasks as a basis for SuperTown funding or contingency funding on a 'business as usual' trajectory that would be delivered in smaller portions over a longer period of time.

Figure 44 below provides an overview of three SuperTown program phases.

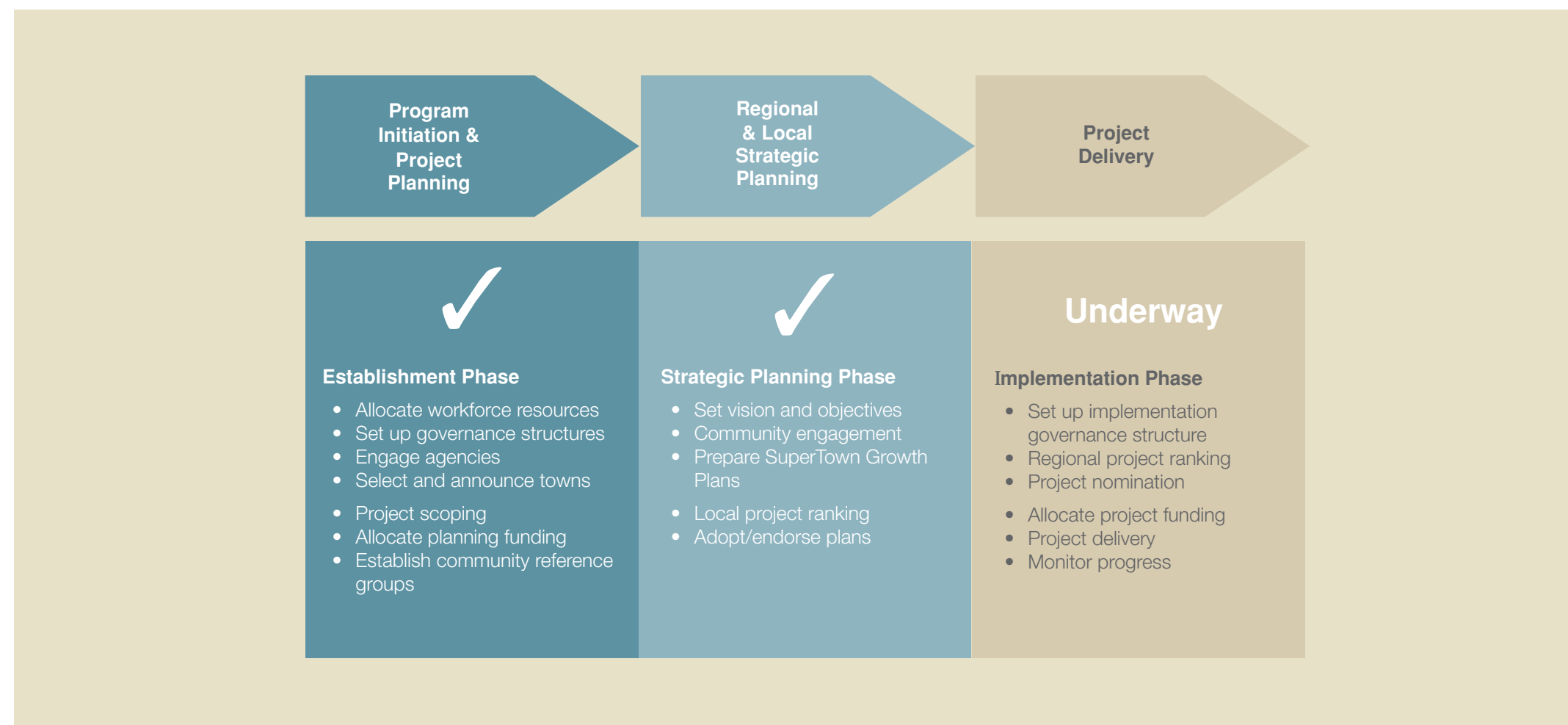


Figure 44 Implementation Flow Diagram (Source: RDL SuperTowns Framework)

Table 19: Implementation Schedule

Economy

Vision Statement Ensure Manjimup’s industries are recognised for their resilience, quality and innovation and for their contribution to the state of Western Australia. Our economic diversity provides business and employment opportunities for all.

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold (where relevant)	Delivery Mechanism	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
Economic Development	Shire	Establish an economic development team within the Shire including specialised project management skills to deliver SuperTown projects.	SoM	✓	✓		\$180 pa	R4R (ST)	SoM	N/A	In-house team and consultants as required.	SWDC RDL Private Sector
Market Failure	Shire	Identification of market failure in the provision of services to the town, development of land and service gaps in key areas that affect the ability for Manjimup to achieve its SuperTowns objectives. Identify and implement solutions to market failure.	SoM	✓			\$30 Study \$250 pa	R4R (ST)	SoM	N/A	Implement recommendations of study	
Development and Promotion Strategy	Shire	Rebrand the Town of Manjimup: <ul style="list-style-type: none"> Using the vision and placing a focus on 'a place to grow a future'; Develop and maintain a suite of marketing materials; Develop a proactive and user-friendly web portal to promote the Shire. 	SoM	✓	✓	✓	\$50 \$87 pa \$30	R4R (ST)	SoM	N/A	Marketing towards future residents in order to entice them to move to Manjimup and marketing towards businesses to investment in Manjimup. Web Portal is underway.	SWDC SBDC
Execution of Promotion Strategy	Shire	Conduct marketing campaign focussed on: <ul style="list-style-type: none"> Attracting new residents; Attracting new business; and Promoting agriculture growing, investment in new crops and expanded production, research and development as well as food processing. 	SoM	✓	✓	✓	\$280 pa \$160 pa \$60 pa	R4R (ST)	SWDC SoM	N/A	Implement targeted marketing	SWDC
Ensure Education Pathways and Jobs for Residents	Shire	Ensure local education services work together with local industry to provide career pathways and a skilled workforce to match industry needs	SoM	✓			\$10	SoM	SWDC	N/A	Based on the existing Shire-facilitated Education Visions Committee	Dept of Education Dept of Training DAFWA DEC
	Shire	Proactively engage with agricultural businesses, food companies, logistics providers and overseas investors about opportunities in the agricultural and food sector in Manjimup.	SoM	✓			Inc.	SoM	SWDC	N/A	Implemented through the Economic Development role	DAFWA SWDC
Agricultural Expansion	Shire	Food Council: <ul style="list-style-type: none"> Establishment of a Food Council and associated branding and marketing; 	SoM SWDC DET DoW DAFWA	✓	✓	✓	\$5,000	R4R (ST)	SoM DAFWA DET DoW	N/A	Implement targeted marketing	DAFWA Tourism WA Federal Govt
	Shire	Improved Education Linkages: <ul style="list-style-type: none"> Facilitate agreements to link schools and agricultural research station with higher level education delivered locally; Proposed alliance with universities; Develop boarding facilities: plan, secure land, identify operator and construction. 	SoM SWDC DET DoW DAFWA	✓	✓	✓	\$250 pa	R4R (ST)	DAFWA DET DoW	N/A	Implement strategies for partnerships	DAFWA Tourism WA Federal Govt
	Shire	Development of a Manjimup Agricultural Strategy: <ul style="list-style-type: none"> Increasing research capability and expansion of Manjimup Horticultural research facility; Undertake water transfer infrastructure study to facilitate water trading; Develop food processing business incubator facilities (Green Tea): plan and secure; and Investigate and prepare a 'Green Economy' 	SoM SWDC DET DoW DAFWA	✓			\$650	R4R (ST)	DAFWA DET DoW	N/A	Implement strategies for partnerships	DAFWA Tourism WA Federal Govt

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold (where relevant)	Delivery Mechanism	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
		Strategy.										
Timber Innovation	Shire	Build capacity and opportunities in the timber industry through implementation of the following: <ul style="list-style-type: none"> Investigate the viability for value-adding timber businesses i.e. lamination board plant, biochar or biofuel plants; Identification and acquisition of suitable site for new industry; Engage with timber industry and prospective investors; Secure supply volumes and undertake EOI process; and Design and construction of new facility. 	SoM FPC	✓	✓		\$150 \$50 \$50 TBD	R4R (ST) FPC Private	N/A	Implement strategies for partnerships	EPA DEC	
Business Tourism	Manjimup	Investigate and implement public/ private investment opportunity to secure land and deliver quality short-stay accommodation facility. Construction and operation of facility.	SoM Private	✓ ✓			\$900 \$8,000	R4R (ST) Private	N/A 5,500	Market value of land to be transferred from crown reserve to freehold held by the Shire of Manjimup. Land provided to private developer on long-term lease.	RDL	
Tourism	Shire	Undertake and implement a Local Tourism Strategy to attract and facilitate tourism development in the Shire including exploring opportunities in accommodation, agriculture / food tourist and other segments relevant to Manjimup.	SoM	✓	✓	✓	\$500	R4R (ST) Tourism WA	N/A	Implement recommendations of Strategy	Tourism WA SWDC	
Regional Airport	Region	Investigate and implement a new Regional Airport to facilitate employment and economic opportunities through implementation of the following tasks: <ul style="list-style-type: none"> Liaising with key mining companies to achieve FIFO opportunities; Interim employment base solution Acquisition of required land; Master planning of preferred airport site; Completion of statutory approval processes; Completion of detailed design and construction. Redevelopment of existing airport site for industrial development 	SoM LandCorp SoM	✓ ✓ ✓			\$200 \$100 p.a. \$10,000 \$300 \$500 \$32,000 TBD	R4R (ST) RDA (Federal) RADS LandCorp	N/A N/A N/A N/A 6,000 N/A	Implement strategies for partnerships Shire-owned facility	Surrounding LGAs DEC DoT FESA EPA Other agencies as required.	

Community	
Vision Statement	Ensure Manjimup is a thriving Regional Centre which is safe, liveable and welcoming.

Project Description	Scope / Benefit	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold	Delivery Mechanism (where relevant)	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
Community Development	Manjimup	Develop a Community Development Strategy supported by a detailed Community Audit and Facility Needs Assessment.	SoM	✓			\$200	R4R (ST)	SWDC Lotterywest	N/A	Implement recommendations of Community Development Strategy	Dept of Community Services SWDC
Warren District Health Campus	Region	Build capacity and improved health services through the implementation of the following tasks: <ul style="list-style-type: none"> Health planning and design of the Warren District Health Campus to: <ul style="list-style-type: none"> ➢ establish GP super clinic; ➢ allow doctor and nurse resident training; and ➢ provide new high care nursing facilities; Medical practitioner housing Develop a Health Services Strategy to attract additional services; and Upgrade Warren District Hospital Services and facilities upon completion of Care Plan Study. 	SoM WA Country Health Service	✓			\$2,200	Dept of Health SIHI R4R (ST) WA Country Health Service	Federal ST	N/A	Implement strategies for partnerships GP super clinic to be delivered in 2 stages – Interim clinic in transportable building (\$650,000) and permanent clinic (\$1,550,000)	WA Country Health Service Medicare Local GP down south Allied health providers Education providers Other identified stakeholders
							\$950			N/A		
							\$200			N/A		
							\$14,000			N/A		
Age Friendly Community	Manjimup	Develop age housing and associated services through the delivery of: <ul style="list-style-type: none"> A “Wellness & Lifestyle Centre” for senior citizens and supported persons: secure land, planning and construction; Lots for senior residents and disabled persons on the 2 ha old Manjimup Primary School site: secure crown land, planning/ design and construction Construction of housing on old Manjimup Primary School site; Accessible town program to provide for all forms of mobility. Regional public transport study. Renovation of existing nursing home: planning/ design and construction; and New high care nursing facilities attached to the Warren District Hospital. 	SoM Private Developer Dept of Health	✓			\$3,500	R4R (ST) SoM Private Developer Dept of Health	R4R (ST)	N/A	Implement strategies for partnerships	Dept of Housing RDL Dept of Health Allied Health Service Providers Disability Services Commission Public Transport Auth. Dept of Transport
				✓			\$3,000			N/A		
				✓			\$3,000	Private		N/A		
				✓			\$2,000			N/A		
				✓			\$30			N/A		
				✓			\$550			N/A		
				✓			\$1,000			7,000		
Aboriginal Inclusion	Shire	Liaise and consult with Department of Indigenous Affairs (DIA) and local Aboriginal Community to formulate Aboriginal Inclusion Strategy.	SoM	✓			\$100	SoM/ DIA	SWDC	N/A	Implement recommendations of aboriginal inclusion strategy	DIA

Built Environment / Infrastructure

Vision Statement Ensure Manjimup is a thriving Regional Centre which is safe, liveable and welcoming.

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold	Delivery Mechanism (where relevant)	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
Local Planning Strategy Review	Manjimup	<p>Review and prepare updated Local Planning Strategy to consider recommended land use outcomes in the preferred Spatial Growth Plan as follows:</p> <ul style="list-style-type: none"> The extent of urban expansion to the west of the Townsite to reflect topographical constraints and separation distances to existing large scale orchard operations; Suitability of industrial sites earmarked for future industry expansion in light of significant environmental and topographical constraints; Suitability of the existing airport site for future industry expansion; Alternative airport location to the north of the townsite and co-location opportunities for industry should identified industry expansion areas be considered unsuitable; Relocation of existing WWTP facility to enable urban expansion to the east; Possible long-term urban expansion north of the townsite beyond 2031; Investigation of age housing precinct between the town centre and Health Campus; Proposed outer road/ rail bypass to the west of the townsite; and Removal of existing rail reserve to facilitate Town Centre revitalisation and improved access. 	SoM	✓			\$150	SoM	-	N/A	'In house' or appointed consultant	DoP EPA DEC DoW DAFWA Service Providers MRWA DoT
Housing Affordability	Manjimup	Undertake a property market assessment for Manjimup and prepare Housing Affordability Strategy.	SoM RDL	✓			\$200	R4R (ST)	DoH	N/A	Engage with all stakeholders and industry representatives and implement recommendations of study.	Dept of Housing Landcorp
Timber and Heritage Park Redevelopment	Manjimup	<p>Timber and Heritage Park redevelopment to include a range of features including (but not limited to):</p> <ul style="list-style-type: none"> Partial closure of Giblett Street and expansion to achieve frontage with Mottram Street; World of Energy Museum; New entry building / café / shop; State Timber Museum upgrade; Lighting / Security / Fencing; Sound Shell; Indigenous Interpretation; Acquisition of private land. 	SoM SWDC	✓	✓		\$10,000	R4R (ST)	SWDC SoM LotteryWest	N/A	Implement physical improvements	Tourism WA Museums WA Dept of Water DEC Industry Reps Local community groups Leases

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold	Delivery Mechanism (where relevant)	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
Town Centre Revitalisation	Manjimup	Town Centre Revitalisation Project to include: <ul style="list-style-type: none"> Negotiation of lease agreement with Brookfield Rail to enable integration of the railway reserve into the Town Centre, remove tracks and landscape; Brockman Street café/ restaurant precinct and town square; Mottram Streetscape improvements; Additional access points from Mottram Street into the town centre; Create additional pedestrian and cycling linkages; Town centre signage; New northern town centre entrance; and Provision of additional public toilet facilities. 	SoM LC	✓	✓		\$750 \$5,000 \$3,000 \$900 \$900 \$60 \$1,000 \$500	R4R (ST)	SoM MRWA Bikewest Lotterywest DSR	N/A	'In house' and contractors Engage with PTA and Brookfield Implement physical improvements	MRWA DoT SWDC
Proposed Outer Road / Rail Bypass	Manjimup	Investigate options and feasibility of proposed outer road/ rail bypass in conjunction with all levels of government and Brookfield Rail.	SoM	✓			\$150	R4R (ST)	SoM DoT	N/A	Engage with all stakeholders	MRWA PTA Brookfield Rail
	Manjimup	Acquire corridor	RDL		✓		TBD	TBD	TBD	N/A	Engage with all stakeholders to negotiate lease arrangement	MRWA PTA Brookfield Rail
	Shire	Construct Road and Rail	DoT MRWA			✓	TBD	TBD	TBD	N/A	Engage with all stakeholders	MRWA PTA Brookfield Rail
Heritage Trail Improvements	Manjimup	Seal Deanmill Heritage Trail.	SoM	✓			\$250	R4R (ST)	Bikewest SoM	N/A	Deliver physical improvements	DoT Munda Biddi
Dual Use Pathway	Manjimup	New shared path to King Jarrah via Manjin Creek.	SoM		✓		\$650	R4R (ST)	Bikewest SoM Developers	N/A	Deliver physical improvements	DoT
Essential Infrastructure	Manjimup	Investigate and formulate Essential Infrastructure Services Strategy and supporting cost/ benefit analysis to address: <ul style="list-style-type: none"> Long-term potable water supply; Relocation and construction of new WWTP facility; Wastewater reuse opportunities; Water pressure and infill sewer to existing industrial precinct; Reticulated compressed natural gas to industrial and ultimately domestic users, including a take off point to allow bottled CNG to be supplied to surrounding districts.; Delivery of underground power along 	SoM	✓	✓	✓	\$300	R4R (ST) Water Corp Western Power	R4R (ST)		Key servicing authorities to implement recommendations of investigation	SWDC Service Providers DoW EPA WP DSD Dept of Health
							\$80 - \$100			5,500		
							\$30,000			7,000		
							\$200			7,000		
							\$10,000			5,500		
TBD	5,500											
\$2,000	5,500											

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold	Delivery Mechanism (where relevant)	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
		Mottram Street.										
Education Facilities	Manjimup	Provision of additional education facilities in conjunction with Department of Education: <ul style="list-style-type: none"> Primary school; and Secondary school; Continue to invest in the multi-purpose campus including the Trade Training Centre to increase the proportion of students achieving graduation and/ or certificate qualifications. Co-location of primary and secondary schools should be considered to maximise use of shared facilities.				✓		DoE		8,000 – 9,000 11,000	Education planning by DET	Dept of Education and Training
Active Ovals/ Recreation	Manjimup	Provision of additional active open space, sport and recreation facilities including: <ul style="list-style-type: none"> Expansion of indoor stadium (Multi-purpose hard courts –netball/ basketball); Tennis courts and associated club rooms; Cycle/ walk-ways/ trails; Rea Park / Collier Street sporting field expansion and new club rooms; New sporting ovals on east side of Manjimup in new development area. 	SoM/ DSR/ Private Developers	✓	✓	✓	TBD	R4R (ST)	SoM DSR Private developers Sporting clubs	6,000 5,500 N/A 6,000 10,000	Deliver physical improvements	DSR SWDC
Skate and Bike Park	Manjimup	Provision of a dedicated skate and bike park facility to service the needs of the local youth.	SoM	✓			\$500	R4R (ST)	DSR Lotterywest Dept of Youth	N/A	Contractors to deliver improved facilities	DSR Local youth
Performing Arts Centre	Manjimup	Provision of a dedicated cultural and arts centre within the Townsite	SoM			✓	\$16,000	R4R (ST)	SoM LotteryWest RDA	10,000-13,000	Engage architect to prepare concept plans including liaison with local reference groups. Tender for construction.	Dept Culture & Arts SWDC
Crematorium	Manjimup	Provision of a crematorium facility to support existing cemeteries.	SoM			✓	\$1,000	Private	-	10,000	Engage architect to prepare concept plans including liaison with local reference groups. Tender for construction.	Dept of Health SWDC

Environment	
Vision Statement	Maintain a quality of life and embrace our natural environment which affords us both economic and recreational pursuits.

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold	Delivery Mechanism (where relevant)	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
Waste Management	Shire	Prepare long-term waste management strategy.	SoM	✓			\$80	SoM / DEC	-	N/A	Implement recommendations of strategy	Surrounding LGAs DEC
Natural Resource Management	Shire	Review existing Natural Environment Strategy 2008 in line with preparation of new Local Planning Strategy.	SoM	✓			\$50	SoM	-	N/A	Review 'in house'	DEC
Water Quality	Shire	Investigate water quality in Wilgarup for the potential for recovery of a further 5GL of water suitable for irrigation in the Wilgarup region.	DoW	✓			\$50	DoW	-	N/A	Implement recommended actions to recover water for irrigation	SoM

Governance	
Vision Statement	Ensure governance and decision-making is efficient and reflects the Vision for Manjimup.

Project Description	Scope	Recommended Action	Key Agency / Lead Responsibility	Timeframe for Delivery			Estimated Costs (\$,000's)	Funding Source	Contingency Funding	Population Threshold	Delivery Mechanism (where relevant)	Agency Consultation
				Short 0-5 years	Medium 5-10 years	Long Term 10-20 years						
Government Services	Manjimup	Relocate State Government services to Manjimup that are currently delivered from Bunbury	Various		✓		\$1,000	State Government	-	N/A	Identification of suitable premises to deliver required services	SWDC

9.1 / STRATEGIC PROJECTS

The Shire of Manjimup in collaboration with the Community Reference Group and relevant State Government agencies has identified a number of strategic projects that are designed to ‘kick start’ economic and population growth in the Town. These projects are not listed in priority order and may be refined to suit the final business case funding proposals. The five (5) strategic projects in order of priority are:

1. Agricultural Promotion and Expansion;
2. Manjimup Regional Airport;
3. Town Centre Revitalisation;
4. Develop and Promote and Age-Friendly Town; and
5. Research into Economic Opportunities.

A description of each of these projects, and their relationship to the long term economic development of Manjimup, is detailed in the Table 20.

Table 20: Strategic Project List				
Priority	Strategic Project	Description	Strategic Importance	Relation to Long-term Economic Development
1	Agricultural Promotion and Expansion	<p>Expanding the agricultural industry through the following initiatives:</p> <ul style="list-style-type: none"> • Establishment of a Food Council to collectively brand and promote agricultural products from the Manjimup district; • In conjunction with industry representatives, develop an industry strategy, including expanded research capability, to best expand Manjimup’s agricultural production / economic return; • Examine the viability of providing water infrastructure to facilitate water trading; • Foster agricultural food processing and other new business opportunities through provision of business incubator facilities and assistance; • Examine the opportunities for agricultural participation in the green economy; • Develop links between the Manjimup Horticultural research facility and Manjimup’s High Schools with TAFE and or Universities to provide higher education opportunities in horticulture delivered locally creating a “Centre of Excellence in Agricultural Food Science”; and • Provision of boarding facilities to accommodate students wishing to study in Manjimup. 	<p>These initiatives will broaden the base of agricultural activity in Manjimup through diversification into new and innovative agricultural activities. These activities would be expected to assist in increasing the total agricultural production and value of Manjimup as a food producer to the State.</p> <p>Diversifying the economy into green areas and new innovations could assist in changing outsider perceptions of Manjimup and assist in attracting new residents to the area, as well as build on the region’s food tourism potential.</p>	<p>This project will assist Manjimup in addressing future climate change and carbon tax concerns and will solidify the region as a cornerstone of the global demand for food over the coming 20 years, and beyond.</p>
2	Upgrade and Relocation of Airport	<p>Relocate, realign and lengthen the current Manjimup Airport facility. It is intended that a new facility will overcome the following shortcomings of the current facility:</p> <ul style="list-style-type: none"> • Poor alignment resulting in excessive crosswind reducing the serviceability of the airport; • Circuit, approach and departure paths over the Manjimup and Dean Mill town sites. Risk of noise resulting in use restrictions at the current site; • Location preventing further expansion of the industrial area and potential location of a food precinct (WA Chip site); • Terrain and vegetation conflict for approaches and departures from/to the east. Note that this restricts instrument and night approaches and creates a difficulty for water bomber aircraft; • Infringing of overfly areas by parked aircraft and some hangers; • Limited capacity to expand on the current site, and resulting loss of opportunity; and • Limited capacity to accommodate visiting aircraft. • Limited capacity to expand on the current site, and resulting loss of opportunity; and • Limited capacity to accommodate visiting aircraft. 	<p>This project will help to grow the population of the town and act as a catalyst for new industry development (around aviation, flight training and maintenance). The project may also unlock food transport over the long-term.</p>	<p>A new site would provide enhance opportunity for economic development and airport business growth through:</p> <ul style="list-style-type: none"> • FIFO operations. • Permanent flying school. • Attraction of a bulk airfreight operation. • An attracter for a Defence installation. • Safer operation for existing uses. • Improved poor weather access by the RFDS and other emergency aircraft. • Ability to accommodate more visiting aircraft. • Ability to accommodate large charter aircraft (e.g. regular visit by Dash 8).

Table 20: Strategic Project List				
Priority	Strategic Project	Description	Strategic Importance	Relation to Long-term Economic Development
3	Revitalising the Town Centre	<p>This project includes:</p> <ul style="list-style-type: none"> • Creating a new northern town site access and entry statement designed to make passing traffic want to stop in Manjimup but also to improve the attractiveness of the town centre to the resident and potential future community; • Transforming the Manjimup Timber and Heritage Park into a unique multipurpose attraction by combining regional marketing, heritage, cultural, recreational, exhibition and café facilities; • Removing the unused rail corridor in the town centre in lieu of creating a transport corridor to the western side of the town site. This will allow for reuse of underutilised and unattractive land and create additional town centre opportunities; • Constructing additional access points from Mottram Street (South Western Highway) to the town centre to facilitate town centre linkages; • Creating an investment-ready location for a high quality Business Tourism Accommodation facility provider adjacent to the Manjimup Timber and Heritage Park using underutilised reserved land converted to Freehold and held by the Shire of Manjimup; • Transforming Brockman Street in the town centre into an attractive and functional town square that will promote alfresco dining and showcase Manjimup's diverse and quality local produce; • Undertake an array of Mottram Street streetscape works including undergrounding electricity infrastructure to complement and enhance the transformational town centre aspirations of this project; and • Generate additional pedestrian and cycling linkages in the town centre and throughout the Manjimup town site. 	<p>This project will provide significant economic and social benefits to the region, enabling expansion and diversification of the economy (with tourism), increasing residential amenity (with greater walkability, cycleways and landscaping) and will work to changing external perceptions of the region and building its role as a regional centre.</p>	<p>This project will transform the town centre into a more desirable place to live, work and play. The town centre will attract greater tourism into the region and will assist in attracting new residents to the region. The ambiance of the centre and its ability to attract visitors is likely to also change perceptions of the region.</p>
4	Age Friendly Town	<p>This project involves the:</p> <ul style="list-style-type: none"> • Provision of a purpose built "Wellness & Lifestyle Centre" for seniors and supported persons providing a one stop shop for their needs; • Development of suitable village style housing for senior residents and disabled persons on portion of the old Manjimup Primary School site; • Establishment of a medical super-clinic providing GP Allied health and visiting specialist services, located immediately adjacent to the Warren District Hospital • Construction of GP /Allied Health Housing • Expansion of services at Warren District Hospital to allow doctor and nurse resident training; • Improve public accessibility for footpaths to become gopher friendly; • Renovation of exiting nursing home to modern standard; and • Provision of new high care nursing facilities attached to the Warren District Hospital. 	<p>This project will improve the amenity of the Manjimup town for all ages and in accordance with the World Health Organisation's Age Friendly Community Guidelines. The project will also provide a range of new jobs in the health care sector, assisting in diversifying the economy and providing greater employment opportunities for locals.</p> <p>The project's aim is to embrace the opportunities that an ageing demographic presents to Manjimup. To seize these opportunities to address the existing and well documented challenges of the local ageing and broader demographic and in that process be well placed to attract target group migration.</p>	<p>As the population of Manjimup ages, it will need a range of housing options and health care services to ensure locals can remain in the area. Providing these services will also improve the amenity of the region as locals will no longer need to travel for these services.</p>
5	Research into Economic Opportunities	<p>This project includes research into the potential value to Manjimup of further niche technology sectors, including, but not limited to:</p> <ul style="list-style-type: none"> • migrant resettlement; • bio-char; • renewable energy; • other green technologies; • timber value-adding, such as laminating and/or veneering; and • carbon sequestration opportunities for the agricultural and forestry sectors. 	<p>This project will assist with diversifying the economy and ensuring a strong knowledge-based technology is embedded in the local economy and industry.</p>	<p>This project will help to examine long-term options to diversify the economy and add considerable levels of innovation.</p>

10.0 GOVERNANCE ARRANGEMENTS AND IMPLEMENTATION

The function of the Growth Plan has been to develop a framework to guide, promote and facilitate the economic development and population growth of Manjimup in the best interests of the community within a 20-year planning horizon. This has been achieved by way of:

1. A review of the “Manjimup Futures” work recently undertaken;
2. Professional advice from planning, engineering and economic consultants;
3. A Community Reference Group advising the Shire of Manjimup; and
4. A Project Control Group comprising State Government, Shire of Manjimup and South-West Development Commission representatives.

The result has been a mutually agreed Growth Plan supported by all. The Growth Plan commenced from the basis of a range of public issues covering Manjimup and the broader Shire economy identified by the community to inform Manjimup’s ambitions in the SuperTown context. The issues were then developed into a vision, goals and objectives. There has been a strong effort to maintain public involvement as far as possible to ensure public support and “ownership” of the final Growth Plan.

10.1 / ENDORSEMENT

A preliminary version of the Growth Plan was endorsed by the Shire of Manjimup and South West Development Commission (SWDC) in February/March 2012. The Preliminary Growth Plan was also noted by the Western Australian Planning Commission (WAPC) at this time and submitted to Government on 6 March 2012.

This final version of the Growth Plan takes into account advice received from the State Government on the Preliminary Growth Plan and incorporates new information from subsequent studies not available at the time the preliminary version was prepared. The following endorsement process will be undertaken for the final Growth Plan:

1. Endorsement by the Shire of Manjimup Council;
2. Endorsement by the Project Control Group comprising officers of the Shire of Manjimup, SWDC, Landcorp and Departments of Agriculture and Food; Planning and Regional Development and Lands;
3. Endorsement by the SWDC Board; and
4. Endorsement by the WAPC on behalf of the State Government.

It is important to acknowledge that the endorsed Growth Plan identifies further investigations and strategies that are required to be undertaken in order to meet the longer term SuperTown outcomes.

Figure 45 illustrates the endorsement process for the Townsite Growth Plan.

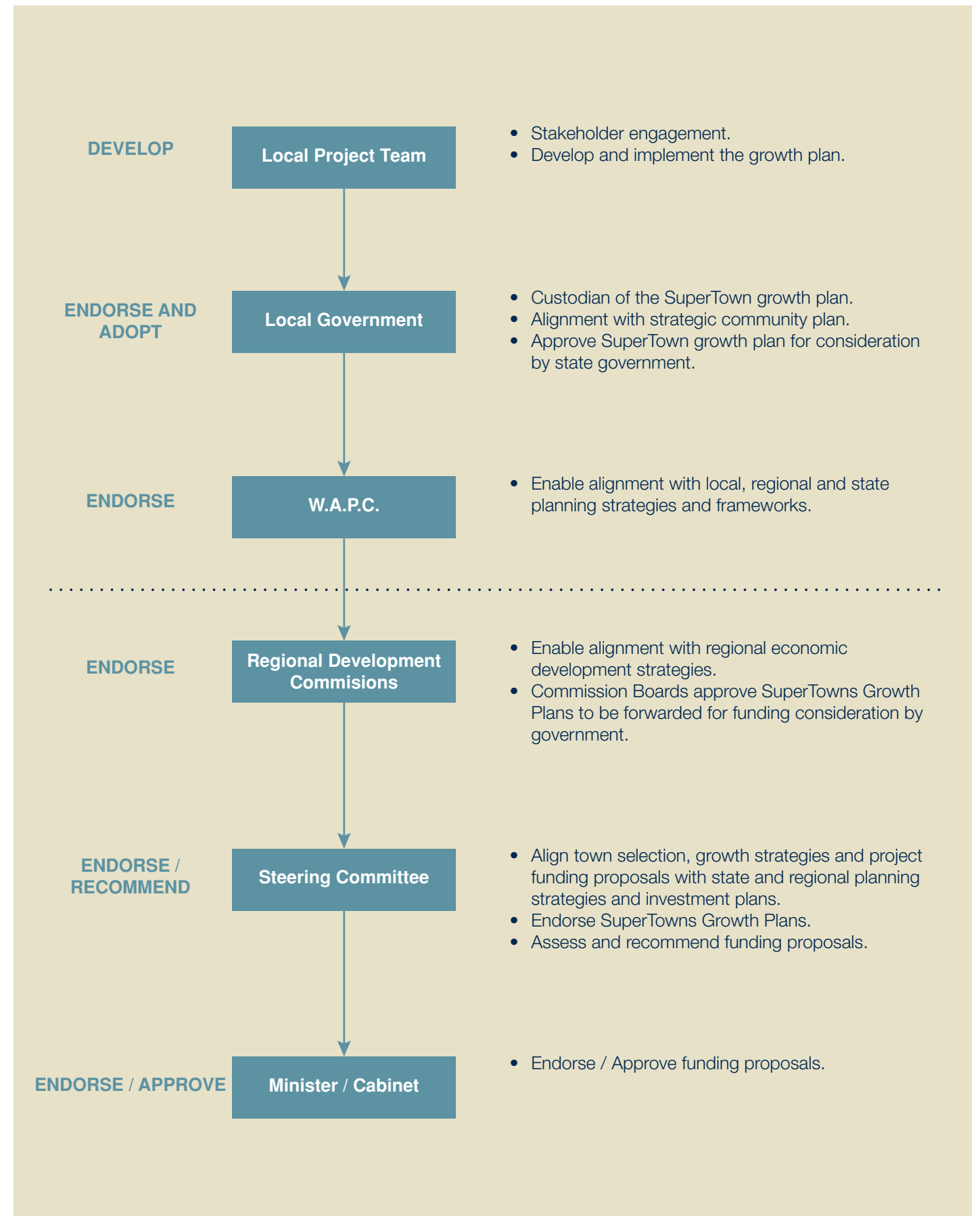


Figure 45 Endorsement Flow Chart (Source: SuperTown Toolkit)

10.2 / IMPLEMENTATION

Delivering the outcomes required to meet the Growth Plan vision requires a ‘whole of Government’ approach and commitment by many stakeholders across the region and the State – with sustained levels of support and resourcing. At a State Government level, it will define the role and level of involvement of the relevant State Government agencies in the SuperTown agenda as well as providing a framework to assist the other authorities in their decision-making role in planning-related matters. The State Government also has a key role in the provision of funding for future business cases to undertake actions identified in the Implementation Schedule if the SuperTown concept is to be ultimately successful.

Importantly, the transformation will need to be led at the local level by a strong and well-resourced Shire, playing a central role in the coordination of activities, investment initiatives and the development of strong and effective delivery partnerships. For the Shire of Manjimup, the development of this Growth Plan and the imminent review of the current Local Planning Strategy will ensure consistency between the two strategic planning levels and will engender State support for the stated local aspirations.

Support for SuperTown-related projects / applications / actions will require:

1. Endorsement of the Growth Plan by the Shire, SWDC and WAPC;
2. Incorporation of relevant SuperTown requirements and initiatives in the SWDC Regional Investment Blueprint; and
3. Incorporation of relevant regional and sub-regional infrastructure identified by the Growth Plan in the WAPC South West Planning and Infrastructure Framework.

The spatial planning elements of the Growth Plan, in particular the Townsite Plan and the Town Centre Principles Plan, will need to be incorporated into the Shire’s statutory and strategic land use planning instruments. This will take three forms:

1. Incorporation of the Town Centre Principles Plan as a Local Planning Policy made under Part 2 of Local planning Scheme No.4. This will allow this Plan to be considered as a seriously entertained planning proposal prior to incorporation in the Shire’s Local Planning Strategy and Local Planning Scheme;
2. Review of the Shire’s Local Planning Strategy with the Townsite Spatial Plan and Town Centre Principles Plan being incorporated as appropriate as the long-term land use planning direction for the Town; and
3. Amendment of Local Planning Scheme No.4 to modify zones and reservations as required to implement the strategic planning direction.

The Shire of Manjimup will prepare the above elements and will seek WAPC endorsement in accordance with the Planning and Development Act and Regulations.

10.3 / MONITORING AND REVIEW

As the ‘owner’ of the document, the Shire of Manjimup will be responsible for monitoring and review of the Growth Plan and the specific SuperTown Projects that receive funding.

It is envisaged that the Growth Plan will remain as a ‘living document’. This will require regular review of the Growth Plan to ensure that it remains reflective of the environment in which it is operating. The Shire recommends that a formal review of the Growth Plan take place in consultation with the SWDC and WAPC every three years from the date of WAPC endorsement. It is not expected that the review will require a new Growth Plan to be produced but will focus on the following elements:

- Updating of demographic and other statistical information to monitor progress against the population and growth assumptions in the Growth Plan;
- Review of the Infrastructure to Support Growth requirements to reflect the pace of growth experienced;
- Identifying which projects in the Implementation Schedule are likely to reach their respective population threshold within the next three year period and to identify how these are to be funded and delivered; and
- Updating the Implementation Schedule to ensure that it supports continued growth and development and contemporary costs and requirements.

The spatial land use planning elements of the Growth Plan will be reviewed as part of the normal review of the Shire’s land use planning instruments as required by the Planning and Development Act.

Annual monitoring of progress will occur by inclusion of the SuperTown progress in the Shire’s Annual Report. The reporting will be consistent with the requirements of the Integrated Planning Framework obligations.

Monitoring and review of individual SuperTown Projects will vary depending on the nature of the project, the number of agencies involved and the project objectives. The review and monitoring processes for each project will be determined at the funding application and approval stages,

It is envisaged that the state government, through the WAPC Infrastructure Coordinating Committee will continue to monitor progress on infrastructure requirements for each SuperTown in consultation with RDL and the respective Development Commissions.

11.0 REFERENCES

1. AECgroup (2011) - Impact Assessment of the National Broadband Network in the South-West Region), prepared for the South West Development Commission, April 2011.
2. AECgroup (2012) - Manjimup SuperTown Economic Development Plan, prepared for the South West Development Commission, February 2012.
3. AECgroup (2012) - Manjimup SuperTown Opportunity Assessment and Gap Analysis, prepared for the South West Development Commission, February 2012.
4. AECgroup (2012) - Manjimup SuperTown Socio-Economic Profile, prepared for the South West Development Commission, February 2012.
5. Department of Planning and Infrastructure - Warren Blackwood Rural Planning Strategy, August 2004.
6. Department of Regional Development and Lands - Regional Centres Development Plan (SuperTowns) Framework 2011-2012
7. Department of Water - Water Security for the Future Expansion of the Horticulture Industry, December 2011.
8. Implementation Working Group (SuperTowns Implementation Team) - SuperTown Growth Plan Toolkit – Guide to preparing a SuperTown Growth Plan 2011-2012
9. Shire of Manjimup and Department of Planning - Shire of Manjimup Local Planning Scheme, December 2010.
10. Shire of Manjimup, Landvision Pty Ltd and David Porter Consulting Engineer, Shire of Manjimup Local Planning Strategy, December 2003.
11. Shire of Manjimup SuperTown Team - Manjimup SuperTown Technical Information, December 2011 – February 2012.
12. Syme Marmion & Co - Draft South West Region Industrial Land Study (Stages 1 and 2), October 2000 and June 2011.
13. Western Australian Planning Commission and Department of Planning and Infrastructure - Liveable Neighbourhoods, September 2008 update.

APPENDIX 1 Strategies and Policies

SUBREGIONAL AND REGIONAL POLICIES/PLANS/STRATEGIES

1. Warren Blackwood Regional Planning Strategy, December 1997, Western Australian Planning Commission
2. Warren Blackwood Rural Strategy, 2004, Western Australian Planning Commission
3. Warren Blackwood Action Statement Draft for Public Comment, November 2000, South West Development Commission
4. Future Development of the Timber Industry in the Shire of Manjimup, Stage One Final Report September 2010, Stage Two Final Report May 2011, AEC Group
5. South West Strategy 1988, 1991, 1994, South West Development Authority / South West Development Commission
6. South West Directions an action plan for a sustainable future, July 2004, South West Development Commission
7. Investment Plan for the South West, July 2009, compiled by South West Development Commission
8. South-West Framework, October 2009, WAPC
9. South West Development Commission Strategic Plan 2010-2025
10. South West Action Statement, 2010, South West Development Commission and Regional Development Australia South West
11. South West Region Industrial Land Study 2010/2011, LandCorp, Department of State Development, Department of Planning, South West Development Commission, Department of Agriculture and Food (Note: Not for public release at this time)
12. South West Regional Water Plan 2010-2030, Strategic directions and actions, May 2010, Department of Water
13. Manjimup Dam and Phillips Creek Dam Catchment Areas drinking water source protection plan, June 2011, Department of Water
14. Warren-Donnelly surface water allocation plan: for public comment, Draft report, June 2010, Department of Water
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