

# 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.

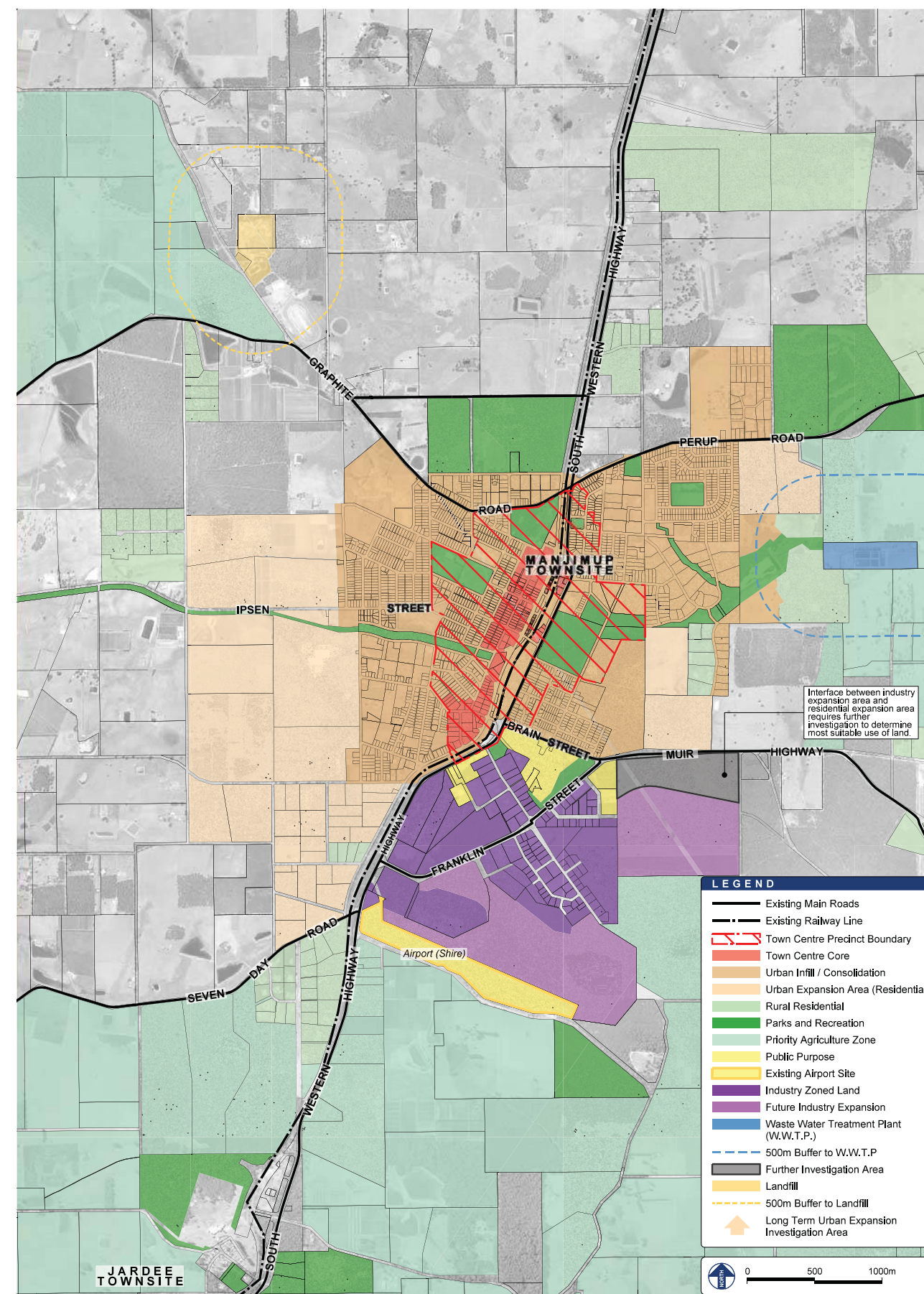


Figure 28 Growth Scenario #1



### 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 (300m<sup>2</sup> - 500m<sup>2</sup>). 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.

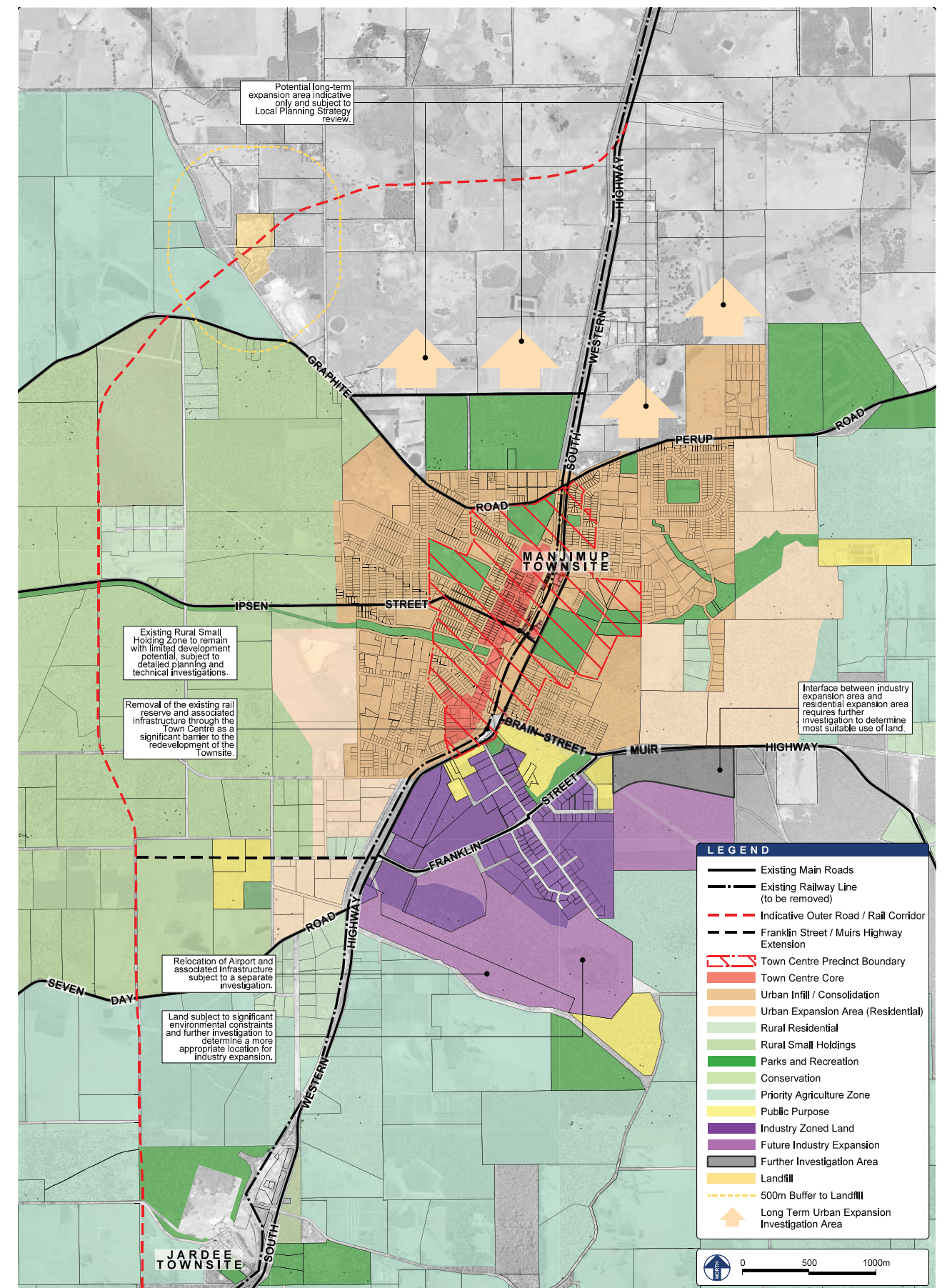


Figure 29 Growth Scenario #2



### 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.



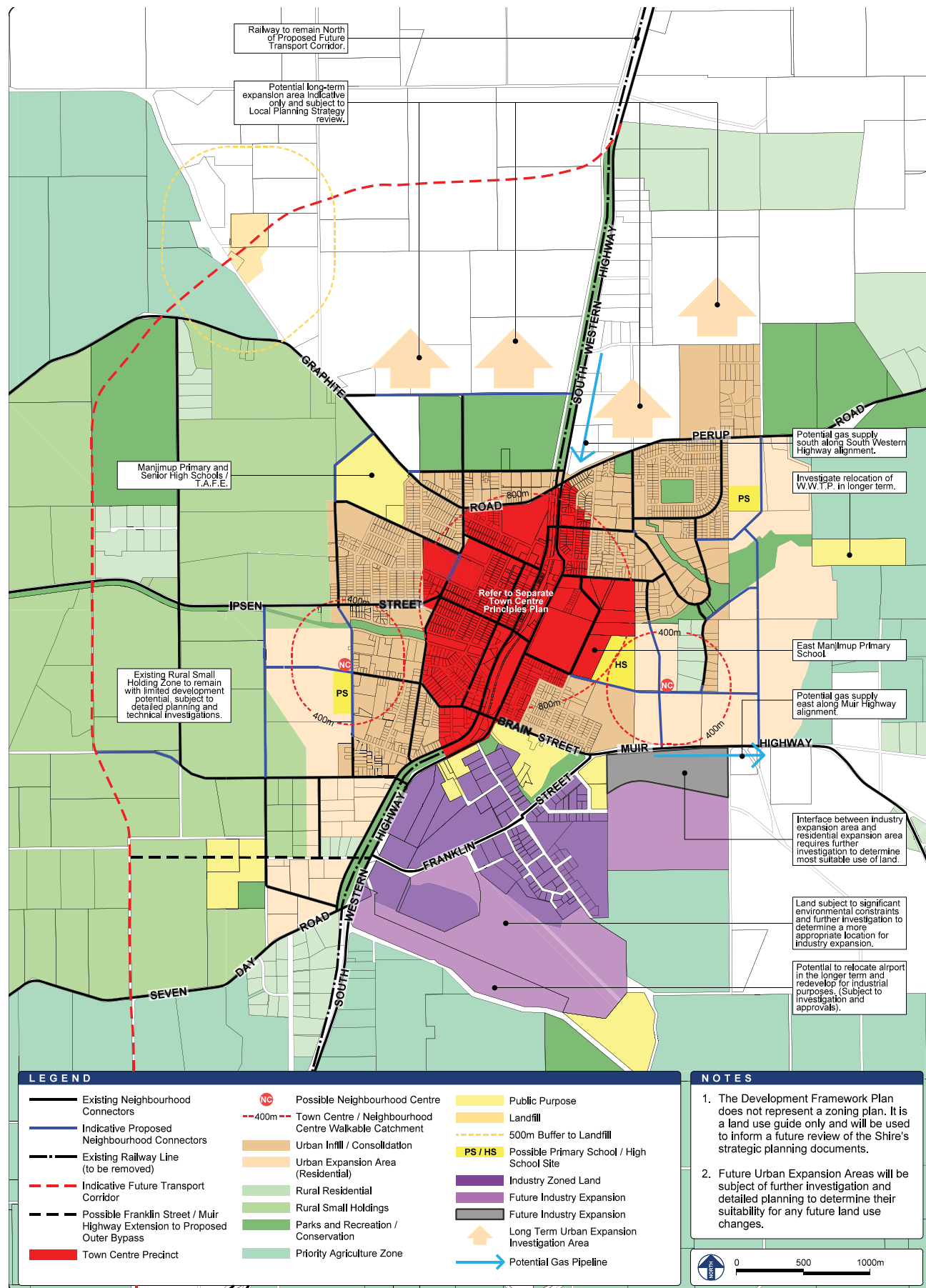


Figure 30 Spatial Growth Plan

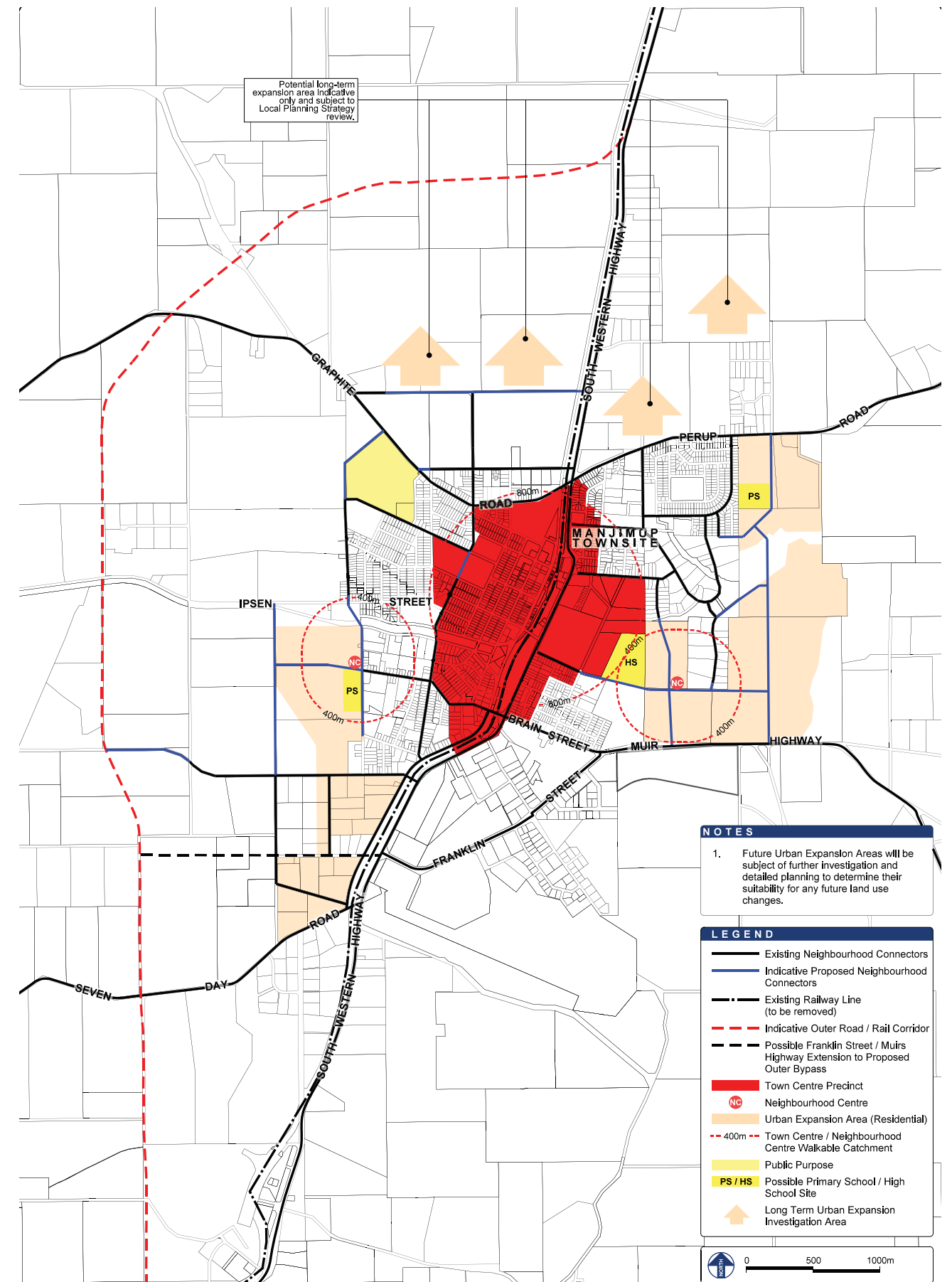


Figure 31 Urban Expansion Areas



### 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**.

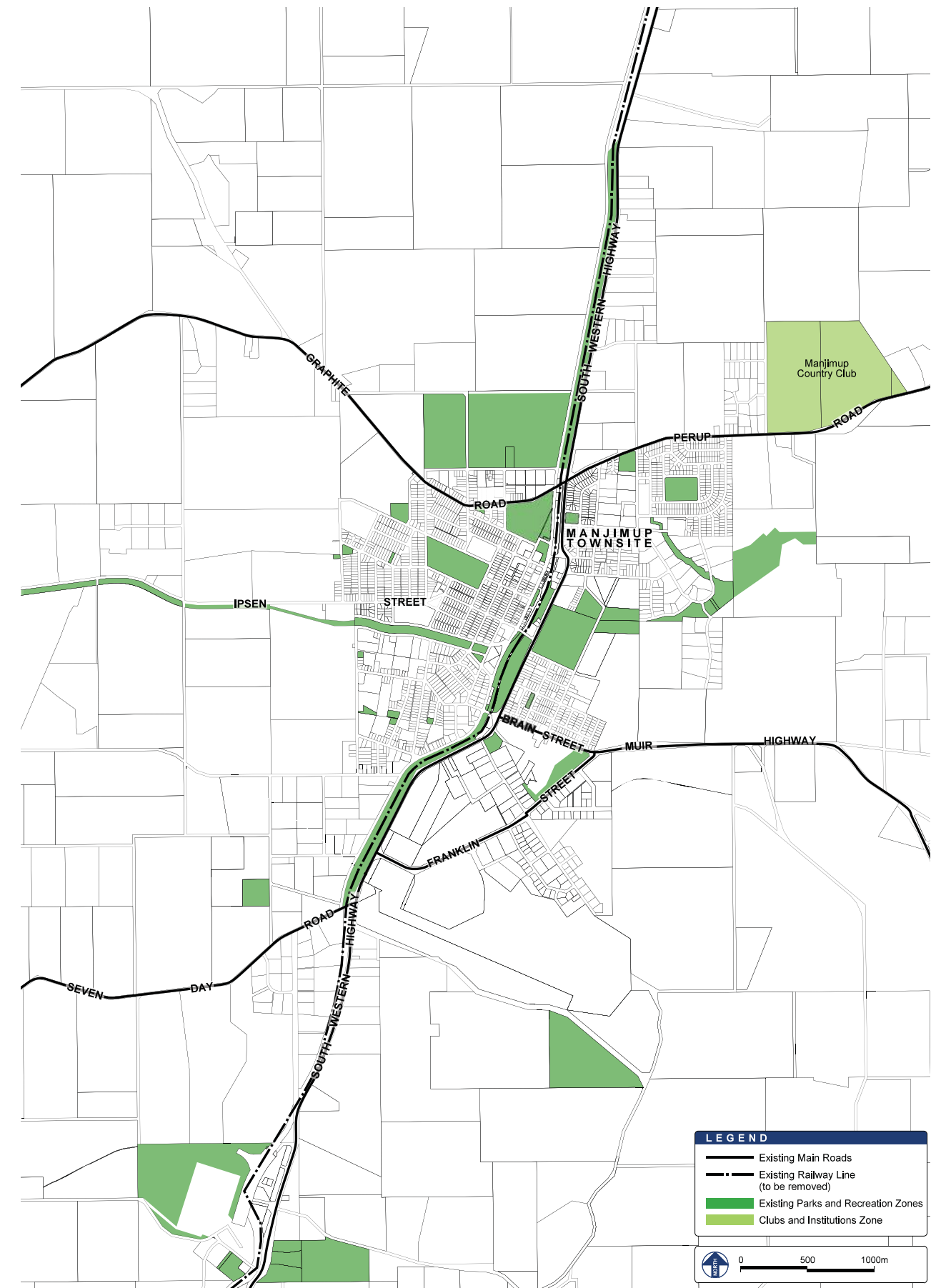


Figure 32 Parks and Recreation



**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**.

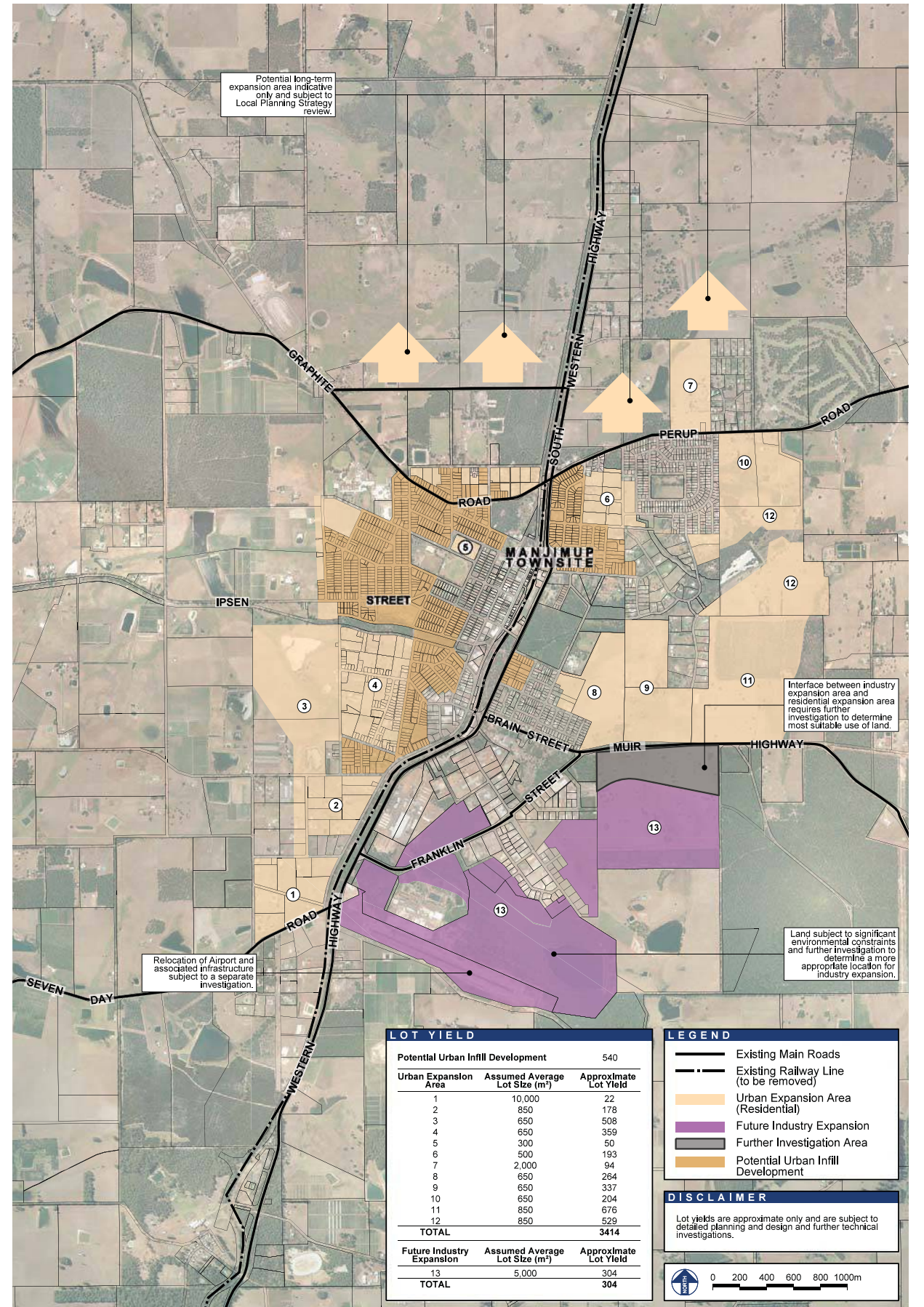


Figure 33 Lot Yield Plan



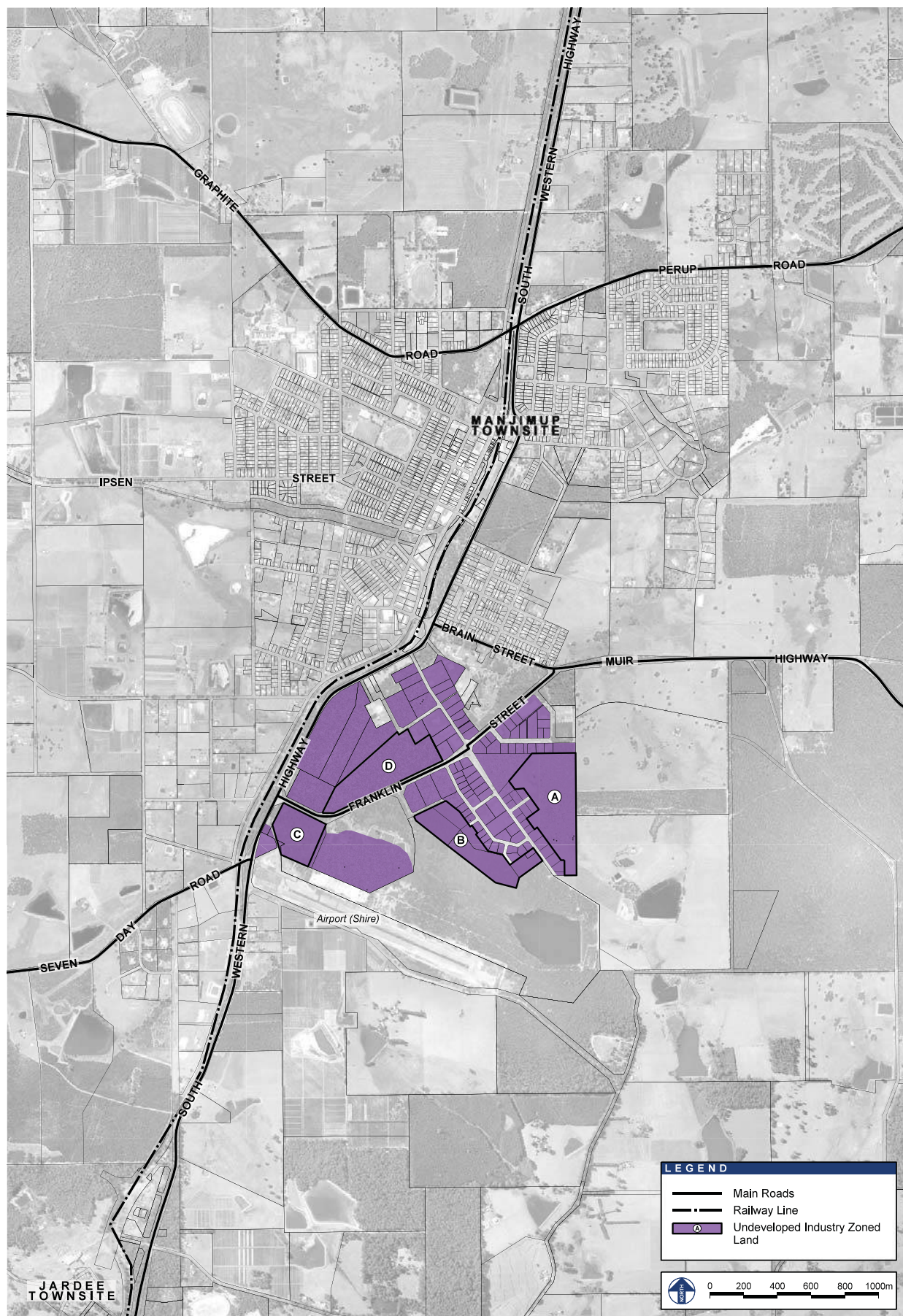


Figure 34 Undeveloped Industry Zoned Land

### 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
<b>TOTAL</b>	<b>50.42ha</b>	

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.

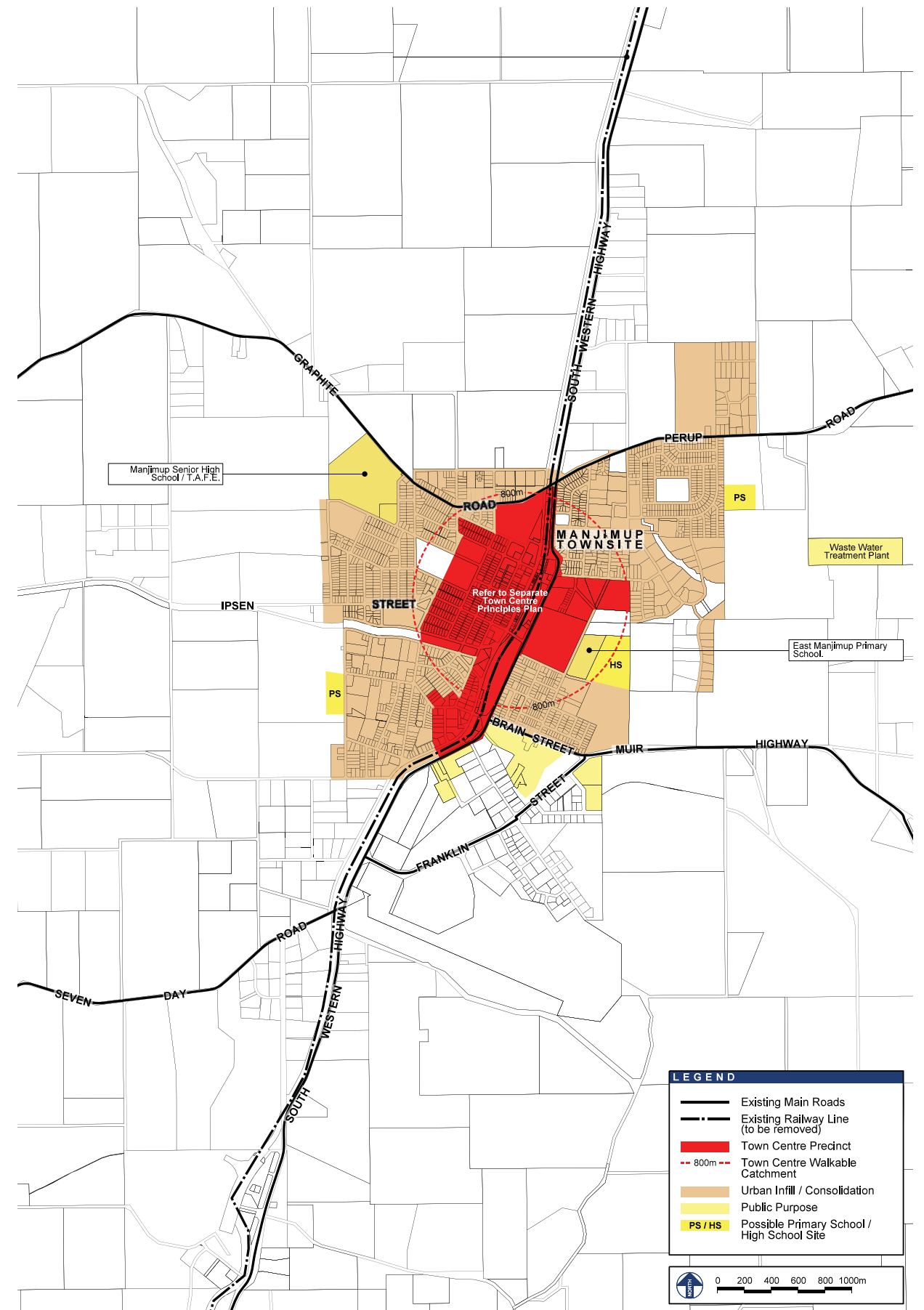


Figure 35 Urban Infill Plan



### 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.





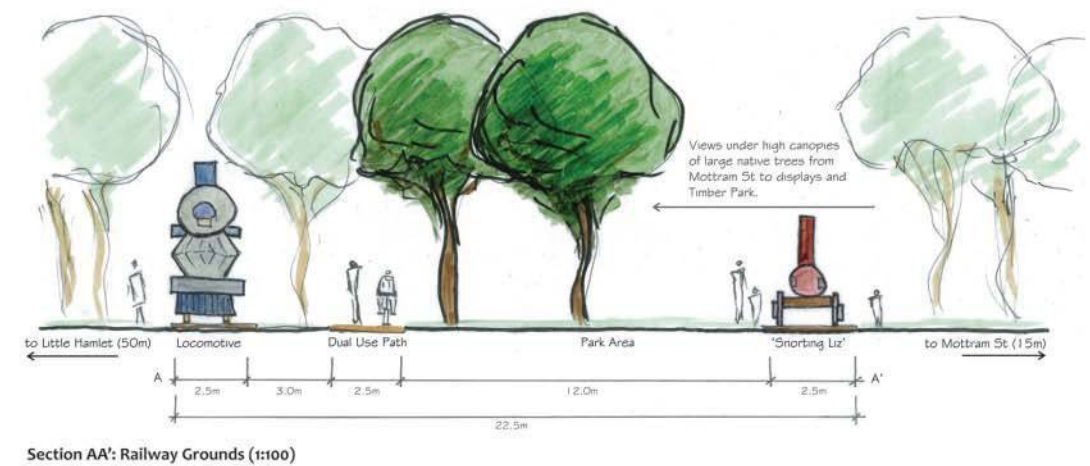


Figure 36 Draft Concept Landscape Masterplan / New Entrance / Display / Cafe, Timber & Heritage Park. (Source: Opus)