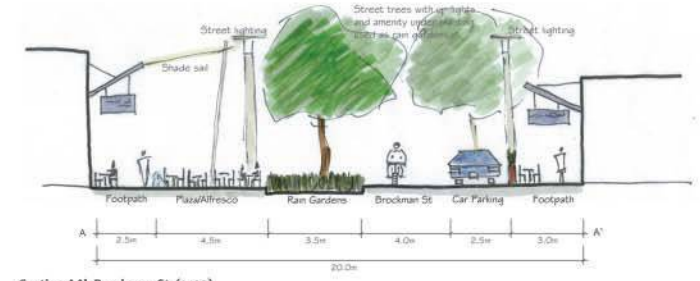
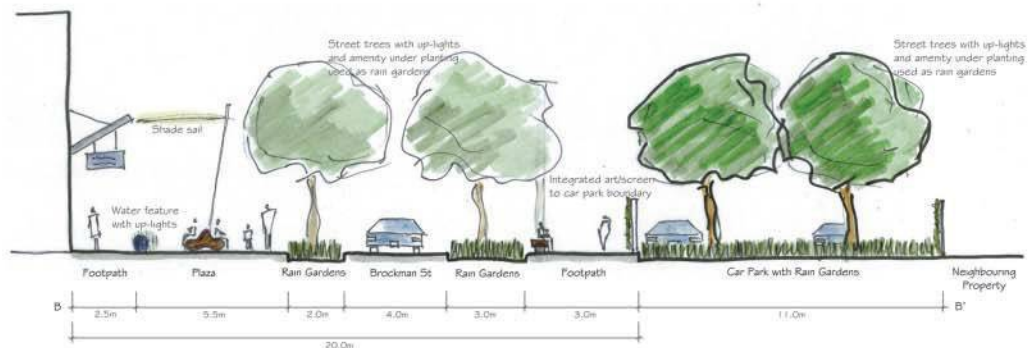




All lighting shown on this plan is subject to electrical engineer design and approval. Indicative design only. To be confirmed during detailed design phase in conjunction with relevant experts.

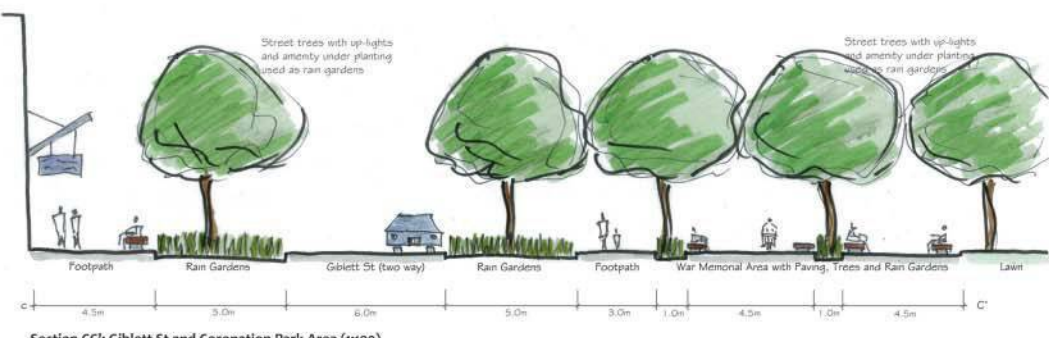


Section AA: Brockman St (1:100)



Section BB: Brockman St and Car 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



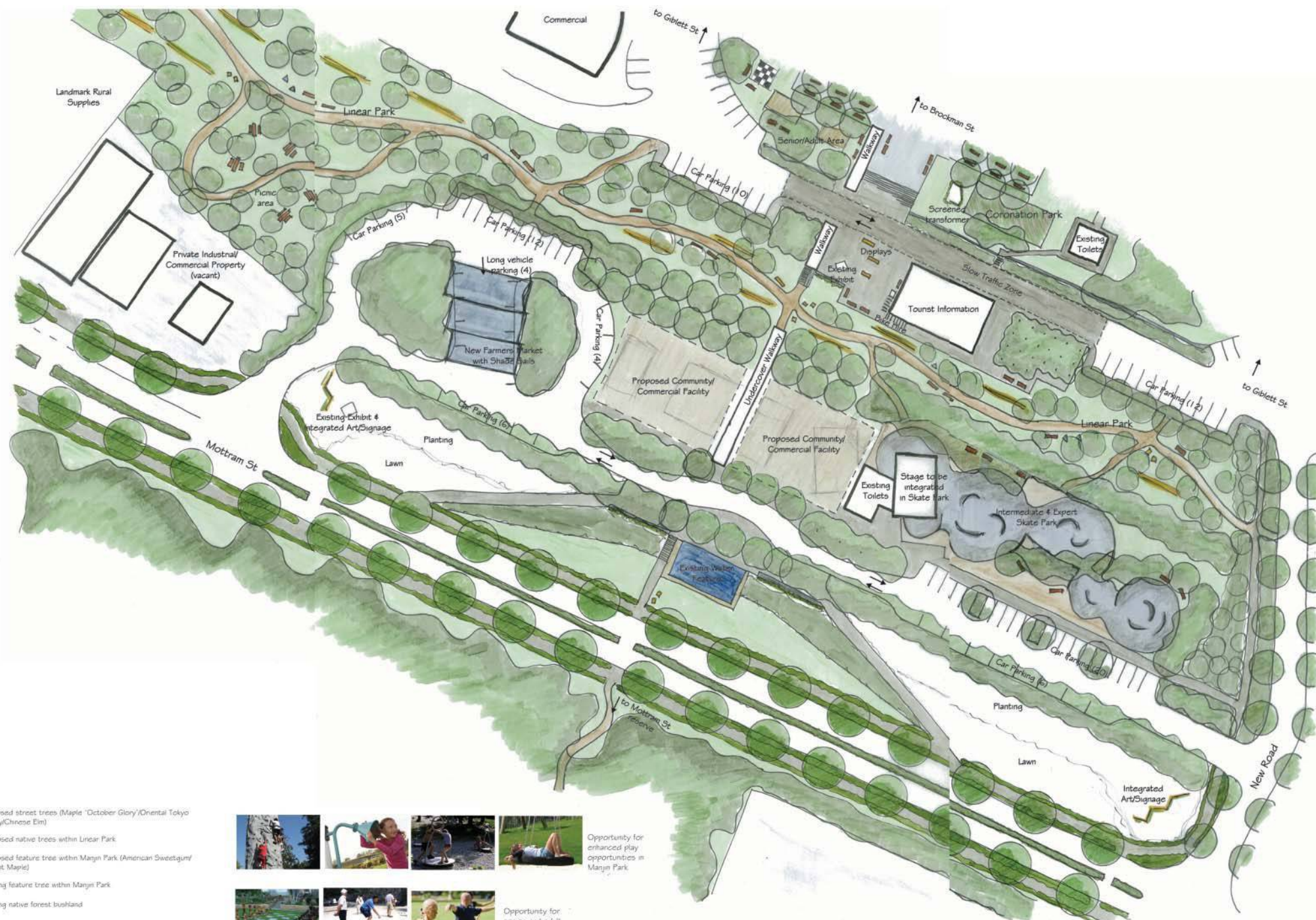
Section CC: Gibblett St and Coronation Park Area (1:100)

Brockman Street 'Alfresco Precinct'
 The Brockman Street 'Alfresco Precinct', located between Gibblett 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.

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
 - Interpreter features, see Sheet 2
 - Informal play experience, see Sheet 2
 - Reused railway tracks & sleepers for bike/skate track obstacles and feature 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.

- 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, Allambi 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)

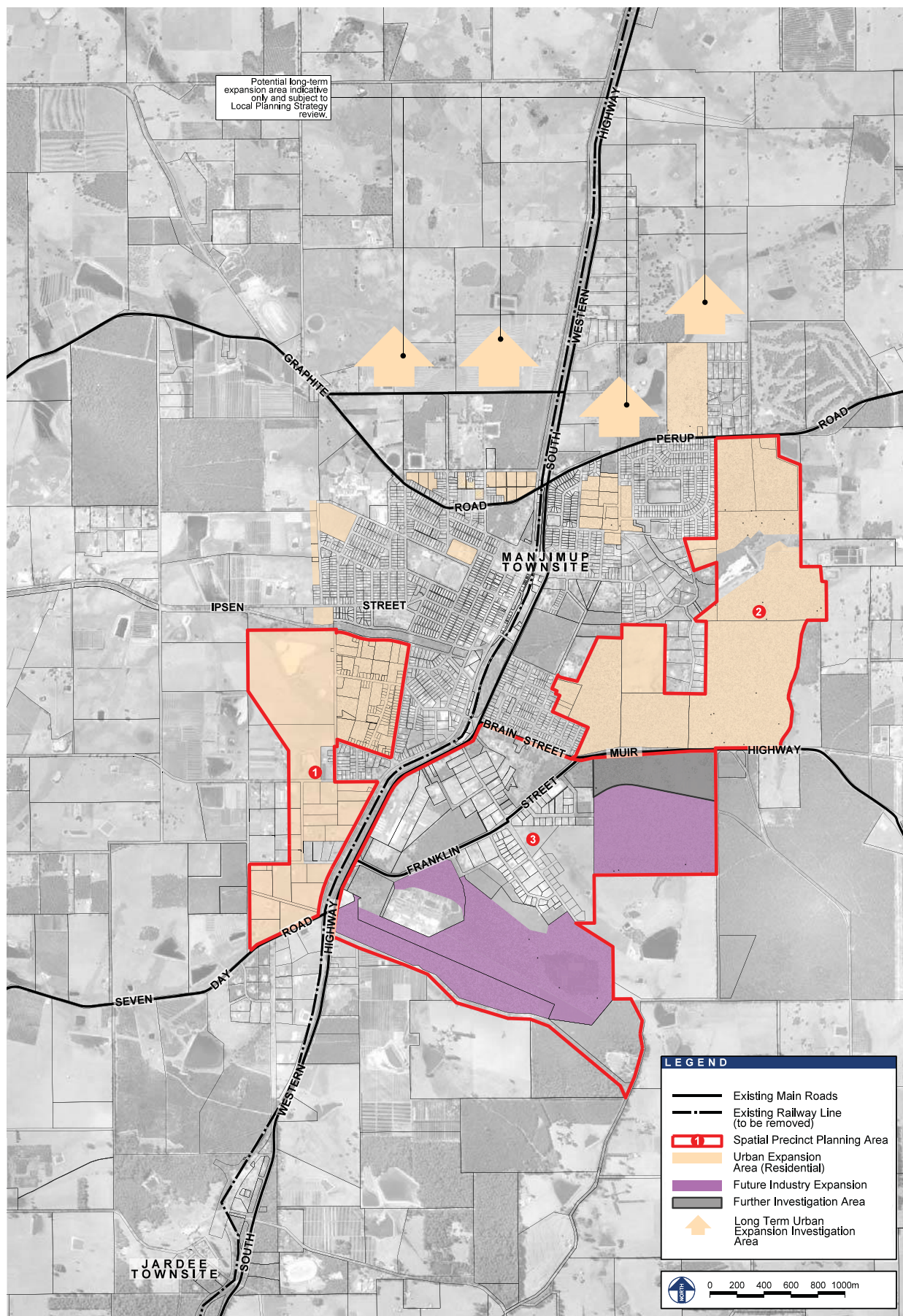


Figure 39 Spatial Precinct Plan

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

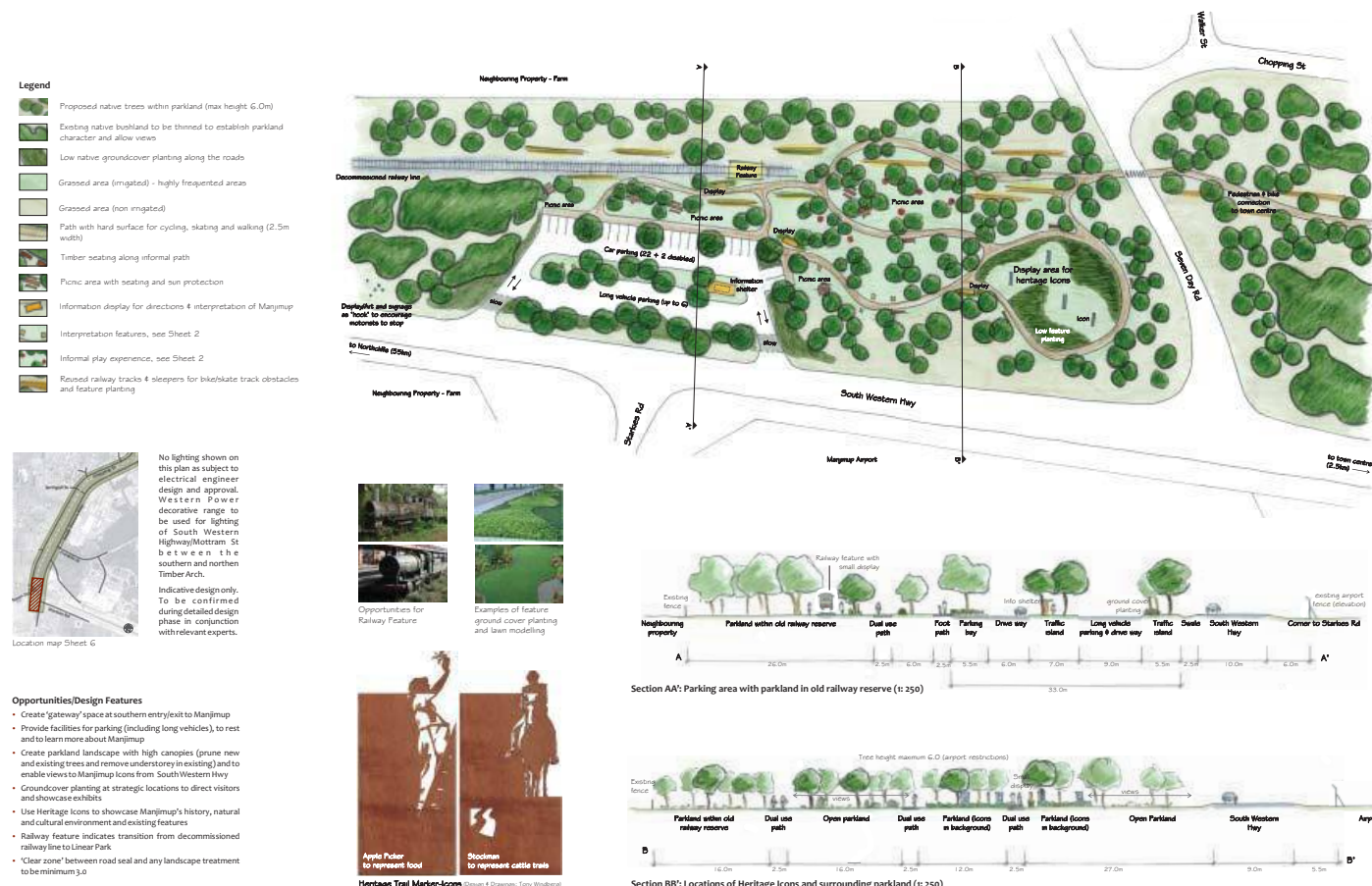
A key component of the Growth Plan is to ensure that the Town Centre functions can accommodate the demands of potential population increase and provide an appropriate level of retail choice and amenity for both existing and future residents.

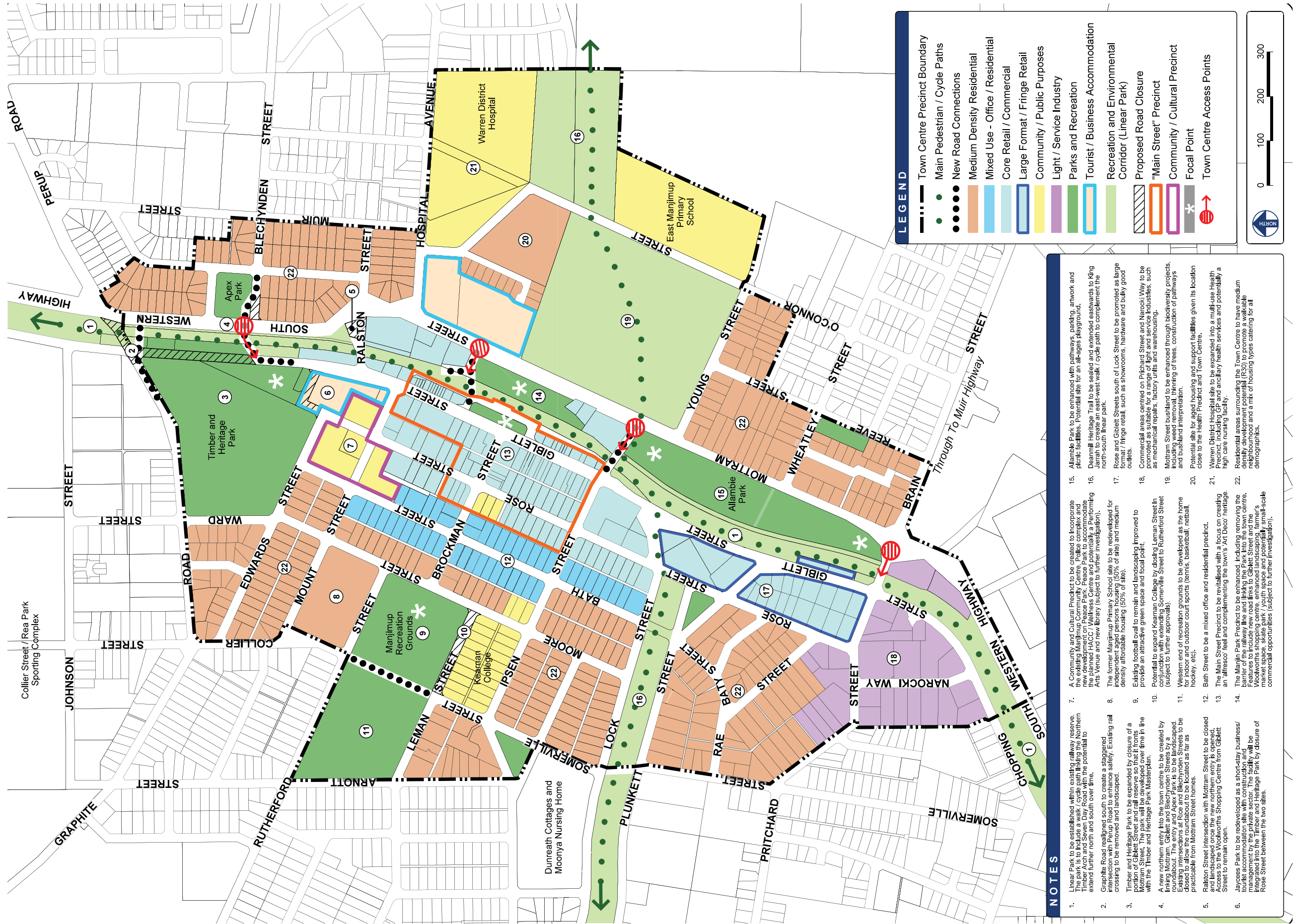
The Town Centre Principles Plan (TCPP) (**Figure 40**) identifies key design principles and a range of development intentions that will combine to encourage a range of activities in the Town Centre and create a vibrant community focal point for the people of Manjimup to enjoy. It is intended that the 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. 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 to 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 cafe. The precinct to be bounded by Alma Avenue and new library (subject to further investigation).
 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 Narocki 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 development. The development to be a mix of housing types catering for all demographics.

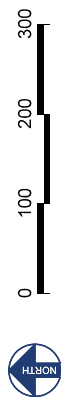


Figure 40 Town Centre Principles Plan

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.



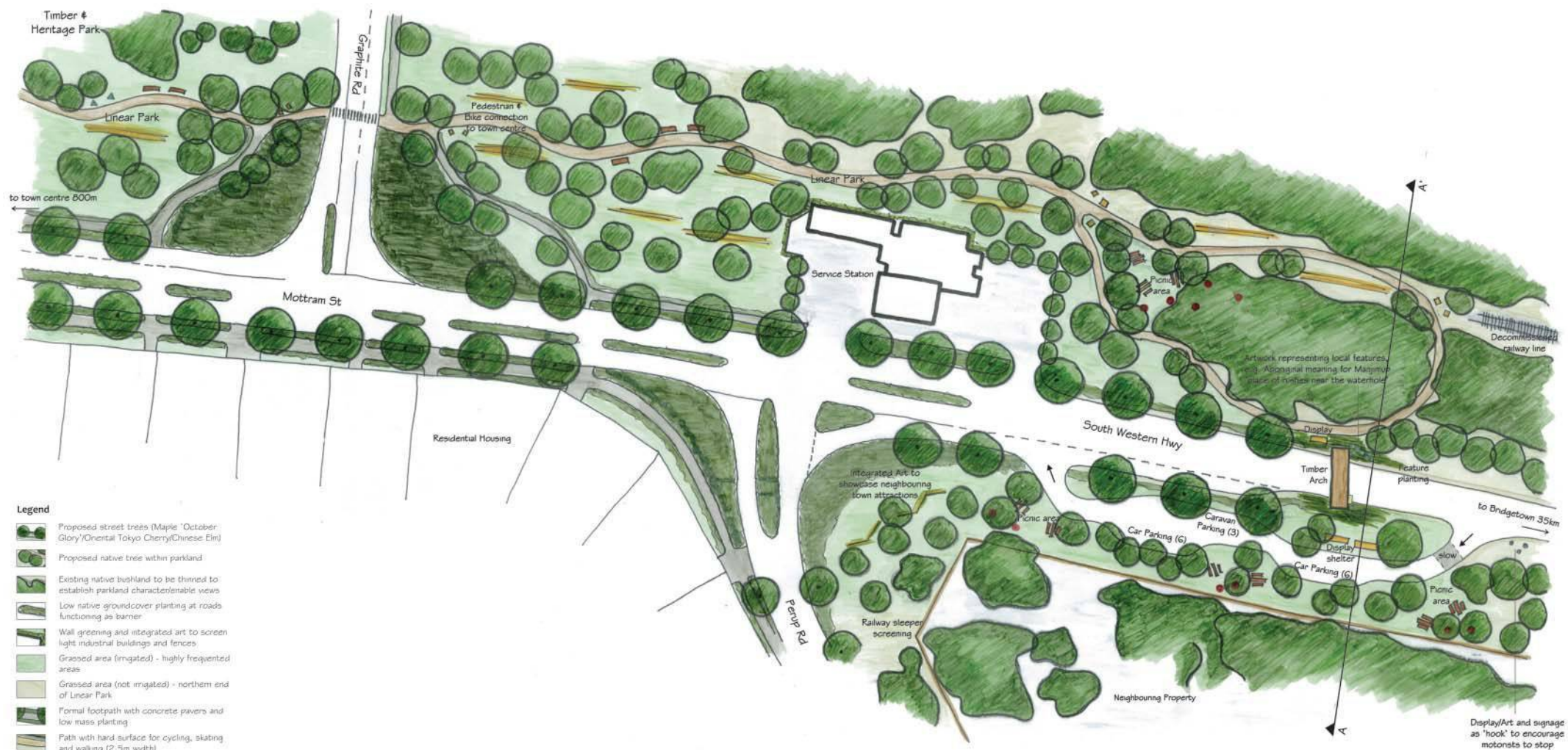
Figure 41 Traffic Access Improvements

- 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)



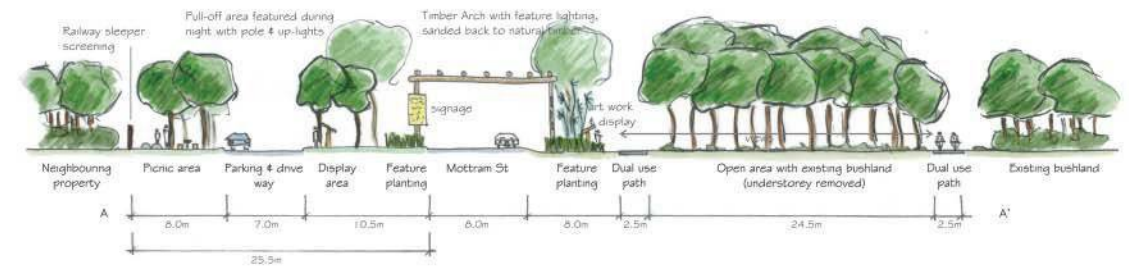
- Legend**
- Proposed street trees (Maple / October Glory / Oriental Tokyo Cherry / Chinese Elm)
 - Proposed native trees within parkland
 - Existing native bushland to be thinned to establish parkland character/usable views
 - Low native groundcover planting at roads functioning as barrier
 - Wall greening 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)