

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.

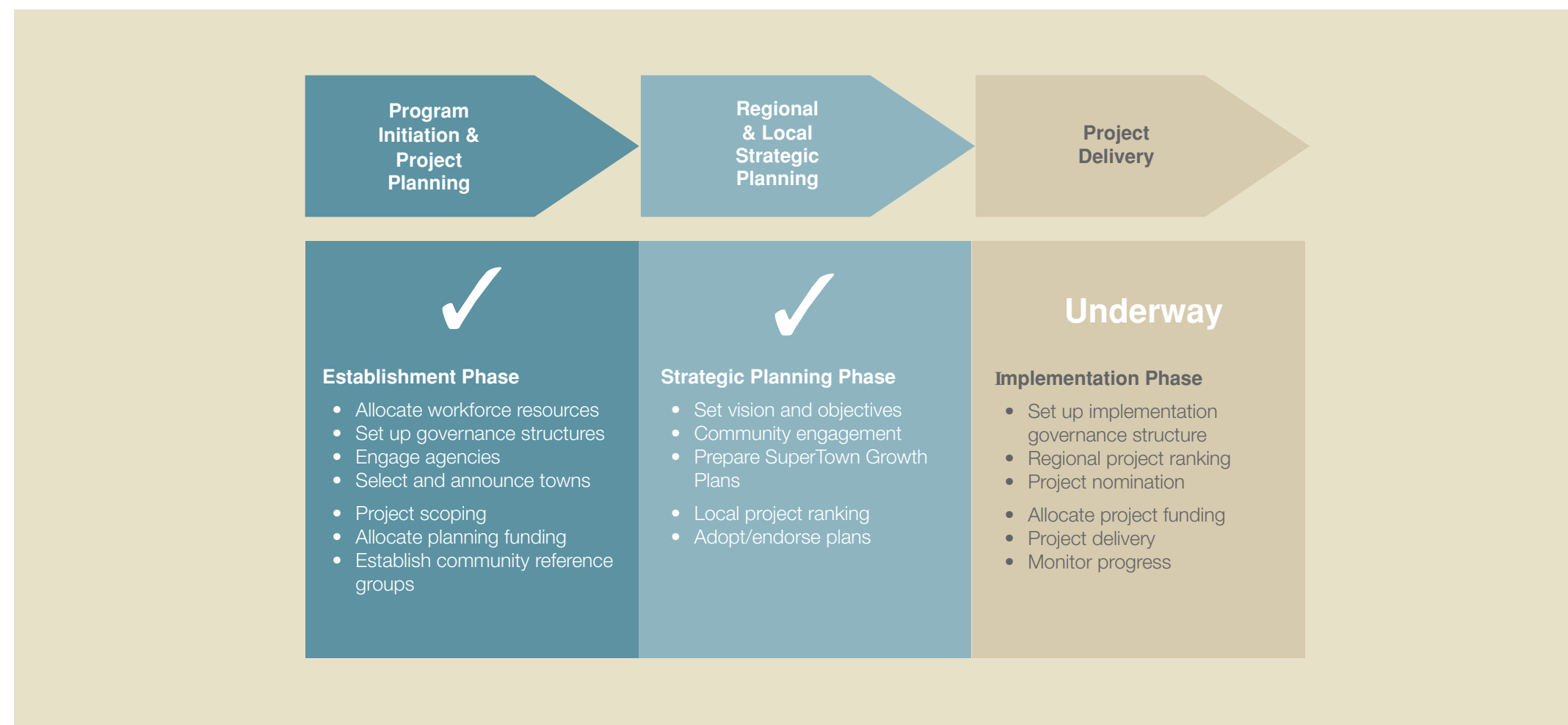


Figure 44 Implementation Flow Diagram (Source: RDL SuperTowns Framework)

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	Proceeds from sale of land to be retained in a future fund for the construction of additional accommodation when required;		
							\$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.

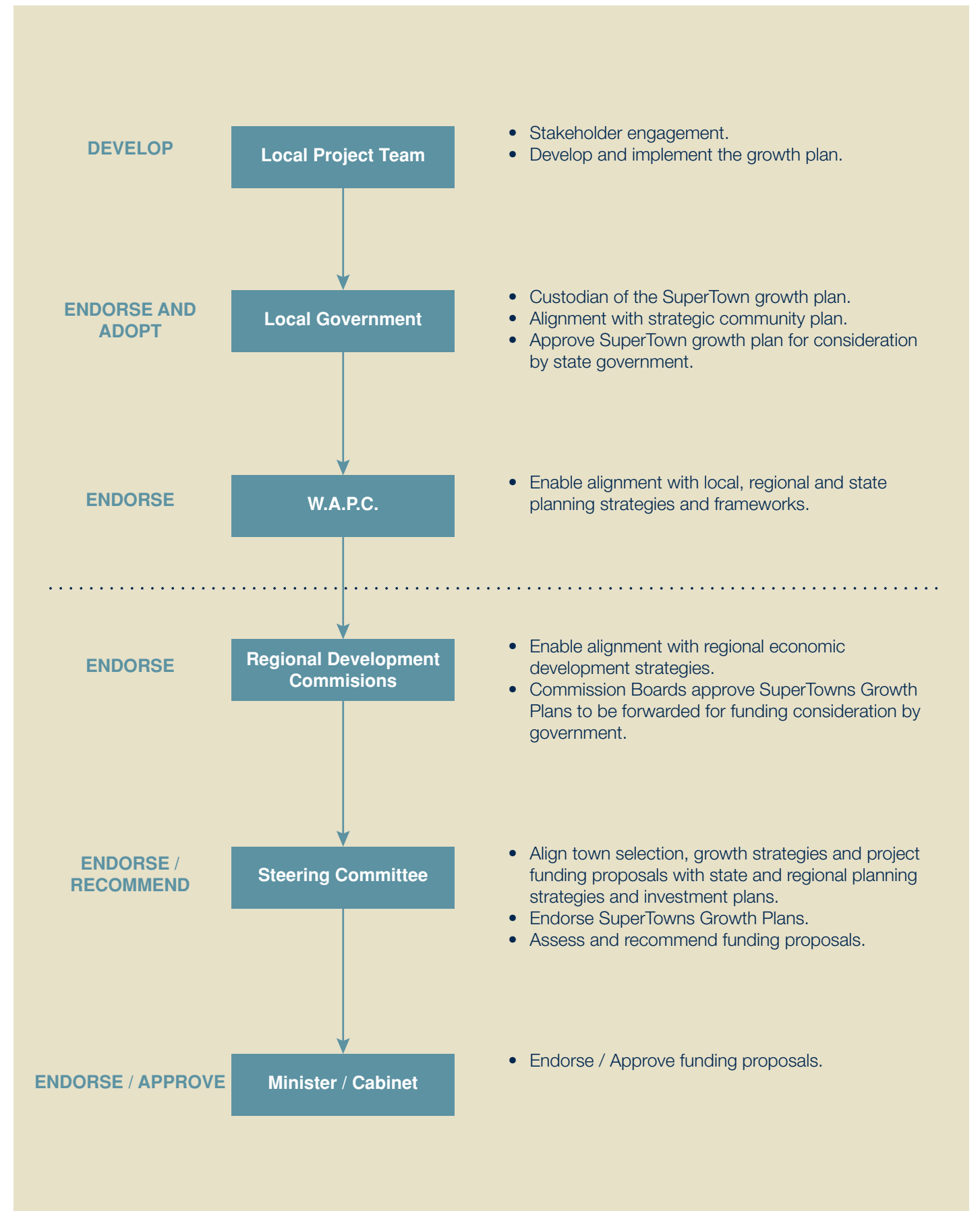


Figure 45 Endorsement Flow Chart (Source: SuperTown Toolkit)

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
15. Australia's South West Tourism Development Priorities 2010-2015, March 2010, Tourism Western Australia
16. South West Active Ageing Research Project, May 2010, prepared on behalf of the South West Development Commission
17. Mapping and Gap Analysis of Human Services for Indigenous People in the South West Region, April 2009, for South West Development Commission and Department of Indigenous Affairs.
18. South West Workforce Development Plan (Note: Plan being prepared by South West Development Commission and Department of Training and Workforce Development)
19. South West Regional Plan 2011-12, Regional Development Australia South West

STATE POLICIES/PLANS/STRATEGIES

1. State Planning Framework Policy (SPP 1), Western Australian Planning Commission (Note: Key principles and relevant Statements of Planning Policy)
2. State Planning Strategy, November 1996, Western Australian Planning Commission (Note: New strategy under development)
3. Integrated Planning and Reporting Framework and Guidelines, October 2010, Department of Local Government
4. Hope for the Future – The Western Australian State Sustainability Strategy, September 2003, Government of Western Australia
5. Regional Development Policy Framework An Action Agenda for Regional Development, January 2011, Regional Development Council
6. Affordable Housing Strategy 2010-2020 Opening Doors to Affordable Housing, December 2010, Department of Housing
7. WA Health Strategic Intent 2010-2015, 2010, Department of Health
8. WA Health Clinical Services Framework 2010-2020, 2009, Department of Health
9. Mental Health 2020: Making it personal and everybody's business, Mental Health Commission
10. Water allocation planning in Western Australia A guide to our process, November 2011, Department of Water
11. State Water Plan 2007, Department of Premier and Cabinet
12. Government Sewerage Policy – Consultation Draft, December 2011, Department of Health
13. Department of Agriculture and Food Strategic Plan 2011-2015
14. A Priority Plan for Agriculture and Food in Western Australia (2009); and subsequent Priority Plan for Agriculture and Food: Driving a progressive and profitable Agriculture and Food sector in Western Australia, Department of Agriculture and Food
15. Agrifood 2025+: the future Way, February 2012, Department of Agriculture and Food
16. Forest Management Plan 2004-2013, Conservation Commission of Western Australia
17. Skilling WA – A workforce development plan for Western Australia, 2010, Department of Training and Workforce Development
18. Tourism Western Australia Strategic Plan 2010/11 (Note: A State Government strategy for tourism for the period 2011-2020 is currently under development)
19. Tourism Western Australia Key Initiatives 2011/12, May 2011

Note:

National Long-Term Tourism Strategy, 2009, Australian Government Department of Resources, Energy and Tourism



Busselton

1/8 Prince Street
Busselton
WA 6280
Phone (08) 9754 2898

Perth

38 Station Street
Subiaco
WA 6008
Phone (08) 9211 1111

Port Hedland

PO Box 731
Port Hedland
WA 9721
Phone (08) 9173 1185

Email planning@rpsgroup.com.au

Shire of Manjimup

37-39 Rose St
(Corner Brockman and Rose Streets)
Manjimup
WA 6258

Phone (08) 9771 7777
Fax (08) 9771 7771

Email info@manjimup.wa.gov.au

South West Development Commission

9th Floor Bunbury Tower
61 Victoria Street
Bunbury
WA 6230

Phone (08) 9792 2000
Fax (08) 9791 3223

Email info@swdc.wa.gov.au
