CITY OF MANDURAH

Minutes of Council Meeting

held on

Tuesday 28 May 2024, 5.30PM

in the Council Chamber, 83 Mandurah Terrace Mandurah

CONFIRMED

PRESENT:

MAYOR	R WILLIAMS	
COUNCILLOR	B POND	COASTAL WARD
COUNCILLOR	J SMITH	COASTAL WARD
COUNCILLOR	J CUMBERWORTH	COASTAL WARD
COUNCILLOR	A KEARNS	EAST WARD
COUNCILLOR	D WILKINS	EAST WARD
COUNCILLOR	S WRIGHT	EAST WARD
COUNCILLOR	C KNIGHT [Deputy Mayor]	NORTH WARD (electronic attendance)
COUNCILLOR	P JACKSON	NORTH WARD
COUNCILLOR	A ZILANI	NORTH WARD
COUNCILLOR	D SCHUMACHER	TOWN WARD
COUNCILLOR	P ROGERS	TOWN WARD
COUNCILLOR	R BURNS	TOWN WARD

MS	C MIHOVILOVICH	CHIEF EXECUTIVE OFFICER
MRS	T JONES	ACTING DIRECTOR BUSINESS SERVICES
MS	J THOMAS	DIRECTOR PLACE AND COMMUNITY
MR	J CAMPBELL-SLOAN	DIRECTOR STRATEGY AND ECONOMIC DEVELOPMENT
MR	M HALL	DIRECTOR BUILT AND NATURAL ENVIRONMENT
MS	J WEBER	EXECUTIVE MANAGER GOVERNANCE SERVICES
MRS	L BARKER	MINUTE OFFICER

1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

Prior to commencement of this electronic meeting Elected Member and other attendee connections by electronic means were tested and confirmed.

The Mayor declared the meeting open at 5.30pm.

2. ACKNOWLEDGEMENT OF COUNTRY

Mayor Williams acknowledged that the meeting was being held on the traditional land of the Bindjareb people, and paid his respect to their Elders past and present.

3. APOLOGIES

Leave of Absence	Apologies
Nil	Nil

4. DISCLAIMER

The Mayor advised that the purpose of this Council Meeting is to discuss and, where possible, make resolutions about items appearing on the agenda. Whilst Council has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a Member or Officer, or on the content of any discussion occurring, during the course of the meeting. Persons should be aware that the provisions of the *Local Government Act 1995* (Section 5.25(e)) and the *City of Mandurah Standing Orders 2016* (Section 13.1(1)) establish procedures for revocation or rescission of a Council decision. No person should rely on the decisions made by Council until formal advice of the Council decision is received by that person.

The City of Mandurah expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of any resolution of Council, or any advice or information provided by a Member or Officer, or the content of any discussion occurring, during the course of the Council meeting.

5. ANSWERS TO QUESTIONS TAKEN ON NOTICE

Nil

6. AMENDMENT TO STANDING ORDERS

G.1/05/24 STANDING ORDERS LOCAL LAW 2016

The Mayor advised the meeting that the *City of Mandurah Standing Orders Local Law 2016* will be modified to ensure Councillor C Knight can participate in and follow the meeting as it progresses.

MOTION
Moved: Mayor R Williams
Seconded: Councillor Kearns

That Council:

CONFIRMED

1. Suspend the operation of the following provisions of the *City of Mandurah Standing Orders Local Law 2016* for the duration of this electronic meeting to ensure Councillor C Knight who is attending online can follow and participate in the meeting as it progresses:

1.1. Standing Order 7.2 Members to occupy own seats whilst present in meeting room. Relevant only for Elected Members attending the Council Chambers.

1.2. Agree under Standing Orders 8.1(1) and 12.2, that instead of requiring a show of hands, a vote will be conducted by exception with the Presiding Member calling for those Members against each motion. If no response is received the motion will be declared carried and minuted accordingly.

1.3. Reiterate the requirement as per Standing Order 7.3 for Members to advise the Presiding Member when leaving or entering the meeting at any time.

CARRIED: 12/0

FOR: Mayor R Williams, Cr A Kearns, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr D Wilkins, Cr S Wright, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr P Rogers, Cr R Burns

AGAINST: Nil

7. PUBLIC QUESTION TIME

7.1 MS THORPE: HOMELESSNESS ISSUES IN MANDURAH

Question 1

Ms Thorpe asked whether the City of Mandurah can do more for the increasing number of homeless people in Mandurah, requesting that the City provide shelters and portable power to help the people who are homeless in the City.

City of Mandurah Response

The Mayor provided a response, confirming the extent of support that the City of Mandurah provides for people in the City of Mandurah who are experiencing homelessness or sleeping rough.

It was noted that the City takes a compassionate, housing first approach with a role of facilitation, support and advocacy (not direct service provision). This aligns with the State Government's "All Paths Lead to Home" 10-year Strategy to end homelessness.

The provision of temporary shelters and access to power would be inconsistent with a housing first approach and the role of a local government. Examples of initiatives led or supported by the City include Peel Community Kitchen, Peel Showers, St Pat's with office space, Assertive Outreach whereby the City secured funding for a pilot which was continued by the State Government as an extension of the HEART program, Common Ground and supporting projects through the Social Housing Economic Recovery Package (SHERP funding) to build more social housing.

CONFIRMED

The City has strong networks with service providers and all levels of government to advocate for more effective ways to end homelessness. The City also strives to create places, programs, and services where everyone feels welcome.

The City endorsed its first Homeless and Street Present Strategy in 2021, and a new Ending Homelessness Strategy is currently being developed.

Ms Thorpe was invited to contact Director Place and Community if she would like to contribute directly to this Strategy.

7.2 MR PERRY: RATES

Question 1

Mr Perry asked why the City charges higher specified areas rates on certain areas of Mandurah where the properties are situated on the waterways?

City of Mandurah Response

The Chief Executive Officer advised that in accordance with the *Local Government Act 1995*, the City of Mandurah raises Specified Area Rates on certain properties to provide for maintenance and future asset replacement costs of these areas. The purpose of the Specified Area Rate is for owners to make a reasonable contribution towards maintaining and managing properties in the canals and marinas.

Specified Area Rates information is available on the City of Mandurah website https://www.mandurah.wa.gov.au/live/residents/rates.

8. PUBLIC STATEMENT TIME

Nil

9. LEAVE OF ABSENCE REQUESTS

Nil

10. PETITIONS

Nil

11. PRESENTATIONS

Nil

CONFIRMED

12. DEPUTATIONS

12.1 IAN CADWALLANDER: REPORT 4 PEEL CHAMBER OF COMMERCE & INDUSTRY (PCCI) SERVICE AGREEMENT AND POLICY UPDATE (POL-RDS 08)

Mr Cadwallander representing the Peel Chamber of Commerce and Industry Inc, spoke in support of the report recommendation.

13. CONFIRMATION OF MINUTES

G.2/05/24 CONFIRMATION OF COUNCIL MINUTES: TUESDAY 23 APRIL 2024

MOTION
Moved: Councillor D Schumacher
Seconded: Councillor J Smith

That the Minutes of the Council Meeting held on Tuesday 23 April 2024 be confirmed.

CARRIED: 12/0

FOR: Cr D Schumacher, Cr J Smith, Mayor R Williams, Cr B Pond, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr P Jackson, Cr A Zilani, Cr P Rogers, Cr R Burns
AGAINST: Nil

G.3/05/24 CONFIRMATION OF SPECIAL COUNCIL MINUTES: TUESDAY 21 MAY 2024

MOTION
Moved: Councillor A Kearns
Seconded: Councillor S Wright

That the Minutes of the Special Council Meeting held on Tuesday 21 May 2024 be confirmed.

CARRIED: 12/0

FOR: Cr A Kearns, Cr S Wright, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr D Wilkins, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr P Rogers, Cr R Burns
AGAINST: Nil

CONFIRMED

14. ANNOUNCEMENTS BY THE PRESIDING MEMBER

14.1 Public Apology

The Mayor invited Councillors Zilani to provide a public apology.

14.1.1 Councillor Ahmed Zilani provided a public apology.

I advise this meeting that:

i. A complaint was made to the Local Government Standards Panel, in which it was alleged that I contravened Regulation 18 of the *Local Government (Model Code of Conduct) Regulations 2021,* when, I made a comment relating to a Facebook Post by Cr Peter Rogers.
ii. The Panel found that I breached Regulation 18 by my conduct as my comment was not correct and disparaged Cr Rogers.
iii. I acknowledge that I should have not made the Facebook comment and I now apologise to Cr Rogers and my fellow councillors.

The Mayor invited Councillors Burns to provide a public apology.

14.1.2 Councillor Ryan Burns provided a public apology.

I advise this meeting that:

i. A complaint was made to the Local Government Standards Panel, in which it was alleged that I contravened Regulation 18 of the *Local Government (Model Code of Conduct) Regulations 2021,* when, I made a comment relating to a Facebook Post by Cr Peter Rogers.
ii. The Panel found that I breached Regulation 18 by my conduct as my comment was not correct and disparaged Cr Rogers.
iii. I acknowledge that I should have not made the Facebook comment and I now apologise to Cr Rogers and my fellow councillors.

At the invitation of the Mayor, Councillors updated the meeting on the following recent activities:

14.2 Councillor C Knight - Friends of MPAC National Volunteers Week Event

14.3 Councillor J Smith - Breakfast of Champions for National Volunteers Week

14.4 Councillor A Kearns - Zonta Changeover Dinner

14.5 Mayor Rhys Williams - Local Legend Presentation - Vicki Pollard presented at Breakfast of Champions on Wednesday 22 May 2024.

15. DECLARATION OF INTERESTS

15.1 Mayor Williams declared an impartiality interest in Minute Item G.9/05/24 Regional Extended Trading Package & Short-Term Extended Trading Council Policy because he received support in his 2021 Mayor campaign by local retailers displaying posters in their shopfronts and will consider items on their merits.

CONFIRMED

15.2 Councillor A Zilani declared an impartiality interest in Minute ItemG.9/05/24 Regional Extended Trading Package & Short-Term Extended Trading Council Policy due to his past association with the Vicinity Centres (Mandurah Forum and Halls Head shopping centre and Lakelands shopping centre) during his Mayoral campaign and will consider the matter on its merits.

15.3 Councillor J Cumberworth declared an indirect financial interest in Minute Item G.7/05/24 Peel Chamber of Commerce & Industry Service Agreement and Policy Update due to being an employee of a company that is a member of the Peel Chamber of Commerce and Industry.

16. QUESTIONS FROM ELECTED MEMBERS

Questions of which due notice has been given.

Nil

Questions of which notice has not been given.

16.1 COUNCILLOR R BURNS: YALGORUP NATIONAL PARK

Question 1

With respect to the Yalgorup National Park Concept Plan, is the Tims Thicket to White Hills BAMP a final version (page 328 of the Agenda)?

City of Mandurah Response

Question taken on notice.

Question 2

With respect to the potential beach access closures as depicted in the Yalgorup National Park Concept Master Plan, if the community would like to seek to provide further input or convey opposition, would there be an opportunity to do so in the future?

City of Mandurah Response

Question taken on notice.

Question 3

Will the City be seeking to actively consult the community regarding any proposed permanent beach access restrictions in the future.

City of Mandurah Response

Question taken on notice.

CONFIRMED

16.2 COUNCILLOR D WILKINS: SOUNDWALLS

Question 1

Has the City received an update from Main Roads or the contractor in relation to the proposed extension of the noise walls associated with the Mandurah Estuary Bridge Duplication Project?

City of Mandurah Response

The Director Built and Natural Environment responded that there had been no update from Main Roads Western Australia or the contractor (Georgiou Group) in relation to the proposed extension of the noise walls to be constructed as part of the Mandurah Estuary Bridge Duplication Project. City officers will provide Elected Members with an update when further information is available.

16.3 COUNCILLOR D SCHUMACHER: HOME OF THE MANDURAH MUSTANGS

Question 1

Can the City give an update with regards to a home for the Mandurah Mustangs?

City of Mandurah Response

The Director Place and Community advised that there is no update at the current time and Mustangs have access to Rushton Main, Rushton North and Rushton Park Pavilion.

CONFIRMED

17. BUSINESS LEFT OVER FROM PREVIOUS MEETING

Nil.

18. RECOMMENDATIONS OF COMMITTEES

Nil

Due to technical difficulties Councillor Knight was unable to participate in the first part of the Council Meeting.

The Mayor announced that Cr Knight could be confirmed as attending online and was able to follow and participate in the meeting as it progressed at 6.09pm. Councillor Knight was confirmed as having joined the meeting electronically at this time.

19. REPORTS

G.4/05/24 CITY CENTRE MASTER PLAN AND PARKING PLAN – FINAL APPROVAL – REPORT 1

Summary

In November 2023, Council adopted the City Centre Master Plan and the City Centre Parking Plan for the purposes of advertising.

An extended consultation period was open from November 2023 to March 2024 to allow the opportunity for stakeholders and the broader community to provide comment on the draft plans.

The feedback received has resulted in a number of modifications being made to both the Master Plan and Parking Plan text documents, plans, and implementation tables, to add to, refine and solidify many of the initiatives, actions and outcomes.

It is recommended that Council endorse the modified versions of the City Centre Master Plan and the City Centre Parking Plan for final approval and note the specific priority projects for detailed design and delivery in the next two financial years, as listed in the recommendation.

Officer Recommendation

That Council:

1. Adopts the City Centre Master Plan (as detailed in Attachment 1.1) dated May 2024 (Version 3) and City Centre Parking Plan (as detailed in Attachment 1.2) dated May 2024 (Version 3) for final approval.

2. Notes the following listed City Centre Master Plan and Parking Plan priority projects for detailed design and delivery in the next two financial years, and to be incorporated in the Corporate Business Plan.

Master Plan / Parking Plan Reference	*Project*	*Timing and Current Status*
Activity		
Master Plan Action A2.1	*Needs Analysis/Business Case and Concept Plan for Central Mandurah Library and Learning Facility*	*Project Commenced*
Master Plan Action A4.3	*Finalise the Western Foreshore Leisure Precinct Master Plan and Implementation Plan*	*Project Commenced*
Master Plan Action A4.6 and Parking Plan Action 3.1 and 3.2	*Detailed design for the upgrade of Mewburn Car Park and George Robinson Gardens*	*2024/25 (Design);* *Delivery Subject to LTFP Review*
Master Plan Action A4.7	*Finalise the Waterways Waterfront Master Plan*	*Engagement Underway*

CONFIRMED

Character		
Master Plan Action C1.1 and Parking Plan Action 1.1 and 1.4	*Detailed design and Implementation of City Centre Signage Manual (with focus on car park entry signage and parking specific signage)*	*2024/25 (Design); Delivery Subject to LTFP Review*
Master Plan Action C2.3	*Mandurah Strategic Centre Structure Plan to incorporate Built Form Design Guidelines*	*2024/25*
Movement		
Master Plan Action M1.1	*City Centre Streetscape Concept Plan*	*2024/25 (Design)*
Master Plan Action M1.2	*Mandurah Terrace South (Pinjarra Road to Gibson Street)*	*2025/26 (Delivery)*
Parking Plan Action 2.1 to 2.7	*Timed Parking Changes;*	*Subject to Eastern Foreshore Works*
Parking Plan 6.3	*Design and delivery of on and off-street parking to service the Western Foreshore Leisure Precinct*	*2024/25 (Design) 2025/26 (Stage 1 Delivery)*
Parking Plan Action 7.1	*Installation of in-ground sensors*	*2024/25*

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor B Pond

That Council:

1. **Adopts the City Centre Master Plan (as detailed in Attachment 1.1) dated May 2024 (Version 3) and City Centre Parking Plan (as detailed in Attachment 1.2) dated May 2024 (Version 3) for final approval.**

2. **Notes the following listed City Centre Master Plan and Parking Plan priority projects for detailed design and delivery in the next two financial years, and to be incorporated in the Corporate Business Plan:**

Master Plan / Parking Plan Reference	***Project***	***Timing and Current Status***
Activity		
Master Plan Action A2.1	***Needs Analysis/Business Case and Concept Plan for Central Mandurah Library and Learning Facility***	***Project Commenced***
Master Plan Action A4.3	***Finalise the Western Foreshore Leisure Precinct Master Plan and Implementation Plan***	***Project Commenced***

CONFIRMED

Master Plan Action A4.6 and Parking Plan Action 3.1 and 3.2	***Detailed design for the upgrade of Mewburn Car Park and George Robinson Gardens***	***2024/25 (Design);*** ***Delivery Subject to LTFP Review***
Master Plan Action A4.7	***Finalise the Waterways Waterfront Master Plan***	***Engagement Underway***
Character		
Master Plan Action C1.1 and Parking Plan Action 1.1 and 1.4	***Detailed design and Implementation of City Centre Signage Manual (with focus on car park entry signage and parking specific signage)***	***2024/25 (Design);*** ***Delivery Subject to LTFP Review***
Master Plan Action C2.3	***Mandurah Strategic Centre Structure Plan to incorporate Built Form Design Guidelines***	***2024/25***
Movement		
Master Plan Action M1.1	***City Centre Streetscape Concept Plan***	***2024/25 (Design)***
Master Plan Action M1.2	***Mandurah Terrace South (Pinjarra Road to Gibson Street)***	***2025/26 (Delivery)***
Parking Plan Action 2.1 to 2.7	***Timed Parking Changes;***	***Subject to Eastern Foreshore Works***
Parking Plan 6.3	***Design and delivery of on and off-street parking to service the Western Foreshore Leisure Precinct***	***2024/25 (Design)*** ***2025/26 (Stage 1 Delivery)***
Parking Plan Action 7.1	***Installation of in-ground sensors***	***2024/25***

CARRIED: 13/0

FOR: Cr P Rogers, Cr B Pond, Mayor R Williams, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr R Burns

AGAINST: Nil

G5/05/24 CITY CENTRE MASTER PLAN: WESTERN FORESHORE LEISURE PRECINCT – ADOPT FOR ADVERTISING – REPORT 2

Summary

In February 2019, Council adopted the Western Foreshore Recreation Precinct Concept Plan, in conjunction with concept plans prepared for Eastern Foreshore South Precinct; Eastern Foreshore North Precinct and Smart Street Mall under the 'City Centre Waterfront' project. This Concept Plan included a Site Context, Place Planning, and Infrastructure Focus Plan ('Site Context Plan') for the entire Western Foreshore site; and a more detailed plan for the Recreation Precinct, which culminated in the delivery of the new Skate Park, Koolaanga Waabiny Playground and associated landscaping works.

CONFIRMED

Consistent with the Site Context Plan, which identified a core part of the Western Foreshore as having future opportunities for commercial development, an Expression of Interest process was undertaken in 2022 for this part of the Western Foreshore.

Council adopted the City Centre Master Plan and City Centre Parking Plan for advertising in November 2023. The City Centre Master Plan has been developed to review and reset the vision for the City Centre and surrounds, and to direct future public and private investment.

The Western Foreshore Leisure Precinct has been identified as a Key Project Area within the City Centre Master Plan. It arose from the engagement undertaken for the City Centre Master Plan in early 2024 and to reflect design updates from the City Centre Waterfront project areas, to ensure a consistent and coordinated approach to various plans, projects, and initiatives.

As a result of Action A4.3 of the Master Plan, a revised and updated Master Plan for the entire precinct as the Western Foreshore Leisure Precinct as a fully integrated plan reflecting completed projects, such as the War Memorial, Skate Park, Meeting Place Public Artwork and Koolaanga Waabiny Playground with the remainder of the precinct such as improvements to the recreation and event space, path networks, foreshore recreation, parking locations, redefined commercial site and over water opportunities.

It is recommended that Council adopt this plan for advertising and broad community engagement to guide further detailed design and development for the key components of the plan.

Officer Recommendation

1. Adopts the Western Foreshore Leisure Precinct Concept Plan (V11 Dated May 2024) for the purposes of advertising and community engagement.

2. Notes the significant level of community engagement that will be undertaken for the Western Foreshore Leisure Precinct Master Plan that will be for a minimum of 8 weeks in conjunction with a proposed Major Land Transaction for the Western Foreshore Commercial Site with a report on the outcomes of the engagement and final Master Plan to be presented to Council in August 2024.

Council Resolution

MOTION
Moved: Cr Schumacher
Seconded: Cr Wilkins

That Council:

1. **Adopts the Western Foreshore Leisure Precinct Concept Plan (V11 Dated May 2024) for the purposes of advertising and community engagement.**

2. **Notes the significant level of community engagement that will be undertaken for the Western Foreshore Leisure Precinct Master Plan that will be for a minimum of 8 weeks in conjunction with a proposed Major Land Transaction for the Western Foreshore Commercial Site with a report on the outcomes of the engagement and final Master Plan to be presented to Council in August 2024.**

CONFIRMED

CARRIED: 12/1

FOR: Cr D Schumacher, Cr D Wilkins, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr S Wright, Cr C Knight, Cr P Jackson, Cr P Rogers, Cr R Burns
AGAINST: Cr A Zilani

G.6/05/24 MAJOR LAND TRANSACTION – REPORT 3

Summary

The City of Mandurah (the City) is proposing to enter into a sublease with Left Coast Leisure Group Pty Ltd for a portion of:

- Lot 1561 on Deposited Plan 209268 in Certificate of Crown Land Title Volume LR3014 Folio 635; and
- Lot 500 on Deposited Plan 404353 in Certificate of Crown Land Title Volume LR3165 Folio 486, 25 Leighton Place, Mandurah.

Due to the total value of the land transaction being more than the prescribed amount of $10 million, the transaction is deemed a Major Land Transaction in accordance with the *Local Government Act 1995* (the Act*).* A Major Land Transaction requires the preparation of a business plan to meet the requirement under Section 3.58 and Section 3.59 of the Act including the requirement to advertise by Statewide notice.

Council is now requested to endorse the Western Foreshore Commercial Site Business Plan (Business Plan) (Attachment 3.1), inviting submissions from the community, and interested stakeholders. Following this advertising process, all submissions will be presented to Council for consideration prior to Council making a decision.

Council is also requested to approve the Chief Executive Officer to enter into a Key Terms Agreement with Left Coast Leisure Group as detailed in Attachment 3.2, which is subject to Major Land Transaction process and approval of the State Government for the land excision.

CONFIRMED

Officer Recommendation

That Council:

1. Authorise the CEO to enter into the Key Terms Agreement with Left Coast Leisure Group as detailed in Attachment 3.2, which is subject to Major Land Transaction process and approval of the State Government for the land excision.

2. Approves the Major Land Transaction Business Plan as per Attachment 3.1 for statewide public notice as per section 3.59 of the Local Government Act 1995, to invite and consider submissions on the Business Plan before Council considers whether to enter into a major land transaction under sections 3.58 and 3.59 of the Local Government Act 1995.

3. Note that a further report will be presented to Council following Statewide public notice period.

Council Resolution

MOTION
Moved: Mayor R Williams
Seconded: Councillor B Pond

That Council:

1. **Authorise the CEO to enter into the Key Terms Agreement with Left Coast Leisure Group as detailed in Attachment 3.2, which is subject to Major Land Transaction process and approval of the State Government for the land excision.**

2. **Approves the Major Land Transaction Business Plan as per Attachment 3.1 for statewide public notice as per section 3.59 of the Local Government Act 1995, to invite and consider submissions on the Business Plan before Council considers whether to enter into a major land transaction under sections 3.58 and 3.59 of the *Local Government Act 1995*.**

3. **Note that a further report will be presented to Council following Statewide public notice period.**

CARRIED: 13/0

FOR: Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr P Rogers, Cr R Burns
AGAINST: Nil

Councillor J Cumberworth declared a financial interest and left the Chamber at 6.37pm

G.7/05/24 PEEL CHAMBER OF COMMERCE & INDUSTRY SERVICE AGREEMENT AND POLICY UPDATE – REPORT 4

Summary

The Peel Chamber of Commerce & Industry Inc (PCCI) has supported the business community and broader community in the Peel region since 1960.

The City has provided funding to PCCI for a number of years and for a variety of purposes, and now seeks endorsement from Council for the CEO to negotiate and enter into a new service agreement for the services detailed below.

This is proposed to be a multi-year, milestone-oriented Service Agreement, encompassing the following services for the new period:

1. Platinum Partnership membership level (continuing)
2. Annual Awards Event/ Category Sponsorship (continuing)
3. Additional Business Community Event Sponsorship (new)
4. Local business advertising support for wayfinding purposes (new - with an associated minor amendment to the Advertising in Road Reserves Policy)

CONFIRMED

Officer Recommendation

That Council:

1 Endorse the Chief Executive Officer to negotiate and finalise a Service Agreement with PCCI on the basis outlined in this report.

2 Endorse the proposed amendments to the Advertising in Road Reserves Council Policy as detailed in Attachment 4.1, in support of the above.

Council Resolution

MOTION
Moved: Councillor D Schumacher
Seconded: Councillor D Wilkins

1 Endorse the Chief Executive Officer to negotiate and finalise a Service Agreement with PCCI on the basis outlined in this report.

2 Endorse the proposed amendments to the Advertising in Road Reserves Council Policy as detailed in Attachment 4.1, in support of the above.

CARRIED: 12/0

FOR: Cr D Schumacher, Cr D Wilkins, Mayor R Williams, Cr B Pond, Cr J Smith, Cr A Kearns, Cr S Wright, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr P Rogers, Cr R Burns
AGAINST: Nil

Councillor J Cumberworth re-entered the Chamber at 6.40pm

G.8/05/24 COMMUNITY SAFETY STRATEGY 2024 – 2029 – REPORT 5

Summary

The City of Mandurah has prepared a draft Community Safety Strategy 2024-2029 (the Strategy) intended to guide the City's decision-making, resourcing, and initiatives towards safer neighbourhoods over the next five years. The Strategy is the culmination of extensive research and engagement and adopts a placed-based community development approach. It emphasises sustainable, holistic approaches to safety, informed by community needs. Key themes identified through extensive engagement activities include hooning, CCTV, graffiti and increasing police presence.

The City's former Community Safety and Crime Prevention Strategy 2017-2022 delivered various achievements including Community Safety programs and strategies, collaborations with Police, state government agencies, the community sector and improvements in CCTV, lighting, and other infrastructure.

CONFIRMED

The new Strategy focuses on partnerships, place, and people, aiming to articulate the City's role, advocate for resources and prioritise community-based projects. It includes initiatives that build knowledge and capacity such as the proposed Safety Incentive Scheme and increased support for vulnerable residents.

The draft Community Safety Strategy 2024-2029 (as per Attachment 1) is presented to Council for approval to advertise for public comment.

Officer Recommendation

That Council:

1. Approves the Draft Community Safety Strategy 2024-2029 for advertising for a minimum period of four weeks.

Council Resolution

MOTION
Moved: Councillor A Kearns
Seconded: Councillor J Smith

That Council:

1. **Approves the Draft Community Safety Strategy 2024-2029 for advertising for a minimum period of four weeks.**

CARRIED: 10/3

FOR: Cr A Kearns, Cr J Smith, Mayor R Williams, Cr B Pond, Cr J Cumberworth, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr P Rogers,
AGAINST: Councillor R Burns, Councillor A Zilani, Councillor D Schumacher

CONFIRMED

G.9/05/24 REGIONAL EXTENDED TRADING PACKAGE AND SHORT-TERM EXTENDED TRADING COUNCIL POLICY – REPORT 6

Summary

Council is requested to consider a new Council Policy (Regional Extended Trading Package Short-Term Extended Trading Council Policy) that authorises the Chief Executive Officer to accept or not accept a variation to general retail trading hours from the Minister for Commerce via the Department Consumer Protection for the Christmas/ New year period each year, and for the following year public holidays.

Retail trading hours are regulated by the WA Department for Commerce under the *Retail Trading Hours Act 1987*. Retail Trading Hours in Mandurah are in accordance with *Retail Trading Hours (City of Mandurah) Variation order 2022.*

The historical practice from the Minister for Commerce via the Department Consumer Protection is to annually establish a 'package' of retail trading extensions for the Perth metropolitan area for the period preceding and immediately after Christmas/New Year and public holidays for the following year. In the Perth Metropolitan area these extensions come into force without any need for action on behalf of the affected local governments.

In recent years the Minister has also agreed to retail trading extensions ('Regional Extended Trading Package', or 'the package') being offered to regional local government authorities, that is based on the standard metropolitan area trading hours. Regional local government authorities that choose to accept this package are requested to notify the Department of Mines, Industry Regulation and Safety – Consumer Protection of their decision by return email and no further action is required.

Council is requested to consider the adoption of Regional Extended Trading Package Short-Term Extended Trading Council Policy (refer Attachment 6.1) in order to authorise the CEO to efficiently take the necessary action each year.

Officer Recommendation

That Council endorse the Regional Extended Trading Package Short-Term Extended Trading Council Policy as detailed in Attachment 6.1.

Council Resolution

MOTION
Moved: Councillor J Cumberworth
Seconded: Councillor S Wright

That Council endorse the Regional Extended Trading Package Short-Term Extended Trading Council Policy as detailed in Attachment 6.1.

CARRIED: 13/0

FOR: Cr J Cumberworth, Cr S Wright, Mayor R Williams, Cr B Pond, Cr J Smith, Cr A Kearns, Cr D Wilkins, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr P Rogers, Cr R Burns

AGAINST: Nil

CONFIRMED

G.10/05/24 YALGORUP NATIONAL PARK ECO-TOURISM DEVELOPMENT – CONCEPT MASTER PLAN – REPORT 7

Summary

In November 2020, Council endorsed the Yalgorup National Park Recreational Master Plan (Plan). The plan was developed by the Department of Biodiversity Conservation & Attraction (DBCA) in partnership with the City of Mandurah and identified key challenges in the future activation of the park as well as a number of potential opportunities aimed at creating a unique ecotourism visitor experience. The plan listed six (6) key actions for investigation and was intended as a working document with furthermore detailed planning required.

In March 2021, the WA State Government committed $2 million towards the first stage of the Yalgorup National Park Eco-Tourism Development Project. The funding was aimed at progressing the next stage of detailed planning, to construct a new northern access road into the park, and to commence early development of tourism infrastructure within the park.

In collaboration with DBCA, the Peel Development Commission (PDC), Visit Mandurah and the Shire of Waroona, the City has facilitated the next phase in the eco-tourism development planning for the park with the completion of the Yalgorup National Park Concept Master Plan.

The purpose of the Yalgorup National Park Concept Master Plan is to;

- identify, plan and deliver infrastructure for the sustainable development of eco-tourism opportunities on landholdings within and immediately adjacent to Yalgorup National Park,
- to promote the growth of local tourism product(s), and
- to support improved economic and employment outcomes and recreational opportunities for the community.

The plan will be used to guide detailed infrastructure planning within the park and support advocacy for State and Federal funding requests to realise the key projects within each of the precinct areas.

Council is requested to endorse the Yalgorup National Park Concept Master Plan (as detailed in Attachment 8.1) as the guiding document for the delivery of sustainable eco-tourism opportunities for the park, note the progress being made in establishing Yalgorup National Park as a future eco-tourism destination, and to approve the Plan to be used as an advocacy tool to seek State and Federal Government funding to progress projects identified in the Plan.

CONFIRMED

Officer Recommendation

That Council:

1. Endorses the Yalgorup National Park Concept Master Plan (as detailed in Attachment 7.1) as the guiding document for the delivery of infrastructure for the sustainable development of eco-tourism opportunities in and adjacent to Yalgorup National Park.

2. Notes the progress being made to establish Yalgorup National Park as an important future eco-tourism destination for Mandurah and the Peel region.

3. Approve the Yalgorup National Park Concept Master Plan to be used as a key advocacy tool to seek State and Federal Government funding support to progress identified projects and realise the outcomes of the plan.

Council Resolution

MOTION
Moved: Councillor J Cumberworth
Seconded: Councillor B Pond

That Council:

1. **Endorses the Yalgorup National Park Concept Master Plan (as detailed in Attachment 7.1) as the guiding document for the delivery of infrastructure for the sustainable development of eco-tourism opportunities in and adjacent to Yalgorup National Park.**

2. **Notes the progress being made to establish Yalgorup National Park as an important future eco-tourism destination for Mandurah and the Peel region.**

3. **Approve the Yalgorup National Park Concept Master Plan to be used as a key advocacy tool to seek State and Federal Government funding support to progress identified projects and realise the outcomes of the plan.**

CARRIED: 13/0

FOR: Cr J Cumberworth, Cr B Pond, Mayor R Williams, Cr J Smith, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr P Rogers, Cr R Burns

AGAINST: Nil

CONFIRMED

G.11/05/24 FINANCE REPORT APRIL 2024 – REPORT 8

Summary

The Financial Report for April 2024 together with associated commentaries, notes on investments, balance sheet information and the schedule of accounts are presented for Elected Members' consideration.

Officer Recommendation

That Council:

1. Receives the Financial Report for April 2024 as detailed in Attachment 8.1 of the report.

2. Receives the Schedule of Accounts for the following amounts as detailed in Attachment 8.2 of the report:

Total Municipal Fund	$ 6,874,093.50
Total Trust Fund	$ 0.00
	$ 6,874,093.50

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor A Kearns

That Council:

1. **Receives the Financial Report for April 2024 as detailed in Attachment 8.1 of the report.**

2. **Receives the Schedule of Accounts for the following amounts as detailed in Attachment 8.2 of the report:**

Total Municipal Fund	**$ 6,874,093.50**
Total Trust Fund	**$ 0.00**
	$ 6,874,093.50

CARRIED WITH ABSOLUTE MAJORITY: 13/0

FOR: Cr P Rogers, Cr A Kearns, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr R Burns

AGAINST: Nil

CONFIRMED

G.12/05/24 STANDARDISED MEETING PROCEDURES SUBMISSION – REPORT 9

Summary

The State Government is introducing reforms to the *Local Government Act 1995* (the Act) with the aim to enhance transparency and accountability in local government. As part of these reforms, standardising council and committee procedures has been proposed.

A consistent approach to all Local Government Council and Committee Meetings will be established, claiming that the changes will make it easier and simpler for people to participate and observe Council meetings, regardless of the location of the meeting. The Department of Local Government Sport and Cultural Industries (DLGSC) is requesting feedback from local governments and the community on its proposals.

Following an Elected Member workshop on the Standardised Meeting Procedures, Council is now requested to endorse the City of Mandurah (the City's) Standardised Meeting Procedures Submission (refer Attachment X.1) to the DLGSC by 29 May 2024.

Officer Recommendation

That Council:

1. Endorse the City of Mandurah Standardised Meeting Procedures Submission as detailed in Attachment 10.1.

2. Authorise the Chief Executive Officer to lodge the City of Mandurah Standardised Meeting Procedures to the Department Local Government Sport and Cultural Industries.

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor J Cumberworth

1. **Endorse the City of Mandurah Standardised Meeting Procedures Submission as detailed in Attachment 10.1.**

2. **Authorise the Chief Executive Officer to lodge the City of Mandurah Standardised Meeting Procedures to the Department Local Government Sport and Cultural Industries.**

AMENDMENT
Moved: Councillor D Schumacher
Seconded: Councillor A Zilani

1. **Endorse the City of Mandurah Standardised Meeting Procedures Submission as detailed in Attachment 10.1 with the following amendments:**
   Question 23 Council support questions to be provided with and without notice.
   Question 24 Council requests that clarifying questions during debate can be asked without approval from the presiding member.

CARRIED: 13/0

FOR: Cr D Schumacher, Cr A Zilani, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr P Rogers, Cr R Burns
AGAINST: Nil

AMENDMENT
Moved: Councillor A Zilani
Seconded: Mayor R Williams

1. Endorse the City of Mandurah Standardised Meeting Procedures Submission as detailed in Attachment 10.1 with the following amendments: Question 18 Alternative Motions must be presented and debated prior to an Officers Recommendation.

MOTION LOST: 2/11

FOR: Cr A Zilani, Cr R Burns
AGAINST: Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr D Schumacher, Cr P Rogers,

AMENDMENT
Moved: Councillor R Burns
Seconded: Councillor A Zilani

CONFIRMED

1. Endorse the City of Mandurah Standardised Meeting Procedures Submission as detailed in Attachment 10.1 with the following amendments: Question 18 Alternative Motions must be presented and debated prior to an Officers Recommendation should the proposed alternative be received within a determined notice period.

MOTION LOST: 3/10

FOR: Cr J Cumberworth, Cr A Zilani, Cr R Burns
AGAINST: Mayor R Williams, Cr B Pond, Cr J Smith, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr D Schumacher, Cr P Rogers,

SUBSTANTIVE MOTION

1. **Endorse the City of Mandurah Standardised Meeting Procedures Submission as detailed in Attachment 10.1 with the following amendments:**
   Question 23 Council support questions to be provided with and without notice
   Question 24 Council requests that clarifying questions during debate can be asked without approval from the presiding member.

2. **Authorise the Chief Executive Officer to lodge the City of Mandurah Standardised Meeting Procedures to the Department Local Government Sport and Cultural Industries.**

CARRIED: 13/0

FOR: Cr D Schumacher, Cr A Zilani, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr P Rogers, Cr R Burns
AGAINST: Nil

G.13/05/24 ANNUAL REVIEW REGISTER OF DELEGATED AUTHORITY – REPORT 10

Summary

In accordance with section 5.46 of the *Local Government Act 1995* (the Act), the City of Mandurah (the City) is required to undertake a review of its delegations at least once every financial year.

In conducting the 2023-2024 Delegated Authority review, Governance Services primarily sought to determine, in consultation with City officers, that each delegation remains current and effective.

The review of the City's current delegations resulted in recommendations that 8 Council to CEO delegations (Council Delegations) be amended and re-adopted indefinitely, that one delegation be revoked, one new delegation be adopted and that the remaining delegations be re-adopted indefinitely with no changes.

It is recommended that Council endorse the 2023-2024 Delegated Authority Review – Council Delegations (Attachment 11.1).

CONFIRMED

Officer Recommendation

That Council:

1. Adopts the 2023-2024 Annual Review of Delegated Authority as its own review for the purposes of section 5.46 of the *Local Government Act 1995* for the 2023-2024 financial year.

2. Adopts the following delegations indefinitely, with proposed amendments, as per Attachment 11.1:
   - DA-BUI 05 Private Swimming Pool Safety Barriers
   - DA-CNP 02 Disposing of Property
   - DA-CPM 06 Tenders for Goods and Services – Exempt Procurement
   - DA-EMS 01 Bush Fires Act 1954 - Variations to Burning Times
   - DA-EMS 03 Bush Fires Act 1954 - Prosecution
   - DA-LOC 02 Alfresco Dining Permits
   - DA-LWE 01 Prosecutions/Recovery of Unpaid Rates, Service Charges, Fees and Charges
   - DA-PAD 02 Development Application (excluding Single Houses)

3. Readopts the remaining delegations indefinitely, with no amendments, as per Attachment 11.2:
   - DA-BUI 01 Building and Demolition Permits
   - DA-BUI 02 Occupancy Permits and Building Approval Certificates
   - DA-BUI 03 Building Orders
   - DA-BUI 04 Smoke Alarms - Alternative Solutions
   - DA-CMS 03 Cat Act 2011
   - DA-CMS 04 Dog Act 1976
   - DA-CPM 02 Invite Expressions of Interests and Tenders;
   - DA-CPM 04 Rejecting and Accepting Expressions of Interests and Tenders; Variation Before Contract;
   - DA-CPM 05 Varying Contracts and Exercising of Interests and Tenders; Variation Before Contract
   - DA-EMS 02 Bush Fires Act 1954 – General
   - DA-FCM 02 Payments from Municipal Funds or Trust Funds
   - DA-FCM 03 Investment of Funds
   - DA-FCM 04 Non-Rateable Status for Land
   - DA-FCM 06 Defer, Grant Concessions for, or Waive Fees or Write off Debts
   - DA-FCM 07 Payment Arrangements for Unpaid Rates and Service Charges and Other Debtors
   - DA-GVN 06 Revoking Suspension of Decisions under Objection
   - DA-LUP 01 Private Works on, over or under Public Places
   - DA LUP 02 Public Thoroughfare – Dangerous Excavations
   - DA-LUP 03 Obstruction of Footpaths and Thoroughfares;
   - DA-LUP 04 Crossing – Construction, Repair and Removal
   - DA-LWE 02 Directions in Relation to Development Matters
   - DA-LWE 03 Action, notices, proceedings, prosecutions and withdrawals – any other written law
   - DA-LWE 06 Disposal of Impounded Goods/Vehicles
   - DA-LWE 07 Authorised Officers/Persons
   - DA-LWE 09 Graffiti Vandalism
   - DA-LWE 10 Disposal of Sick or Injured Impounded Animals
   - DA-LOC 01 Trading Permits

CONFIRMED

- DA LOC 03 City of Mandurah Local Laws - Administration
- DA-PAD 03 Structure Plans
- DA-PAD 04 Local Development Plans
- DA-PBH 03 Food Act 2008
- DA-PBH 04 Food Act 2008 – Appointments
- DA-PBH 10 Public Health Act 2016 - Functions of an Enforcement Agency
- DA-PBH 11 Public Health Act 2016 - Reports by Enforcement Agency
- DA-PBH 12 Health (Asbestos) Regulations – Enforcement
- DA-TFT 01 Parking Administration
- DA-TFT 02 Closing of Certain Thoroughfares to Vehicles

4. Revokes delegation DA PAD 01 Development Applications for Single Houses, as per Attachment 11.3 as at 1 July 2024.

5. Adopts new proposed delegation DA-LWE 11 Authorised Persons to Perform Specified Functions Under the *Local Government Act 1995* indefinitely, as per Attachment 11.4.

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor P Jackson

That Council:

1. **Adopts the 2023-2024 Annual Review of Delegated Authority as its own review for the purposes of section 5.46 of the *Local Government Act 1995* for the 2023-2024 financial year.**

2. **Adopts the following delegations indefinitely, with proposed amendments, as per Attachment 11.1:**
   - **DA-BUI 05 Private Swimming Pool Safety Barriers with minor administrative amendment to function one amending 'there' to 'they'.**
   - **DA-CNP 02 Disposing of Property**
   - **DA-CPM 06 Tenders for Goods and Services – Exempt Procurement**
   - **DA-EMS 01 Bush Fires Act 1954 - Variations to Burning Times**
   - **DA-EMS 03 Bush Fires Act 1954 - Prosecution**
   - **DA-LOC 02 Alfresco Dining Permits**
   - **DA-LWE 01 Prosecutions/Recovery of Unpaid Rates, Service Charges, Fees and Charges**
   - **DA-PAD 02 Development Application (excluding Single Houses)**

3. **Readopts the remaining delegations indefinitely, with no amendments, as per Attachment 11.2:**
   - **DA-BUI 01 Building and Demolition Permits**
   - **DA-BUI 02 Occupancy Permits and Building Approval Certificates**
   - **DA-BUI 03 Building Orders**
   - **DA-BUI 04 Smoke Alarms - Alternative Solutions**
   - **DA-CMS 03 Cat Act 2011**
   - **DA-CMS 04 Dog Act 1976**
   - **DA-CPM 02 Invite Expressions of Interests and Tenders;**
   - **DA-CPM 04 Rejecting and Accepting Expressions of Interests and Tenders; Variation Before Contract;**

CONFIRMED

- **DA-CPM 05 Varying Contracts and Exercising of Interests and Tenders; Variation Before Contract**
- **DA-EMS 02 Bush Fires Act 1954 – General**
- **DA-FCM 02 Payments from Municipal Funds or Trust Funds**
- **DA-FCM 03 Investment of Funds**
- **DA-FCM 04 Non-Rateable Status for Land**
- **DA-FCM 06 Defer, Grant Concessions for, or Waive Fees or Write off Debts**
- **DA-FCM 07 Payment Arrangements for Unpaid Rates and Service Charges and Other Debtors**
- **DA-GVN 06 Revoking Suspension of Decisions under Objection**
- **DA-LUP 01 Private Works on, over or under Public Places**
- **DA LUP 02 Public Thoroughfare – Dangerous Excavations**
- **DA-LUP 03 Obstruction of Footpaths and Thoroughfares;**
- **DA-LUP 04 Crossing – Construction, Repair and Removal**
- **DA-LWE 02 Directions in Relation to Development Matters**
- **DA-LWE 03 Action, notices, proceedings, prosecutions and withdrawals – any other written law**
- **DA-LWE 06 Disposal of Impounded Goods/Vehicles**
- **DA-LWE 07 Authorised Officers/Persons**
- **DA-LWE 09 Graffiti Vandalism**
- **DA-LWE 10 Disposal of Sick or Injured Impounded Animals**
- **DA-LOC 01 Trading Permits**
- **DA LOC 03 City of Mandurah Local Laws - Administration**
- **DA-PAD 03 Structure Plans**
- **DA-PAD 04 Local Development Plans**
- **DA-PBH 03 Food Act 2008**
- **DA-PBH 04 Food Act 2008 – Appointments**
- **DA-PBH 10 Public Health Act 2016 - Functions of an Enforcement Agency**
- **DA-PBH 11 Public Health Act 2016 - Reports by Enforcement Agency**
- **DA-PBH 12 Health (Asbestos) Regulations – Enforcement**
- **DA-TFT 01 Parking Administration**
- **DA-TFT 02 Closing of Certain Thoroughfares to Vehicles**

4. **Revokes delegation DA PAD 01 Development Applications for Single Houses, as per Attachment 11.3 as at 1 July 2024.**

5. **Adopts new proposed delegation DA-LWE 11 Authorised Persons to Perform Specified Functions Under the *Local Government Act 1995* indefinitely, as per Attachment 11.4.**

CARRIED WITH ABSOLUTE MAJORITY: 13/0

FOR: Cr P Rogers, Cr P Jackson, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr A Kearns, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr A Zilani, Cr D Schumacher, Cr R Burns
AGAINST: Nil

Note: Council resolution was changed in resolution point delegation reference DA-BUI 05 Private Swimming Pool Safety Barriers to add to resolution with minor administrative amendment to function one amending ‘there’ to ‘they’.

CONFIRMED

G.14/05/24 TENDER T03-2024 – MINOR BUILDING WORKS – REPORT 11

Summary

The City of Mandurah (the City) sought a suitably qualified and experienced Contractor to perform minor building works. The scope of work is limited to minor new building works, maintenance and refurbishments not exceeding $500,000.00 ex GST.

Officer Recommendation

That Council:

1. Accepts Hoskins Investments Pty Ltd ATF M R Hoskins Family Trust T/A A E Hoskins Building Services as the preferred tenderer for Tender T03-2024 for Minor Building Works for a period of two years with one option to extend at the Principal's discretion for an additional two years to a total possible term of four years for the estimated total spend of $9,837,857.04 exclusive of GST offered as the most advantageous.

2. Approves the Chief Executive Officer to undertake contract negotiations prior to contract entry.

Council Resolution

MOTION
Moved: Mayor R Williams
Seconded: Councillor A Kearns

That Council:

1. **Accepts Hoskins Investments Pty Ltd ATF M R Hoskins Family Trust T/A A E Hoskins Building Services as the preferred tenderer for Tender T03-2024 for Minor Building Works for a period of two years with one option to extend at the Principal's discretion for an additional two years to a total possible term of four years for the estimated total spend of $9,837,857.04 exclusive of GST offered as the most advantageous.**

2. **Approves the Chief Executive Officer to undertake contract negotiations prior to contract entry.**

CARRIED: 13/0

FOR: Mayor R Williams, Cr A Kearns, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr D Wilkins, Cr S Wright, Cr C Knight, Cr P Jackson, Cr A Zilani, Cr D Schumacher, Cr P Rogers, Cr R Burns
AGAINST: Nil

20. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Nil

CONFIRMED

21. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

Nil

22. LATE AND URGENT BUSINESS ITEMS

Nil

23. CONFIDENTIAL ITEMS

Nil

24. CLOSE OF MEETING

There being no further business, the Mayor declared the meeting closed at 7.40pm.

CONFIRMED

CONFIRMED …….. (MAYOR)

Attachments to Council Minutes:
28 May 2024 Council Reports

CONFIRMED

CITY OF MANDURAH

NOTICE OF MEETING

ORDINARY COUNCIL

Members of Council are advised that a meeting will be held in the Council Chambers 83 Mandurah Terrace, Mandurah on:

Tuesday 28 May at 5.30pm

CASEY MIHOVILOVICH
Chief Executive Officer
24 May 2024

AGENDA

1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES

4. IMPORTANT NOTE

Members of the public are advised that any decisions made at the meeting tonight, can be revoked, pursuant to the *Local Government Act 1995*. Therefore, members of the public should not rely on any decisions until formal notification in writing by Council has been received.

5. ANSWERS TO QUESTIONS TAKEN ON NOTICE

6. AMENDMENT TO STANDING ORDERS

Modification to *Standing Orders Local Law 2016* - electronic attendance at meeting.

7. PUBLIC QUESTION TIME

Public Question time provides an opportunity for members of the public to ask a question of Council. For more information regarding Public Question Time please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

8. PUBLIC STATEMENT TIME

Any person or group wishing to make a Public Statement to Council regarding a matter concerning local government must complete an application form. For more information regarding Public Statement Time please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

9. LEAVE OF ABSENCE REQUESTS

10. PETITIONS

11. PRESENTATIONS

12. DEPUTATIONS

Any person or group wishing to make a Deputation to Council regarding a matter listed on this agenda for consideration must complete an application form. For more information regarding making a deputation please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

13. CONFIRMATION OF MINUTES

13.1 Ordinary Council Meeting: 23 April 2024

Minutes available on the City's website via mandurah.wa.gov.au/council/council-meetings/agendas-and-minutes

14. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

15. DECLARATIONS OF FINANCIAL, PROXIMITY AND IMPARTIALITY INTERESTS

16. QUESTIONS FROM ELECTED MEMBERS (WITHOUT DISCUSSION)

16.1 Questions of which due notice has been given

16.2 Questions of which notice has not been given

17. BUSINESS LEFT OVER FROM PREVIOUS MEETING

18. RECOMMENDATIONS OF COMMITTEES

19. REPORTS

No.	*Item*	*Page No*	*Note*
1	City Centre Master Plan and Parking Plan – Final Approval	4	
2	City Centre Master Plan - Western Foreshore Leisure Precinct – Adopt for Advertising	184	
3	Major Land Transaction	198	
4	Peel Chamber of Commerce & Industry Service Agreement and Policy Update	245	
5	Community Safety Strategy 2024 - 2029	253	
6	Regional Extended Trading Package and Short-Term Extended Trading Council Policy	290	
7	Yalgorup National Park Eco-Tourism Development – Concept Master Plan	299	
8	Finance Report April 2024	365	Absolute majority required
9	Standardised Meeting Procedures Submission	396	
10	Annual Review Register of Delegated Authority	421	Absolute majority required
11	Tender T03-2024 – Minor Building Works	484	Confidential attachment

20. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

21. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

22. LATE AND URGENT BUSINESS ITEMS

23. CONFIDENTIAL ITEMS

24. CLOSE OF MEETING

1	**SUBJECT:**	City Centre Master Plan and Parking Plan – Final Approval
	DIRECTOR:	Director, Strategy and Economic Development
	MEETING:	Council Meeting
	MEETING DATE:	28 May 2024

Summary

In November 2023, Council adopted the City Centre Master Plan and the City Centre Parking Plan for the purposes of advertising.

An extended consultation period was open from November 2023 to March 2024 to allow the opportunity for stakeholders and the broader community to provide comment on the draft plans.

The feedback received has resulted in a number of modifications being made to both the Master Plan and Parking Plan text documents, plans and implementation tables, to add to, refine and solidify many of the initiatives, actions and outcomes.

It is recommended that Council endorse the modified versions of the City Centre Master Plan and the City Centre Parking Plan for final approval and note the specific priority projects for detailed design and delivery in the next two financial years, as listed in the recommendation.

Disclosure of Interest

Nil

Previous Relevant Documentation

• G.15/11/23/G.16/11/23	28 November 2023	Council resolved to adopt the City Centre Master Plan and City Centre Parking Plan for advertising.
• G.24/9/11	13 September 2011	Council resolved to adopt the City of Mandurah Car Parking Strategy.
• G.36/5/06	16 May 2006	Council resolved to support the principles of the Mandurah Central Revitalisation Strategy.
• SP.19/4/07	4 April 2007	Council resolved to adopt the Mandurah Foreshore Focus 2020 Master Plan as a visionary document to guide future design work and community consultation.

Background

The Mandurah Central Revitalisation Strategy (the Strategy) was adopted in 2006, following an extensive public planning process. The Strategy sought to clearly identify a vision for the City Centre (encompassing the civic and cultural precinct) and develop a program for public and private investment required to realise this vision.

Since the Strategy's adoption, many of the key priority projects identified have been implemented, including:

- Improvements to the function and character of Mandurah Terrace to achieve a pedestrian orientated, slow speed environment;
- The extension of Sutton Street to Mandurah Terrace resulting in the redistribution of local and regional traffic;
- Improvements to pedestrian linkages from the City Centre to the Mandurah Ocean Marina;
- Improvements to Mandjar Square;
- The finalisation of a Local Tourism Strategy which identifies strategic sites for short term accommodation;
- The preparation of the Mandurah City Centre Precinct Plan (November 2010), now consolidated into the Mandurah Strategic Centre Precinct Structure Plan) which seeks to provide the rules for the development of the private land, consistent with the Revitalisation Strategy;
- The preparation of the Civic and Cultural Precinct Master Plan 2012; and
- The development of the Mandurah Waterfront project, currently being implemented.

The Mandurah Foreshore Focus Master Plan was initiated in 2006 to prepare a master plan for the Mandurah Foreshore, in the areas between the Indian Ocean to the north and the Mandurah Estuary Bridge to the south. The purpose of the study was to create a focal point for Mandurah to maximise the economic potential of the foreshore areas and attract visitors to Mandurah. The Mandurah Foreshore Focus Master Plan was adopted by Council in 2007.

Whilst both these documents remain relevant to Mandurah today, many of the key priorities and projects within these plans have been implemented. The City Centre Master Plan has been developed to review and reset the vision for the City Centre and surrounds, and to direct future public and private investment.

In September 2011, Council endorsed a City Centre Car Parking Strategy which recognised that:

> *'a key challenge for the City is to provide sufficient parking to address mobility, access and economic needs whilst also balancing the competing land uses which are necessary to ensure a sustainable, vibrant and thriving pedestrian oriented City Centre.'*

Since September 2011 there have been significant changes that impact parking requirements for the City Centre Precincts.

Council adopted the draft Plans in November 2023, with the Plan's key outcomes being as follows:

<u>City Centre Master Plan (CCMP)</u>

The purpose of the CCMP is to:

- Set clear direction for the future based on community priorities;
- Provide for a wide range of users and their needs;
- Address identified challenges in a managed way; and
- Provide a coordinated approach to improvements to public spaces and infrastructure to seek further private investment.

Key Themes and Plan Content

The plan is based on three key themes – Activity, Character, and Movement; with key areas identified and a 'key moves' plan presented for each project area.

Activity

- *Facilitate catalyst investment opportunities;*
- *Plan and deliver strategic community infrastructure within the City Centre to service the broader community;*
- *Grow and promote a strong and distinctive place identity for the City Centre;*
- *Activate and promote public spaces.*

Character

- *Grow and promote a strong and distinctive place identity for the City Centre;*
- *Ensure the built form contributes and enhances the character of Mandurah;*
- *Enhance and celebrate the natural environment;*
- *Celebrate Mandurah's history and cultural identity.*

Movement

- *Prioritise pedestrian and cyclist networks;*
- *Provide a legible street network;*
- *Improved public transport;*
- *Ongoing management of parking supply and occupancy;*
- *Make the city centre highly accessible by boat.*

Project Areas

The Master Plan identification of schematic plans for the following project areas:

- *Mewburn Site (short term and long-term development options, including sites between Mewburn Site and Mandurah Terrace);*
- *Heritage Precinct;*
- *Civic Precinct; and*
- *Town Beach*

These plans seek to identify future investment and upgrades beyond existing committed projects that are underway such as the Waterfront project(s). The Master Plan provides indicative and high-level schematic concepts for the project areas to assist in articulating the vision.

<u>City Centre Parking Plan</u>

The development of the City Centre Parking Plan (CCPP) provides an opportunity to review the recommendations of the 2011 City Centre Car Parking Strategy to enable parking management improvements to be made in the short to medium term, whilst also projecting and planning for the longer-term.

To set the intent for the CCPP, six overarching objectives have been developed:

- Reduce long-term growth in demand for parking across the City, through increased use of active transport modes in line with the City's Integrated Transport Strategy;

- Utilise technology and timed parking strategically to manage parking demand and parking bay turnover, using a model that prioritises short-term parking in the busiest locations and longer-term parking on the periphery;

- Ensure parking is well located and accessible, particularly meeting the needs of people with limited mobility. Increase the use of underutilised, existing carparks by making layouts more efficient and improving safety;

- Parking in high value areas is incrementally converted over time into more productive public uses that contribute to the economic growth, improved amenity and success of the City Centre;

- Introduce an intervention matrix to detail the actions that will be undertaken at appropriate trigger points; and

- Monitor parking occupancy levels on an ongoing basis to enable appropriate decision-making around parking management and to identify when intervention triggers have been reached.

Key Recommendations

There are several key recommendations of the Parking Plan following the outcomes of the engagement process, the analysis of the existing parking environment and current occupancy levels, the demand forecasting, and the consideration of a variety of intervention options, as follows:

- Improved opportunities for the provision of improved parking information;
- Committing to annual occupancy monitoring to usage patterns and trends of the existing parking is well documented;
- modification of timed parking arrangements to make more efficient use of the existing parking supply;
- off-street parking upgrades to promote the use of existing under-utilised parking locations;
- the introduction of an Intervention Matrix enables evidence-based decisions to be made at the appropriate time in the City's growth phase;
- A peak period overflow and events parking plan is recommended to be prepared to assist in the more formalised management of parking during these periods.

The CCPP does not recommend the introduction of paid parking unless all other interventions has been used; and decked parking is not currently viable due to cost to build in terms of construction and land value and also ongoing maintenance.

Comment

Extensive stakeholder engagement was undertaken between March and October 2022 to inform the development of both the City Centre Master Plan and the City Centre Parking Plan.

The draft City Centre Master Plan and Parking Plan were advertised for a period of 14 weeks from 29 November 2023 to 5 March 2024. This included placing documents, plans and FAQ's on the City's online engagement platform, 4 social media posts on the City's Facebook page, inclusion in business and community e-newsletters, direct consultation with stakeholders who have been involved in previous workshops during the development of the draft plans, face to face meetings with land and business owners and direct consultation with State Government Agencies.

Presentations by City officers on the plans were provided to the Youth Advisory Group and the Access and Inclusion Committee. Several detailed submissions have been received from State Government Agencies and Advisory/Interest Groups, suggesting and recommending specific modifications to the Plans.

In addition, significant input has been received from the broader community through the online engagement platform and via social media posts, some detailed, location specific comments and some more brief, generic comments. Some of the feedback received related to areas outside of the scope of the Master Plan and Parking Plan and in some cases, related to areas outside of the City Centre entirely. As such, only relevant feedback from the broader community has been included and summarised into the key themes.

State Government Agencies

Department of Transport (Urban Mobility Branch)

In regard to the City Centre Master Plan, the Department of Transport (DoT) commented as follows:

1. The strategic cycle network plan is the Long-Term Cycle Network (LTCN), which was endorsed by Council in June 2020. This strategic cycling network has been developed in collaboration with respective Local Government Authorities and aims to ensure State and Local Governments continue to work together towards the delivery of a continuous cycling network providing additional transport options, recreational opportunities and support for tourism and commercial activity.

   The proposed cycle path network show in the Master Plan (Plan 4: Movement Network) is consistent with the Primary routes in the LTCN, however does not exactly follow the secondary and local routes as depicted on the endorsed LTCN map. Changes can be made to these routes, however this must be in consultation with the DoT.

   Officer Comment: *Supported. Further detailed design work is required to be undertaken on street design east of Sutton Street, within the central Mandurah precinct, to establish which ones would be most suited to perform the function as a secondary LTCN route. City Officers will undertake this work in consultation will DoT prior to seeking Council endorsement.*

2. The DoT supports the City's demand management approach to parking, which includes utilising the Integrated Transport Strategy, focus on Travel Mode Shift, Advocacy and Education, as well as a variety of other interventions to reduce and manage parking demand. It is noted that pedestrian connectivity has been clearly identified and considered as a factor in parking management.

   Officer Comment: *Noted.*

3. The DoT supports movement outcome 1: Prioritise Pedestrian and Cycle Networks as the primary intent for the City Centre Master Plan. The DoT supports the intent to strengthen the connection between the train station and city centre, as well as the suburbs to the city centre via a rapid bus network, and the Train Station to the City Centre.

   Officer Comment: *Noted.*

4. The DoT supports the intersection improvements rather than substantial road network changes as a means of improving pedestrian connections and overall safety, as well as a way to alter desirable traffic routes.

   Officer Comment: *Noted.*

5. It is acknowledged that the terms 'cycle' and 'bike' are interchangeable, however where possible the use of the word 'bike' connotates a more casual and every-day use of bike riding. Recommend modifying word 'cycle' to 'bike' throughout the document to assist people to feel the network is suited to all ages and abilities of bike riders.

   Officer Comment: *Supported. Text modifications are recommended to the CCMP and CCPP to this effect.*

6. The DoT is currently progressing work into Long-Term Mid-Tier Transport Planning. The DoT supports the City's intent to identify priority transit routes in the City Centre Master Plan, however, is unable at this stage to support any particular routes.

   Officer Comment: *Noted.*

In regard to the City Centre Parking Plan, the DoT commented as follows:

1. The DoT supports the City's intent to proactively manage car parking in the Mandurah City Centre however has some concerns in relation to using an "85% average occupancy" as a target/metric for optimum usage. The DoT considers that maximum car parking occupancy is a more useful metric, with circa 90% being an optimum maximum occupancy. The use of average occupancy risks understating the demand as experienced by users and risks the City not recognising the appropriate triggers for considering more extensive parking demand management tools, such as changes to timed parking restrictions and introduction of paid parking.

   Officer Comment: *Supported. Text modifications have been made to the CCPP to further explain how the occupancy data was obtained and how it was analysed to provide the average occupancy data. City Officers have a high degree of confidence that the data obtained represents an understanding of average peak occupancy, given the range of days and times of the surveys undertaken. Modifications have been made to the text to refer to 'average peak occupancy' when referring to optimum usage.*

2. In relation to Figure 8, the DoT does not agree that increasing population density is a factor that increases demand for public parking. Increasing population density is a trigger to support improved public transport services, and having residents live closer to destinations, which in a well-planned city would reduce parking demand.

   Officer Comment: *Noted but not supported. Whilst City Officers support the general sentiment around well-planned cities, it is still considered that increasing population density can be a factor (inclusive of other factors) that increases demand for public parking, to a certain degree and in certain contexts. Particularly where there is not a corresponding increase in employment within the City Centre, or there is a time-lag between increasing population density and the delivery of efficient and direct public transport options. Strong feedback received from the community during the development of the Master Plan and Parking Plan, and during the consultation on the draft documents, indicated that public transport links are inadequate, particularly from the suburbs to the City Centre.*

3. The DoT encourages greater consideration of paid parking in those car parks that are experiencing high levels of demand. Visitors often value parking that is very close to their destination and are happy to pay for it. Those who prefer free parking will choose an option that requires a slightly longer walk. Such a system means that people who really need to park in a high demand location are more likely to find a car park in that location. This can have flow on benefits to economic spend in the precinct. The DoT does not consider that the benefits of paid parking to manage demand are only realised when supported by a rapid public transit network. The parking statistics as presented suggest that in the Mandurah City Centre paid parking could be used to redistribute vehicles to under-utilised car parks in the short term, rather than wait for a future transit system. There is significant investment in parking infrastructure that is not being used efficiently because of a parking system that encourages all users to park in a select few premium-location car parks.

   Officer Comment: *Noted but not supported. City Officers agree with the comments received; however, it is not currently considered the appropriate time in the City's growth phase to implement paid parking. Paid parking should, however, firmly remain as an intervention tool to be considered at an appropriate trigger point in the City's growth.*

4. The DoT advises that the City of Mandurah should further investigate the benefits of removing car parking minimum standards in the City Centre. The concerns raised on page 39 of the Parking Plan in relation to parking under-supply and shift of responsibility to the local government are not generally realised in the centres used for comparison purposes in Table 1, or in successful inner-city precincts such as Subiaco, Leederville and Mount Lawley. The DoT has some concern that Page 39 suggests that the "comparatively modest parking requirements" may be reviewed to ensure that an appropriate balance is struck. The DoT interprets this to mean that parking minimums may be increased. The DoT does not consider that an under supply of car parking is the pressing issue in the City in comparison to inefficient use of car parking.

   Officer Comment: *Noted. Action 8.5 of the Parking Plan addresses the need to review the parking requirements within the Local Planning Framework. This does not necessarily mean that parking minimums will increase, however, modifications have been made to the language in the CCPP text to clarify this. Excessive parking standards are counter-productive to achieving positive built form outcomes. Any future modifications to parking standards and ratios within the Local Planning Framework will be consistent with State Government requirements.*

5. The DoT notes the proposal to remove the 4 hour timed parking restriction at Mewburn car park, however notes that none of Mewburn, Post Office, Leslie St or Gibson St car parks experience greater than 55% average occupancy. It may be more appropriate to only remove the 4 hour restriction from a proportion (e.g. half) of the Mewburn car park, so that all-day bays are balanced with bays that accommodate a greater turnover of bays.

   Officer Comment: *Supported. Modifications have been made to Action 2.3 of the Parking Plan to integrate this change. It is recommended that the Sutton Street side of the Mewburn car park be modified to All Day parking.*

6. The very low average car park occupancy on the Western Foreshore does not appear to justify a medium-term investment in additional car parking in this area.

   Officer Comment: *Noted but not supported. The additional parking to be provided as part of the Western Foreshore Leisure Precinct will address the likely increase in demand for parking, as a result of the on-going development of that precinct. It will also provide supplementary parking to service the southern end of the City Centre Core Precinct, given the safe and direct pedestrian experience currently provided for on the bridge. This is likely to delay the need for further provision in the short to medium-term.*

7. Parking Plan 3 only shows minor changes to the existing timed restrictions. The DoT encourages greater consideration of such restrictions in order to maximise the turnover of bays and the use of under-utilised parking resources.

   Officer Comment: *Noted but not supported. Parking Plan Action 2.2 requires the on-going implementation of changes to timed parking arrangements, on an 'as needed' basis or when occupancy levels require it. City Officers consider that the changes proposed to the timed parking arrangements are sufficient at the present time, in order achieve an incremental transition towards tighter parking restrictions. Further tightening of these restrictions will be implemented at the appropriate time through the intervention matrix, following the assessment of parking occupancy data in the coming years.*

Department of Transport (Coastal Engineering)

1. The proposed change to the parking at Town Beach is outside the immediate erosion hazard line for the present day, however it is well within the erosion and inundation hazard zone to 2070. The adaptation pathway for this beach is to "protect", with a mix of hard and soft protections consistent with the existing situation. In the short term, it is considered to maintain the beach and dunes through nourishment and revegetation. It is noted however that such measures will not protect against inundation if it were to exceed existing dune height or were to travel from inland inundation pathways. The current carpark is at risk and in this regard the DoT supports moving some away from the dune system.

   Officer Comment: Noted.

2. The proposed Town Beach Concept makes some allowances to relocate a portion of the most vulnerable parking bays (directly at the back of the dune) further inland along the access road. This is only a partial retreat, as some bays and turning areas have remained in their current place. The existing rock revetment may provide additional protection in this area (assuming local terminal erosions is carefully monitored and managed). Overall, having parking bays further up the access road would mitigate the City's parking erosion risk to a certain degree. In accordance with the City's CHRMAP Town Beach will require further adaptation in the future.

   Officer Comment: Noted. These issues will be further explored and considered during the detailed design phase of this project.

Main Roads

Main Roads has no objection in principle to the proposed City Centre Master Plan and Parking Plan. It was noted that any changes to line marking, and associated road signage are required to be approved by Main Roads in accordance with current regulatory requirements.

Officer Comment: Noted.

Public Transport Authority

1. The PTA support upgrades to key pedestrian links especially as they provide improved access for people taking bus services including services connecting to key destinations and Mandurah Station. Wherever possible the PTA would welcome any upgrades to pedestrian and cycling infrastructure near or connecting to the train station to ensure improved access.

   Officer Comment: Noted.

2. It is unlikely that the existing bus network would be converted to mid-tier transit (Master Plan Action M3.1) nor is it likely that rapid bus routes (Master Plan Action M3.2) would be introduced, given the high level of services already along the corridors leading to the station. While some users might benefit from additional routes providing more coverage, the directness of existing routes along key corridors provides a faster journey time and ensures frequency is high.

   Officer Comment: Noted. Advocation for improved public transport services in response to community feedback, particularly to the City Centre from the surrounding suburbs, will continue.

Access and Inclusion Advisory Group

The CCMP and CCPP were considered by the Access and Inclusion Advisory Group (AIAG) at its meeting on 12 December 2023 and the following recommendations were made:

1. Recommend a City-wide audit of tactile ground surface indicators due to a lack of consistency, and some are hazardous in certain locations.

   Officer Comment: *Noted. A City-Centre audit of tactile ground surface indicators is being undertaken as part of on-going maintenance program. Further consideration will also be given to this as part of Master Plan Action C2.2 Landscape Design Manual.*

2. Recommend signage at longer rear access ACROD bays to encourage other standard ACROD users to use other locations and keep the longer ACROD bays available for rear access vans.

   Officer Comment: *Noted and supported. City Officers support the need to protect over-length ACROD bays and signage can be accommodated to address this. Modifications have been made to the CCPP text to include this.*

Youth Advisory Group

The CCMP and CCPP were considered by the Youth Advisory Group (YAG) at its meeting on 6 December 2023 and a summary of the feedback is as follows:

- The YAG support the premise of both plans.
- Appreciate that the plan has included a provision to ensure that any new buildings will be constructed while preserving the local heritage.
- YAG would like to be advised of the implementation of office space redevelopments, student and key worker accommodation, a potential speed limit reduction on Pinjarra Road (Sutton Street to Mandurah Bridge), and a need to diversify the tertiary education courses offered in Mandurah if we want to retain young people in the area.
- Note that this 25-year master plan continues provides opportunities for new industry initiatives.
- Agree that public transport to the City Centre could be improved. Noting that it is currently not easy to get to the City Centre from the suburbs, which makes it more difficult for young people who aren't driving.
- Wayfinding and Signage could be improved.

Officer Comment: *Master Plan Action A1.1, A1.3 and A2.2 resolve to address barriers to office space developments and student and key worker accommodation and Action A2.2 encourages continued advocation for tertiary and higher education facilities to diversify and expand the range of tertiary education options available within Mandurah.*

Each initiative will also require an individual project plan to agree the scope and outcomes of the project and to detail the specific actions that will be undertaken to achieve those outcomes. Master Plan Action M3.2 and Parking Plan Actions 1.1 and 1.4, seek further advocation for improved public transport outcomes and improved wayfinding signage respectively.

Mandurah Over 55's Cycle Club

The Over 55's Cycling Club have provided a submission which can be summarised as follows:

1. Concerns regarding southern end of Mandurah Terrace between Tuckey Street and Pinjarra Road and believe that the introduction of alfresco dining in this location has exacerbated an already dangerous environment for pedestrians, people in mobility scooters and cyclists.

   Officer Comment: *Master Plan Action M1.1 recommends the preparation of a concept plan for all streets, with a priority action to focus on the design and delivery of the Mandurah Terrace South project (Action M1.2). Given existing challenges in this location and impending works to replace the boardwalk between the bridge and the Eastern Foreshore on the western side of the businesses in this location, this project was prioritised for delivery in the Implementation Plan.*

2. Concerned that the existing road at the southern end of Mandurah terrace is not wide enough to allow for a safe cycle path to be constructed.

   Officer Comment: *Initial scoping work has been undertaken and it is considered that a suitable solution could be accommodated, subject to detailed design.*

3. When the town bridge was constructed, the opportunity to build a ramp from the end of the bridge to join the path which goes under the bridge to the east side of Pinjarra Road was not used. Currently there are stairs which are inaccessible to anyone with mobility problems or cyclists. If a ramp were now built, it would not only increase accessibility, which is a key goal of the City, but would also reduce the pedestrian and cycle traffic along the first part of Mandurah Terrace.

   Officer Comment: *The difficulties with vertical separation in this location are acknowledged. A ramp is one solution, but this would be at significant cost and would require significant space to be available to accommodate appropriate gradients. Alternative, lower cost solutions, such as cycle stair rail tracks, are being considered in the planning for the Mandurah Terrace South project (CCMP Initiative M1.1) and the Seawall and Boardwalk Replacement project (CCMP Initiative A4.2).*

4. Would welcome the construction of a designated cycle path along Mandurah Terrace to join the existing cycle path from Peel Street roundabout, but hope that when it is implemented, it will take into consideration the danger of vehicles reversing, which the current angled parking presents.

   Officer Comment: *Noted. Master Plan Action M1.1 will see the preparation of a concept plan to explore opportunities to integrate the elements of the Master Plan to aid consideration of future upgrades on Mandurah Terrace (Gibson to Peel Street), identified in the Implementation Plan (Action M1.6)*

Silver Wheels Over 45's Cycle Club

The Silver Wheel over 45's Cycle Club have provided a submission which can be summarised as follows:

1. Concern around the time lag between high-level planning, detailed design and then delivery leaving insufficient space and planning protection for cycle routes, meaning that there is either insufficient space to create a high design standard cycle route, or that existing routes lack protection from incursion by other uses that degrade their function. Two areas where this may be a risk are the shared path in

front of the current Kings Carnival site and at Roberts Point development, which also has a shared path running through the middle of the proposed development (although not directly on the waterfront). The planned cycle network for the City Centre should progress from conceptual to allocation of specific space and then construction, as early as possible, to create and preserve the network and realise its economic and environmental benefits sooner.

Officer Comment: *Noted. On-going upgrades to the planned cycle network are prioritised according to budget and resource allocation. The shared path on the Western Foreshore will be considered as part of the Western Foreshore Leisure Precinct project. No detailed planning or design work has occurred for the Roberts Point precinct at this stage and this location has been deliberately excluded from the current footprint of the CCMP for this reason. It is likely to be considered as part of a Stage 2 City Centre Master Plan review.*

2. Concern around the problematic southern section of Mandurah Terrace and recommend the placement of separated, bi-directional exclusive cycling lanes on the existing roadway. The construction of a cycleway in this location is strongly supported, however, the space to accommodate one is questioned.

   If insufficient space is insurmountable, the closure of Mandurah Terrace (between Pinjarra Rd to Eastern Foreshore South car park) is recommended to all but essential service vehicles. The freed space should be used to create quality cycling and pedestrian infrastructure, improve the general ambience of the street, remove tailback of cars trying to turn left off the bridge onto Mandurah Terrace and will divert short-cutting to northern suburbs via Sutton St.

   Officer Comment: *Master Plan Action 1.1 and 1 recommends the preparation of a concept plan and then an upgrade of Mandurah Terrace South. Initial scoping work has been undertaken and it is considered that a suitable solution could be accommodated, subject to detailed design. The timing is a high priority (financial years 24/25 and 25/26), particularly given the impending works to replace the boardwalk between the bridge and the Eastern Foreshore on the western side of the businesses in this location.*

   Full or partial pedestrianisation of Mandurah Terrace has been raised in previous years and again during the development of the draft CCMP. Pedestrianisation can have many advantages, such as improving air quality, the walkability of streets (which in turn has a positive effect on the health of the population), road safety, more green spaces for use by people and opportunities for the local economy.

   However, there are disadvantages, particularly regarding how accessible pedestrianised areas are for individuals who have limited mobility and perceptions around the economic impact on businesses. Disadvantages can also occur when cars are eradicated from larger parts of cities, without sufficient mobility alternatives. Full (or partial) pedestrianisation of Mandurah Terrace is certainly an option that can be considered, however Officers believe that it is not required at this stage. On-going monitoring of pedestrian and vehicle movement will, however, be continued to ensure optimum function for the City Centre.

3. Note that, at present, cycling on Mandurah Terrace is uncomfortable and unsafe for many users due to lack of any identified space for cycling and the narrowness of the existing road space. Most cyclists therefore use either the central pathway or shoreline pathway through the foreshore, which are suitable for low-speed recreational riding but not for higher speeds, especially by commuters or training cyclists. There are also no easily navigable extensions from the Tod's Café/Mandurah Visitor Centre area onwards. These paths can also become almost unusable for cycling, during events such as the

markets. For these reasons, the installation of a bi-directional cycleway of the highest possible design standards for the full length of Mandurah Terrace is strongly supported, as soon as possible.

Officer Comment: *Noted. Master Plan Action M1.1 will see the preparation of a concept plan to explore opportunities to integrate the elements of the Master Plan to aid consideration of future upgrades on Mandurah Terrace (Gibson to Peel Street), identified in the Implementation Plan (Action M1.6)*

4. The new bridge connecting the City Centre with Halls Head was built without a connecting ramp to the boardwalk pathway that runs alongside the estuary from Dudley Park to the Mandurah foreshore, despite both the bridge and foreshore paths being among the most important cycling routes in Mandurah. All wheeled users on the bridge path who are accessing the shoreline path must do so via Mandurah Terrace, at least as far as the Eastern Foreshore South car park. The current staircase also poorly serves people who are disabled or have limited mobility. The two paths are both shown as being main cycle routes in the CCMP.

   Recommend that the planned 2025-26 replacement of the boardwalk structure should include a connecting ramp to the path from the Mandurah Bridge for cyclists, prams and mobility impaired.

   The replacement of the boardwalk should be designed to be suitable for the high levels of recreational cycling and pedestrian use that will take place on it, including high surface quality and should be done as soon as possible.

   From January 2024, cycling on the boardwalk is now prohibited to preserve the existing structure until it can be replaced, potentially for between two and three years. Concerns expressed around the level of inconvenience for this length of time, given that this is a busy main cycle route and is the only practical means of accessing the Mandurah Foreshore from the Dudley Park path.

   Officer Comment: *The difficulties with vertical separation in this location are acknowledged. A ramp is one solution, but this would be at significant cost and would require significant space to be available to accommodate appropriate gradients.*
   Alternative, lower cost solutions such as cycle stair rail tracks, are being considered in the planning for the Mandurah Terrace South project (Master Plan Action 1.2) and the Seawall and Boardwalk Replacement project (Master Plan Action A4.2).

5. Review the Movement Network Plan in the CCMP to identify any cycle routes that are either missing from the Plan (Keith Holmes Reserve) or given a lower status than is, or will be, warranted from actual cycling use (i.e. ones identified as walk and wonder trails, northern and western sides of Mandjar Bay, along shoreline parallel to Vivaldi Dr and paths on Western Foreshore). Designate the full length of Peel Street as part of the main cycle route network, as illustrated in blue on the Network Movement Plan.

   Officer Comment: *Supported. Modifications have been made to Plan 4 Movement Network Plan, to address this issue. A distinction has been deliberately made between the path network catering for commuter riders and the path network suitable for recreational riders, as these will be very different in terms of treatment, functionality, and speed environment.*

6. Identify Sholl Street and Barracks Lane as recognised cycle routes, marked on the Network Movement Plan, serving destinations within the Mandurah City Centre. Create new cycle routes extending from the Dudley Park Foreshore path, via the potential planned crossing on Pinjarra Road, into Mandurah Terrace and Barracks Lane, with further connections from Barracks Lane to Sholl St and Mandurah Terrace via Smart Street Mall. This network would make the City Centre fully cycle friendly, and whilst not necessarily providing specific cycling infrastructure, lower speed limits could be implemented, traffic calming and designating them as shared streets.

Officer Comment: *Supported. Modifications have been made to Plan 4 Movement Network Plan, to address this issue, including modifications to CCMP initiative M1.4 Barracks Lane Upgrades, to add the consideration of traffic calming measures/shared space treatments as part of the actions.*

7. Install the Pinjarra Road pedestrian crossing (near the museum) before the nearby boardwalk is demolished, to provide a safe and reasonably convenient crossing point on Pinjarra Road during the boardwalk replacement. The loss of the grade-separated route will be inconvenience enough, even with the crossing in place, without having to significantly detour to the nearest traffic light crossing at Leslie/Sholl Streets. Much of the pedestrian and cycling traffic currently using the path underneath the bridge will, once this route is closed, instead try to cross Pinjarra Road at the location of the planned crossing, regardless of any detour signage indicating otherwise. It would be much safer to have the crossing already built.

   Officer Comment: *Noted. This be addressed through more detailed project and budget planning. As such, the wording of Master Plan Action M1.5 Pinjarra Road/Sutton Street South Project and A4.2 Seawall and Boardwalk Replacement Project, have been modified to expand on the range of actions to be considered, to include pedestrian crossing points and the temporary re-routing of pedestrian and cycle access routes as part of these projects.*

8. Designate the full length of Peel Street (east of Mandurah Terrace) as part of the main cycle route network, as illustrated in blue on the Movement Network Plan. Given that considerable portions of Peel/Scott/Alnutt Streets between the City Centre and Railway Station are in the process of having cycle infrastructure installed, as well as the primary route shown on Peel Street west of Mandurah Terrace, it would make sense to complete the final missing cycling links in this road to create a continuous route to the railway station.

   Officer Comment: *Supported. Modifications have been made to the Plan 4 Movement Network Plan.*

9. Improve the safety and functionality of the shared path crossing on Mary Street adjacent to the roundabout intersection with Old Coast Road/Pinjarra Road. The crossing of Mary Street between Hall Park and the Old Coast Road path is below standard for a main cycle route road crossing; it consists of kerb ramps and a central median opening with no pavement markings or warning signs or devices of any kind other than a single holding rail on one side. For drivers, sightlines are poor when entering Mary Street, and in the opposite direction drivers are focused on entering the roundabout, not on the pedestrian/cyclist crossing. During busy periods, cars routinely block the crossing. This is hazardous, not only for cyclists, but also for the youth who cross here between the skatepark and the shopping centre.

   Officer Comment: *Supported. Modifications have been made to Master Plan Action A4.3 Western Foreshore Leisure Precinct Project, to include consideration of upgrades to the pedestrian/cycle crossing point on Mary Street.*

10. In cooperation with the State Government and the Cities of Fremantle, Cockburn and Rockingham, plans for and progress recognition of an eventual continuous, long-distance, coastal recreational and tourism path from Fremantle to Dawesville.

    Officer Comment: *This path network forms part of the endorsed LTCN primary routes. The CCMP focus is on the City Centre connections to these primary routes.*

11. The Master Plan should specify that approval of alfresco dining and other path uses should fully take into account active travel routes (both recognised and informal) through the relevant areas.

Officer Comment: *Supported. The wording of Master Plan Action A3.3 Alfresco Dining and Outdoor Trading Guidelines has been modified to align key movement network objectives with the alfresco dining and outdoor trading guidelines.*

12. Recommend that the Parking Plan include a review of bicycle parking and incorporate a strategy for identifying locations of need for bicycle parking and for installation.

    Officer Comment: *Supported. Data on current bike parking provision has been included in the text and the wording of Master Plan Action C3.1 and M1.1 have been modified, to include consideration of additional bike parking infrastructure in appropriate locations.*

13. The Master Plan should include consideration of signage and lighting requirements on active transport routes.

    Officer Comment: *Supported. Modifications have been made to Master Plan Action C2.1 City Centre Lighting Plan, to include the consideration of priority pedestrian and cycle routes in addition to the car park upgrades specified in the City Centre Parking Plan.*

14. Supportive of the additional aspirational cycling and pedestrian bridges proposed in the plan, taking into account not only their recreational purposes but also their active transport (commuter) and mode shifting potential. For large numbers of people, this would provide incentive to switch travel modes, thereby supporting the Plan's intent of reducing motor vehicle dependency and related parking demands.

    The Plan should also include consideration of additional pedestrian/cycling bridges at the entrance channel mouth between Roberts Point and Mandurah Offshore Fishing and Sailing Club, and across the Mandurah Marina entrance, between Galileo Loop and Breakwater Parade. The construction of these two bridges would realise even greater recreational benefits than the locations proposed, as they would create a recreational waterside loop of around double the length of that currently proposed. The latter bridge across the entrance channel would also complement the eventual Roberts Point development.

    Officer Comment: *Noted. The provision of additional pedestrian and cycle bridges in the suggested locations will be considered in future planning for these precincts.*

<u>Broader Community</u>

During the consultation period, 58 submissions were received through the online engagement platform and 163 comments were received from the 4 social media posts. The following key themes reflect the feedback received:

Traffic Flow and Infrastructure Improvement:

- Specific concerns about traffic congestion at key intersections, such as Pinjarra Road and Leslie Street.
- Suggestions for implementing right-turn arrows, roundabouts, and traffic lights to alleviate traffic buildup and enhance safety.
- Improved road infrastructure to accommodate increasing traffic volumes, particularly during peak hours and special events.
- Emphasis on addressing traffic issues along main thoroughfares like Sutton Street to improve overall traffic flow and accessibility.
- Some support, some opposition to full pedestrianisation (car exclusion) of parts of the City Centre, particularly Mandurah Terrace south, between the bridge and Tuckey Street roundabout.
- Call for improved public transport infrastructure, such as light rail connections.

Officer Comment: *There are a number of Master Plan Actions that have been refined and updated to respond to the feedback received, and to provide more detail around the specific actions to be considered during future detailed design stages.*

Parking Management and Accessibility:

- Mixed feedback (some support, some concern) on parking management strategies, including the implementation of paid parking, permit systems (i.e. considerations of paid permits for business owners wanting to exceed timed parking arrangements), and increasing timed parking zones to optimise parking availability and usage.
- Concerns about the impact of parking restrictions on local businesses, residents, and visitors, particularly during peak periods and special events.
- Suggestions for improving accessibility and convenience for drivers, including the provision of designated parking areas, enhanced signage, and alternative transportation options.
- Proposals for addressing parking shortages, enforcing parking regulations, and mitigating congestion in high-traffic areas to improve overall mobility and urban liveability.
- Feedback on parking arrangements includes requests for multi-story car parks, clearer signage, and equitable parking arrangements across different parts of the city centre.

Officer Comment: *The actions of the CCPP have been reviewed and modified where considered appropriate to do so. The implemented actions will also be reviewed and evaluated through the life of the plan, to ensure that they are meeting the desired outcomes and are in the interests of the broader community.*

Pedestrian and Cyclist Safety:

- General support for pedestrian and cycle priority within the City Centre.
- Recommendations for creating additional designated pedestrian and cyclist pathways, especially along beachfront areas, and busy streets.
- Concerns about the lack of safe crossing points (Sutton St) and accessibility for pedestrians, cyclists, and individuals with mobility challenges.
- Suggestions for installing ramps, widening pathways, and enhancing visibility to reduce the risk of accidents and improve overall safety for non-motorised road users.
- Calls for integrating pedestrian-friendly features, such as crosswalks, traffic calming measures, and shared spaces, into urban planning initiatives.

Officer Comment: *Pedetrian crossing provision on Sutton Street has been incorporated into Master Plan Action M1.4 for Pinjarra Rd/Sutton St South upgrades. The specific location for a crossing will be determined at detailed design stage but should consider the pedestrian linkage from central Mandurah residential areas directly to public transport stops on Sutton St, and onwards through Smart St Mall to the foreshore.*

City Development and Urban Planning:

- Proposals for urban development projects, including the establishment of civic squares, cultural centres, and recreational facilities to enhance community engagement and quality of life.
- Recommendations for preserving and showcasing historical sites, heritage assets, and improving and increasing green spaces and the urban canopy, as integral components of the city's identity and character.
- Suggestions for attracting investments, businesses, and government agencies to the city centre through incentives, strategic partnerships, and targeted development initiatives.
- Support for continuing focus on arts and culture.
- Ideas for revitalising underutilised areas, such as the Western Foreshore precinct and Mandurah Terrace, to promote economic growth, tourism, and cultural vibrancy.

- Comments around population growth and the need to improve public transport to address carbon pollution and climate heating.
- Concerns about overdevelopment, particularly in the city centre, and a desire for development to be balanced with the preservation of natural beauty and open spaces.
- General support for the Town Beach proposal, subject to detailed design.
- Call for de-centralisation of public, social and recreation events to the outer suburbs.
- Need for improved community services and facilities, especially and specifically in the southern areas of Mandurah. Suggestions include investing in parks, green spaces, libraries, recreational facilities, and better road infrastructure.
- Recognition of the importance of preserving community heritage, promoting cultural diversity, and celebrating local identity through collaborative engagement and participatory planning efforts.
- Suggestions for boosting tourism and economic development include creating a vibrant university or secondary training centre, supporting innovative businesses, and enhancing waterfront amenities.
- Emphasis on the need for more entertainment options, eateries, and cafes along the foreshore, especially after 8pm. Suggestions include introducing evening entertainment, better lighting, and improved safety measures.
- Residents highlighted the importance of maintaining a high quality of life, addressing homelessness, improving public safety, and creating family-friendly environments.
- Concerns about the conservation of waterways and the estuary, suggesting the need for dedicated conservation efforts and a focus on environmental sustainability in development plans.

Officer Comment: *There are a number of Master Plan Actions that have been refined and updated to respond to the feedback received, and to provide more detail around the specific actions to be considered during future detailed design stages.*

Community Engagement and Inclusivity:

- Emphasis on fostering inclusive and accessible urban environments that cater to diverse demographics, including seniors, families, tourists, and individuals with disabilities.
- Greater community involvement in decision-making processes, urban planning initiatives, and infrastructure development projects.
- General sentiment regarding the need to improve communication with residents and engage more effectively with the community regarding development plans and decisions.

Officer Comment: *Noted.*

Land and Business Owner Engagement

During the consultation period officers have met with numerous land and business owners to discuss the draft documents and receive direct feedback. General discussions occurred about draft documents, the economic, taxation, construction pricing and rating environment that have an impact on new development projects, whilst supporting the intent of the plans. With a key message that the City Centre will take time and effort from multiple stakeholders to be successful.

One written submission was provided by EMACC Pty Ltd (lease of Hans Café / Brewvino development) in regard to the need to ensure the ‘Activity’ theme must take precedence and be the initial focus of the plan. With the remaining two themes of ‘Character’ and ‘Movement’ either partly catered for or will naturally evolve, if the most important issue is addressed.

Initiatives, such as facilitating the needs of a variety of attractions, are required for permanent seasonal high level and lower scale activities such as ziplines, skydiving and water-based activities together with public attractions to support activities for locals and visitors.

Officer Comment: *Noted and supported. Whilst the plans seek a balance between the key themes, it is intended that the collective suite of actions lead to a greater level of activity,*

activation, and further development. Having a coordinated approach to supporting commercial water and land-based activation opportunities, the continued importance of the City Centre Place and Project Role, ensuring the planning framework facilitates development outcomes, wayfinding, branding and communication work and public space upgrades, are all key to attracting further private investment, which is one of the clear objectives of the Master Plan.

Consultation

As detailed in the 'Comment' section.

Statutory Environment

The City Centre Master Plan will not replace or supersede existing statutory planning tools which currently guide development standards, height limits and land uses, however it will inform any necessary changes to the existing planning framework in this regard.

The recommendations of the City Centre Parking Plan relating to a review of the provision of the Mandurah Strategic Centre Precinct Structure Plan will have statutory implications on the Local Planning Framework, as will a review of the provisions within the Parking and Parking Facilities Local Law 2015 as a mechanism to allow multiple motorbikes to find parking in the City Centre, through allowing multiple motorbikes to be parked together in car parking bays.

Policy Implications

Nil

Financial Implications

The CCMP and CCPP has predominantly been developed internally utilising existing staff resources, with consultant support for workshop facilitation, graphic design services and parking data peer review and supply and demand analysis, at a combined cost of $106,500.

Many of the recommendations of the Master Plan are high-level and subject to further detailed design, project scoping and cost analysis. Funding arrangements for the recommendations within the Parking Plan are either incorporated within existing budget for 2024/25 or through allocation in the Long Term Financial Plan, for either new capital or within the renewals and upgrades program, however for the key actions are a priority action over the next two financial years:

Master Plan / Parking Plan Reference	*Project*	*Timing and Current Status*
Activity		
Master Plan Action A2.1	*Needs Analysis/Business Case and Concept Plan for Central Mandurah Library and Learning Facility*	*Project Commenced*
Master Plan Action A4.3	*Finalise the Western Foreshore Leisure Precinct Master Plan and Implementation Plan*	*Project Commenced*
Master Plan Action A4.6 and Parking Plan Action 3.1 and 3.2	*Detailed design for the upgrade of Mewburn Car Park and George Robinson Gardens*	*2024/25 (Design); Delivery Subject to LTFP Review*
Master Plan Action A4.7	*Finalise the Waterways Waterfront Master Plan*	*Engagement Underway*

Character		
Master Plan Action C1.1 and Parking Plan Action 1.1 and 1.4	*Detailed design and Implementation of City Centre Signage Manual (with focus on car park entry signage and parking specific signage)*	*2024/25 (Design)* *Delivery Subject to LTFP Review*
Master Plan Action C2.3	*Mandurah Strategic Centre Structure Plan to incorporate Built Form Design Guidelines*	*2024/25*
Movement		
Master Plan Action M1.1	*City Centre Streetscape Concept Plan*	*2024/25 (Design)*
Master Plan Action M1.2	*Mandurah Terrace South (Pinjarra Road to Gibson Street)*	*2025/26 (Delivery)*
Parking Plan Action 2.1 to 2.7	*Timed Parking Changes;*	*Subject to Eastern Foreshore Works*
Parking Plan 6.3	*Design and delivery of on and off-street parking to service the Western Foreshore Leisure Precinct*	*2024/25 (Design)* *2025/26 (Stage 1 Delivery)*
Parking Plan Action 7.1	*Installation of in-ground sensors*	*2024/25*

Risk Analysis

The preparation of the City Centre Master Plan seeks to address strategic risk regarding failure to adequately plan for and develop essential infrastructure, failure to plan for future development, failure to identify, understand and meet expectations of stakeholders and reputational risk in regard to lack of planning, or preparing plans that are unreasonable.

The City Centre Parking Plan will guide decision-making around parking management and the timing of additional parking provision to avoid ad hoc and reactionary spending of capital funds based on anecdotal evidence. The Plan provides appropriate evidence-based analysis on need, current occupancy levels and provides recommendations and actions to improve the parking environment.

The efficient utilisation of parking supports the City's ability to leverage the unique experience that the Mandurah City Centre offers. The potential consequences of an inefficient use of parking range from encouraging higher levels of private vehicle use, which can increase congestion and pollution and in-active and visually unappealing parking areas between buildings, which negatively impacts built form and amenity outcomes. Equally, an under supply of parking can have economic impacts on businesses and tourism and can lead to community frustration, reputational risk and a negative impact on brand.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Economic:
- Promote and foster investment aimed at stimulating sustainable economic growth.
- Facilitate and advocate for sustainable local job creation, and industry growth and diversification.
- Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts.

Social:
- Promote safety within the community through urban design.
- Promote a positive identity and image of Mandurah based on its unique lifestyle offering.
- Provide a range of social, recreational and cultural experiences for our residents and visitors to enjoy and take pride in.
- Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health:
- Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.

Environment:
- Protect and manage our local natural environment ensuring our actions don't adversely impact our waterways.

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of our community.
- Provide professional customer service and engage our community in the decision making process.
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

Conclusion

The City Centre Master Plan sets the high-level direction and design outcomes for the City Centre featuring a combination of private development and targeted public investment projects.

The outcomes of the City Centre Parking Plan demonstrate that growth is likely to continue, there are ways to reduce parking demand and to better manage the existing parking supply to enable existing capacity to be better utilised, before considering additional provision. There is also a range of intervention measures that can be implemented, as and when average parking occupancy levels require it.

The implementation tables included within the documents seek to provide an action-based approach to the delivery of the recommendations contained within the Plans. The feedback received has helped to refine and solidify many of the initiatives, actions and outcomes of both Plans and has resulted in modifications as follows:

- Modifications to the layout and content of the CCMP Implementation Table to include more detail in relation to the actions required to implement the projects/initiatives;
- A number of modifications to the text documents and plans, to add, refine and clarify the detail, as a result of the feedback received;
- As a continuation from the Mandurah Waterfront Project Plans, an indicative concept plan for the Western Foreshore Leisure Precinct has been prepared and included within the CCMP, to consolidate all of the City Centre related projects into the CCMP. The concept plan reflects on-going design progression and details proposed improvements for this space. Further planning, detailed design and community engagement will occur for this precinct over time.

It is recommended that Council endorse the modified versions of the City Centre Master Plan and the City Centre Parking Plan (as detailed in Attachments 1.1 and 1.2) for final approval and note the specific priority projects for detailed design and delivery in the next two financial years, as listed in the resolution.

NOTE:
- Refer ***Attachment 1.1 City Centre Master Plan***
  Attachment 1.2 City Centre Parking Plan

RECOMMENDATION

That Council:

1. **Adopts the City Centre Master Plan (as detailed in Attachment 1.1) dated May 2024 (Version 3) and City Centre Parking Plan (as detailed in Attachment 1.2) dated May 2024 (Version 3) for final approval.**

2. **Notes the following listed City Centre Master Plan and Parking Plan priority projects for detailed design and delivery in the next two financial years, and to be incorporated in the Corporate Business Plan:**

Master Plan / Parking Plan Reference	*Project*	*Timing and Current Status*
Activity		
Master Plan Action A2.1	***Needs Analysis/Business Case and Concept Plan for Central Mandurah Library and Learning Facility***	***Project Commenced***
Master Plan Action A4.3	***Finalise the Western Foreshore Leisure Precinct Master Plan and Implementation Plan***	***Project Commenced***
Master Plan Action A4.6 and Parking Plan Action 3.1 and 3.2	***Detailed design for the upgrade of Mewburn Car Park and George Robinson Gardens***	***2024/25 (Design);*** ***Delivery Subject to LTFP Review***
Master Plan Action A4.7	***Finalise the Waterways Waterfront Master Plan***	***Engagement Underway***
Character		
Master Plan Action C1.1 and Parking Plan Action 1.1 and 1.4	***Detailed design and Implementation of City Centre Signage Manual (with focus on car park entry signage and parking specific signage)***	***2024/25 (Design);*** ***Delivery Subject to LTFP Review***
Master Plan Action C2.3	***Mandurah Strategic Centre Structure Plan to incorporate Built Form Design Guidelines***	***2024/25***
Movement		
Master Plan Action M1.1	***City Centre Streetscape Concept Plan***	***2024/25 (Design)***
Master Plan Action M1.2	***Mandurah Terrace South (Pinjarra Road to Gibson Street)***	***2025/26 (Delivery)***
Parking Plan Action 2.1 to 2.7	***Timed Parking Changes;***	***Subject to Eastern Foreshore Works***
Parking Plan 6.3	***Design and delivery of on and off-street parking to service the Western Foreshore Leisure Precinct***	***2024/25 (Design)*** ***2025/26 (Stage 1 Delivery)***
Parking Plan Action 7.1	***Installation of in-ground sensors***	***2024/25***

ATTACHMENT 1.1

CITY OF MANDURAH

City Centre Master Plan

May 2024



Record of Adoption

Stage	Document Version	Approval Date
Draft for Internal Review	1	October 2023
Draft for Advertising	2	November 2023
Final	3	

Schedule of Modifications

No	Summary of Modifications	Document Version	Approval Date



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Acknowledgement of Country

The City of Mandurah would like to acknowledge the Bindjareb people – the traditional custodians of this land - and pay respect to all Elders, past and present. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and the region.



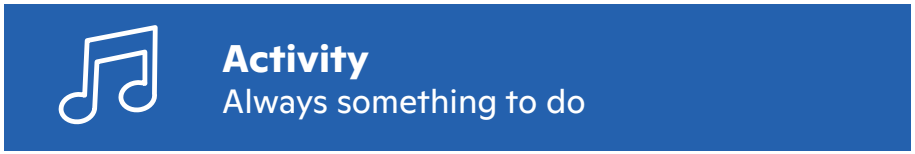
Message from the Mayor

[To be finalised post-council adoption]
Rhys Williams
Mayor, City of Mandurah



Executive Summary

The Master Plan and its recommendations are based on three key themes:







Key Outcomes:

The plan sets high level direction and design outcomes for the development of the Mandurah City Centre, featuring a combination of private development and targeted public investment projects such as:

- Civic Cultural Precinct
- Heritage Precinct
- Mewburn Centre upgrades
- Road network upgrades
- City Centre streetscape upgrades
- Waterfront jetty and infrastructure upgrades
- Town Beach upgrade
- Western Foreshore Leisure Precinct

Based on these outcomes, three key plans have been prepared and are described in further detail in Sections 3, 4 and 5 of the document.

Plan 3 outlines the key Activity and Character outcomes of the Master Plan that outlines key new commercial built form, key public spaces, existing and future commercial development together with important design elements such as defining view lines, defining gateways and entry statements to the City Centre, the important streets in the City Centre and the key pedestrian movement locations.

Contributing to improved outcomes for activity and character assists in defining the importance of the City Centre to the broader Mandurah area and sets a direction for key projects that require Council investment to entice further private investments.

Plan 4 outlines the Movement Network Plan for the Master Plan.

A great city should be accessible and easy to get to and find your way around whether arriving by car, bike, public transport, on foot or by any other means.

Previous strategies had identified a need to enhance arrival points, improve connections between precincts, and explore potential increases in water transport and these issues remain valid.

Within this theme, gaps in the movement framework within the City Centre are explored, identifying opportunities to improve the ways in which we can explore the centre.

The Movement Network Plan outlines key improvements including:

- Pedestrian and bike path networks, with a key focus on Mandurah Terrace and the northern, eastern and southern connections.
- Streetscape improvements and street upgrades to improve footpaths, urban tree canopy and amenity upgrades to increase walkability and encourage further commercial development.
- Ensuring a legible street network through a series of intersection upgrades that aid in pedestrian connections and safe movement for all users with a focus on creating improved amenity.
- Public transport network improvements by connecting the City Centre and the train station by an inner city transit system and improving the connection from Mandurah's suburbs to the City Centre.
- Ensuring ongoing management and improvements to parking; and
- Exploring opportunities for improved jetty infrastructure.

Plan 5 provides an outline of key projects that will require refinement and detailed design, with a number of concept plans included in the Master Plan for the Mewburn Site, Museum and Cultural Precinct, the Western Foreshore Leisure Precinct, the Civic and Arts Precinct and Town Beach, together with key projects already committed in the Master Plan area.

Plan 5 also notes the importance of Roberts Point to the City Centre as part of the broader waterfront and as a piece of key government land.

Master Plan References

The City Centre Master Plan is to be read and referenced together with the following documents:

- Place Design Guide: City Centre Master Plan 2023
  (Hatch Roberts Day in collaboration with the City of Mandurah)
- Wayfinding Strategy: City Centre Master Plan 2023
  (Hatch Roberts Day in collaboration with the City of Mandurah)
- Engagement Report: City Centre Master Plan and Parking Plan
  (City of Mandurah in collaboration with Hatch Roberts Day)
- City Centre Parking Plan 2023 – 2033
  (City of Mandurah)
- Mandurah City Centre Waterfront: Community Vision Consultation
  (June 2018, City of Mandurah)
- Mandurah Waterfront Project: Precinct Area Concept Plans:
  - Western Foreshore Recreation Precinct (August 2019);
  - Eastern Foreshore South Precinct (May 2020);
  - Eastern Foreshore North-Central Precinct (August 2023); and
  - Smart Street Precinct (June 2020)
  - Community Vision Consultation (June 2018)

The City Centre Master Plan sits alongside and complements many Council strategies and plans that are referenced in the Strategic Framework, together with the existing Local Planning Framework which includes the Local Planning Strategy, Local Planning Scheme and relevant Structure Plans.

The Master Plan does not change or alter any elements of the Local Planning Framework but contains recommendations for modifications and updates that will need to be undertaken in accordance with the relevant regulatory framework.

The Master Plan has been developed with the whole of the community in mind. This includes residents, business owners and operators, landowners, visitors and potential visitors.

The purpose of this City Centre Master Plan is to:



Set clear direction based on community priorities



Provide for a wide range of users and their needs



Address identified challenges in a managed way



Provide a coordinated approach to improvements to public spaces and infrastructure to seek further private investment



1. Introduction

Purpose

A Master Plan is a strategic document that sets the long-term vision for an area. It focuses on how a place will look in the future and creates a framework for how to achieve this vision.

A range of factors are considered when developing the City Centre Master Plan.

These include community input, existing development, physical characteristics, and social and economic considerations.

Master Plans are dynamic documents that require regular review to ensure they meet the changing needs of the community.

Mandurah and its City Centre has evolved from a popular fishing village and to a regional centre with a key focus on thriving community, centre for entertainment, events and recreation and a tourist destination, together with a rapidly growing resident population.

Over many decades, numerous plans have been prepared to help guide and shape the development of the City Centre, including the Mandurah Waterfront Revitalisation Strategy (2004) and the Mandurah Foreshore Focus 2020 Vision Master Plan (2006) and in more recent times, the Mandurah Waterfront Project.

This planning has resulted in several significant infrastructure and capital projects in the evolution of the City Centre including:

- The Mandurah Bridge replacement;
- The delivery of Mandurah Waterfront Project including the development of the Western Foreshore Leisure Precinct which included the Skate Park and Place Space, the Kwillena Gabi Pool and upgrades to the Smart Street Mall;
- The northern extension of Sutton Street to Mandurah Terrace;
- The enhancement of public spaces, including improvements to Mandjar Square and the function and character of Mandurah Terrace; and
- The delivery of events and activations within the City Centre.

The City Centre Master Plan seeks to implement the vision from the Strategic Community Plan.

Woven by waterways, a city of possibility.

A thriving city, connected to its people and nature, delivering possibility for everyone

Strategic Framework

The Master Plan is a check-in point to ensure a coordinated approach to new development, infrastructure upgrades to ensure a functioning city centre, whilst allowing more detailed projects to continue to proceed.

It is located centrally within the framework due to inputs from higher level strategies but also provides a basis for further projects, policies and detailed design outcomes that will manage priorities and private investment.



Master Plan Precincts

The City Centre Master Plan will focus on the following four precincts:

- Precinct 1: City Centre Core
- Precinct 2: City Centre North
- Precinct 3: Western Foreshore Precinct
- Precinct 4: Marina

The City Centre is separated into these precincts to build upon the established and distinguished character of the precinct neighbourhoods and to strengthen the valuable diversity of the City Centre.

It allows all stakeholders to explore the opportunities, challenges and possible solutions on a precinct-level and ensures the preparation of a comprehensive and coordinated plan for the future City Centre.

Whilst areas beyond these precincts are outside the scope of the Master Plan, it is important that the plan considers the connections and linkages to the City Centre from these areas.

One such area is Roberts Point which was identified as a key area in the Mandurah Foreshore Focus 2020 Vision Master Plan. This site is a significant piece of government-owned land that has significant potential to compliment the City Centre. Outcomes such as tourist resort, additional marina, key landscape and public amenity remain key outcomes, and will be subject to further master planning over time.

Table 1 Precinct Areas

Precinct	Area
Precinct 1: City Centre Core	33.86ha
Precinct 2: City Centre North	52.42ha
Precinct 3: Western Foreshore Precinct	31.41ha
Precinct 4: Marina Commercial / Residential	19.51ha
Total:	**137.2ha**

All areas exclude water.

Plan 1 Plan Boundary and Precinct Areas

- P1 **Precinct 1 City Centre Core**
- P2 **Precinct 2 City Centre North**
- P3 **Precinct 3 Western Foreshore Precinct**
- P4 **Precinct 4 Marina Commercial / Residential**



CITY OF MANDURAH

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Mandurah City Centre Master Plan

Why is the City Centre important?

City Centre's are important because they provide a place to live, work, learn and play, unlike suburban locations where activity tends to be separated and segregated.

An effective City Centre is a place that is lively, has varied employment opportunities, retail offerings, housing and allows for cultural experiences – with Mandurah's centre enhanced by being on the doorstep of a pristine waterway environment.

City Centre's can create significant economic benefits for the wider community as well as increase the liveability and happiness of its residents.

In order to fully achieve this, a diverse City Centre precinct is required.

Mandurah's City Centre is located at the heart of the Peel Region with the Mandurah Foreshore a significant attractor for visitors and residents alike. The economic and community services offered in Mandurah serve not only local residents but also the wider Peel region.

Unlike a conventional retail centre, a City Centre is a dynamic place that requires planning and management from a variety of stakeholders and owners.

The Mandurah City Centre offers an enviable lifestyle with a relaxed beauty and incredible assets which presents an opportunity to leverage this lifestyle offering to accelerate other economic opportunities.



Elements of a Successful Mandurah City Centre

City Centre Precinct Plan

(Private Development)



Shops, Restaurants & Cafes



Offices & Commercial



Medium and High Density residential

+

Elements to make a successful city

(Civic and Public)



Learning & Education



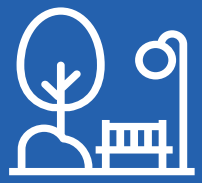
Arts & Culture



Civic & Administrative



Transport & Movement



Parks & Playgrounds



Events & Public Infrastructure

Master Plan Formulation

The first stage in the development of the City Centre Master Plan involved a review and analysis of a range of existing plans and strategies relevant to the City Centre.

Numerous plans have been prepared over the years and many of the recommendations made within these plans remain valid today.

Following this initial review, community engagement was undertaken to understand the thoughts, ideas and concerns held with regards to the future of the City Centre, to ensure the final Master Plan reflects what matters to the community.

For both the City Centre Master Plan and City Centre Parking Plan, the community were engaged through a variety of methods. A Community Values Survey, community pop-ups and business drop-in sessions, a series of community and business workshops and through face-to-face meetings with our business and landowner stakeholders. From this, we had over 1,000 people contribute their thoughts and ideas to the future vision for Mandurah's City Centre.

The outcomes of the engagement process have been used to inform and shape the recommendations made as part of this Master Plan and it should be read in conjunction with the Engagement Report.



Engagement Timeline



Engagement Outcomes

In reviewing the comments made within the Community Values Survey, three key themes emerged:

Activity: Always something to do

Where and when do we need activity, user needs, water-based activity and events to inform programming and relevant guidelines.

Character: Celebrate Mandurah's point of difference

Exploring how the high-level vision would translate into a spatial plan, the village heart concept, and the look and feel of the built form and public realm.

Movement: An accessible city

Drilling down into key issues raised during initial engagement, including circulation, wayfinding, path connections, modal conflicts, arrival experiences, precinct connections and designing Complete Streets, including gaps in the existing network





When asked If you could improve anything about the City Centre what would it be? You said...

"More interactive art that incorporates touch, sight, sound and can be changed and added to, to make ever growing art work Or interchangeable".

"More street lights and cameras especially in and around car parking areas. I also think that maybe have a couple of permanent stalls right on the foreshore selling things like ice cream and coffee."

"I would make it traffic free, have more art and music, stalls and we missed the inflatable water play area. Better street lighting especially Dudley park... but it's over all an amazing place to live ..."

"More public art and acknowledgment of Aboriginal heritage".

"Create an exciting entrance to the City along the road leading from the train station. Currently it is awful and visitors must be totally underwhelmed."

"It would be nice to have a pedestrian bridge connecting Stingray point to the War Memorial park"

"More live bands when the weather permits. Maybe a battle of the bands for new up and coming artists to gain experience.".

"Does all the time restricted parking in the City Centre include both weekends and public holidays? Some signs say they don't but others don't specify so I assume they are restricted 24 hours every day of the week? This needs to be clear."

"I have been a resident of Mandurah for 30 years. I am very happy with all of the improvements to Mandurah over the years. I think that people probably need to be made aware of the available car parking in the City Centre."

Recurring Ideas

Throughout the engagement process some thoughts and ideas reoccurred that were linked to crucial sites and topics of Mandurah's City Centre. It seems to be that those aspects are of high importance to the community and that there is a need for change in order to draw on the full potential of Mandurah's City Centre.

Activity

- Alfresco landscape on Mandurah Terrace well supported (provide more)
- Eastern Foreshore too busy and oversubscribed on the weekends
- Underutilised Western Foreshore with great potential (explore additional entertainment/ food)
- Activities and experiences to be family friendly and suitable for all age demographics
- Extended operating hours and night time activities should be encouraged
- Good branding of the "rainbow path"
- Marina is a hidden gem both for tourists and locals

Character

- The incorporation of water sensitive urban design and green spaces throughout the urban centre
- Wish for a strong presence and awareness of the estuary and the water through views and blue elements
- The meaningful integration of colour, iconic elements and public art with reference to Mandurah's identity
- The need for a welcoming arrival/ entry point and memorable gateways into the City Centre
- Recurring elements such as lighting or urban furniture that connects and unifies the different precincts
- Built form that is engaging on a human scale
- Celebrate and increase the visibility and education of aboriginal culture, art and history

Movement

- Desire for improved pedestrian environment along the waterfront (especially on Mandurah Terrace)
- The need to better utilise the City's existing large off-street car parks (Mewburn, Sutton Hall and Leslie Street)
- How Pinjarra Road forms a barrier to north- south pedestrian movement
- The need for a higher frequency/more obvious public transport connection between the City Centre and the train station
- The desire for additional walking/ cycling connections across the estuary
- The need for better public transport connections to surrounding suburbs

Strengths, Challenges and Opportunities

The development of the City Centre has a number of challenges and opportunities – often many of these overlap, with some competing with each other



CHALLENGES

Multiple public spaces

Disengaged landowners

Spread out activity

Marina disconnected

Gateways and wayfinding

Multiple forms of public infrastructure

Size and scale of the city



OPPORTUNITIES

Multiple public spaces

Engaged landowners

Multiple activity nodes

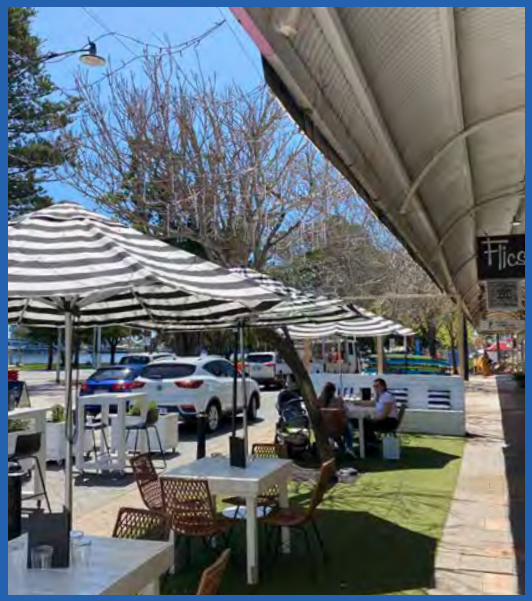
Small niche business enterprise

Education

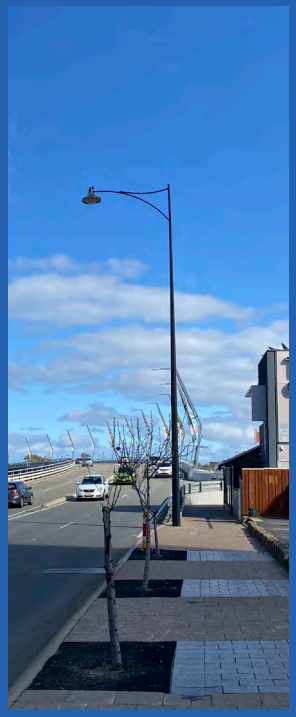
Residential

Focus of community infrastructure

Precinct 1 - City Centre Core













The City Centre Core incorporates the central commercial, dining and entertainment precinct. This precinct is the historic heart of the City Centre and the Eastern Foreshore and access to the waterfront are key attractors to the City Centre.

Strengths:

- World class waterfront location
- High place value of Mandurah Terrace and the alfresco dining landscape

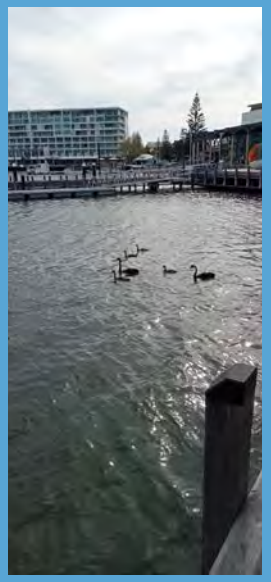
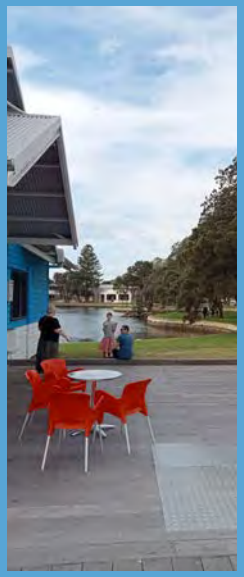
Challenges:

- Night-time activation
- Perception around safety
- Tired and ageing buildings
- Shop and commercial vacancies
- Concentration of activity along Mandurah Terrace, limited depth to activity in the City Centre
- Pinjarra Road being a barrier to pedestrian movement

Opportunities:

- Build upon the heritage and culture of the City Centre to create an enhanced visitor experience
- Mewburn Site and George Robinson Gardens focus for events and parking in the short term, and redevelopment in the long term
- Activity anchor south of Pinjarra Road such as Mandurah Museum Precinct

Precinct 2 - City Centre North





The City Centre North precinct incorporates Mandurah's boardwalk, cultural and civic sub-precincts. This precinct serves as a primary entrance point to the City Centre from the north and east and serves as the connection between the City Centre core and the marina.

Strengths:

- Boating access
- Strong character
- Direct water access
- Regionally significant community facilities and activities
- Developed residential and mixed use development.
- Newly developed office precinct at the northern end of Sutton Street

Challenges:

- Underutilised green space at Administration Bay
- Existing buildings back on to the waterfront
- Streetscapes that are not conducive to pedestrian activity
- Dwelling stock is aging

Opportunities:

- Reshape the built form and public spaces in the Civic Precinct
- Use of City owned sites to progress new mixed use and residential development

Precinct 3 - Western Foreshore Precinct

















The Western Foreshore Precinct has undergone significant transformation with the delivery of a destination level skate park, recreation precinct, play space and foreshore facilities, which together have created an iconic foreshore for people to meet, play and rest.

Strengths:

- Destination level skate park and play space
- Access to the waterfront
- Large event space
- Location of key built heritage assets

Challenges:

- Close proximity to residential properties/noise sensitive land uses.

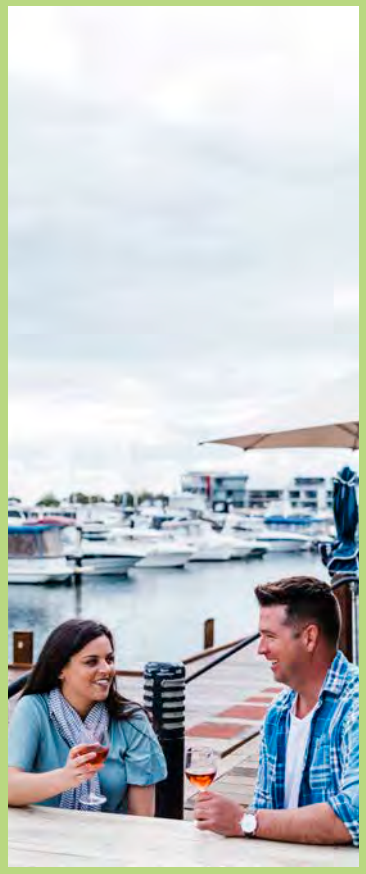
Opportunities:

- Redevelopment of the commercial lease site to build upon increased levels of visitation created by upgrades to the foreshore
- Additional activation of the event space
- Reuse and redevelopment of heritage site at Sutton Farm
- Improved cyclist and pedestrian connections between each of the activities within the precinct

Precinct 4 - Marina Commercial and Residential













The Mandurah Ocean Marina precinct is an aquatic playground incorporating the Town Beach, marina and a mix of waterfront market stalls, shops, cafes and restaurants.

Strengths:

- Modern facilities for both professional and recreation boating enthusiasts
- Protected beach
- Waterside dining

Challenges:

- Disconnected from the City Centre
- Pedestrian connection to the Town Beach

Opportunities:

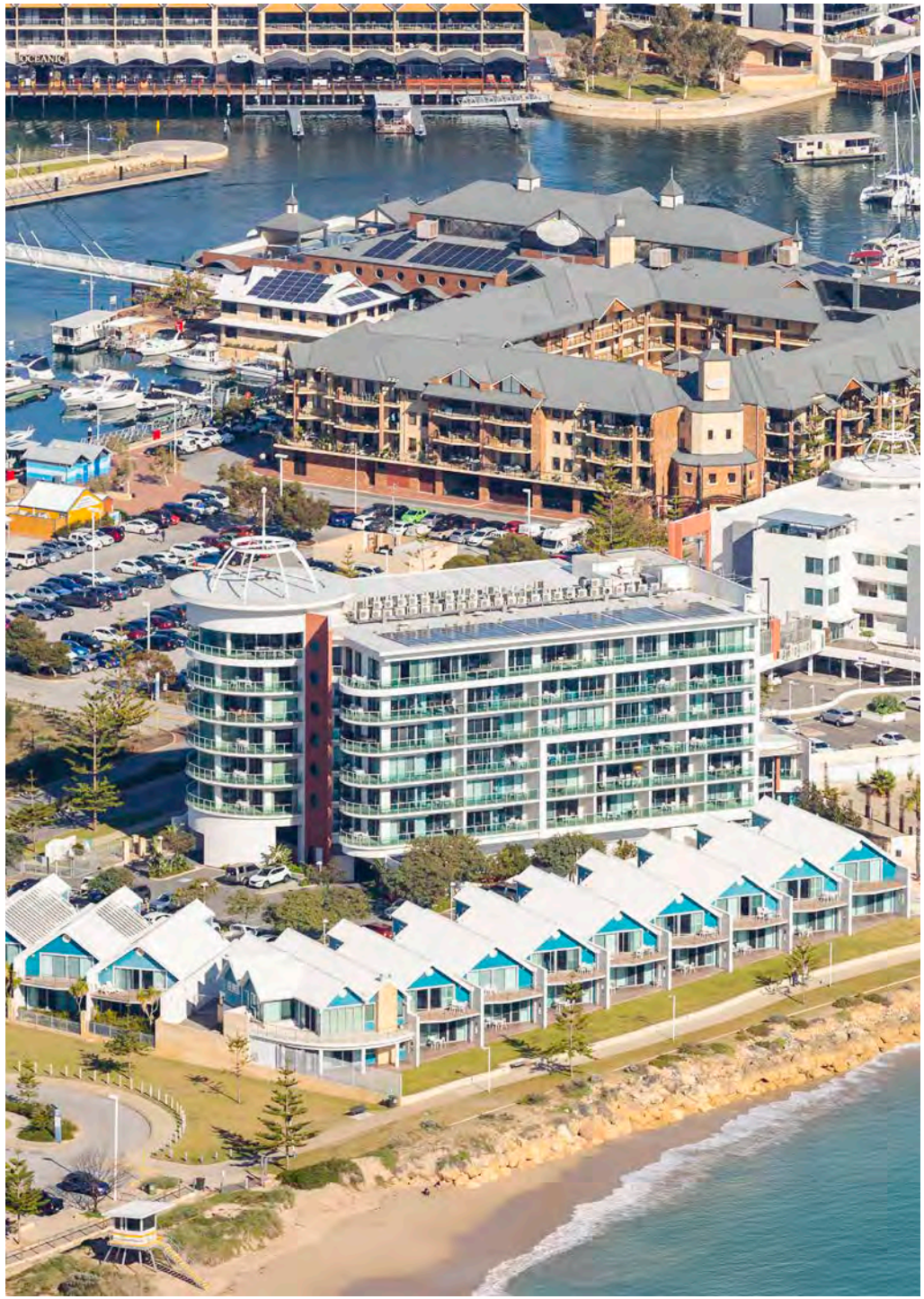
- Beach front development opportunities
- Reinforce Town Beach as a regional beach
- Promote Mandurah as a boating destination

Land Tenure and Land Ownership

In preparing the Master Plan and considering the context, the land ownership and land tenure will have an impact on the successful delivery of key outcomes, particularly for new development. Plan 2 provides an overview of various categories of landownership and land tenure in the Master Plan area.

The Plan shows the following elements:

- Land owned or managed (excluding recreation reserves) by the City of Mandurah comprises 12 hectares;
- Land that forms recreation or education reserves has a total of 27 hectares;.
- 30 hectares within strata ownership meaning any new development for these sites is unlikely;
- 6 hectares of vacant land, presenting opportunities for short term improvement, but also redevelopment opportunities;



Plan 2 Land Tenure and Land Ownership

City of Mandurah **Freehold**

City of Mandurah **Crown Grant in Trust**

City of Mandurah **Crown Reserve**
(Where Management Order is Not Public Recreation)

Private Ownership **Vacant**

Private Ownership **Strata**

Private Ownership **Heritage (State and Local)**

Crown Reserve **Recreation**

Crown Reserve **Education**

Total Area (All Precincts)	115.19ha	
City of Mandurah: Freehold	5.35ha	
City of Mandurah: Crown Grant in Trust	0.92ha	
City of Mandurah: Crown Reserve (Not Public Rec)	6.62ha	
Sub Total	12.89ha	**11%**
Private Ownership: Vacant	6.65ha	**6%**
Private Ownership: Strata	29.90ha	**26%**
Private Ownership: Heritage	3.04ha	**3%**
Crown Reserve for Recreation & Education	26.90ha	**24%**
Remaining	36.52ha	**30%**



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CITY OF MANDURAH

Mandurah City Centre Master Plan

2. **Activity:** Always something to do

The Activity theme relates to a desire to enhance the location that inclusively invites people to work, live, learn and play in the City Centre.

Throughout the community engagement process, the desire for the City Centre to be a place where there is 'always something to do' and 'activities for all ages' were expressed.

This theme explores what types of activities and land uses that are desirable within the City Centre, where and when activation is needed, and what infrastructure is required to support these activities.

What We Have

- **Retail**

Within the City Centre, the retail sector has been struggling primarily due to the oversupply of convenience retail in Mandurah in suburban shopping centres, a move to 'large format' retail that is often located at out-of-town locations and a preference for online shopping. However street based retail is considered a key attractor for the City Centre.

Marketing the attractiveness of retail is important, together with a focus on targeting a range of convenience shopping that compliments the suburban centres and supports residential development.

Importantly, providing a retail offering that is based on unique local offerings should be the target – this requires careful management and curation of matching tenants to existing tenancies. This would position the City Centre as different from the offering available at suburban shopping centres.

- **Residential, Commercial and Community Infrastructure**

Land uses and developments that employ and attract high numbers of people have the potential to activate the City Centre.

Such uses should include medium to high density residential, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.

The City Centre currently has limited high and medium density residential opportunities other than those in the Mandurah Ocean Marina and the Brighton apartments.

Further, office-based jobs are limited and based on older stock or slightly newer, smaller locations for small business enterprises in a dispersed manner across the Master Plan area.

Further growth in these core activities has localised and regional significance, as it ensures existing areas are further developed in a consolidated manner.

Key Principles

The following key principles relating to activity form the basis for new plans, projects and strategies to achieve a successful City Centre:



Focus regional functions of employment, events, tourist accommodation, community infrastructure, education, and high density residential within the City Centre.



Acknowledge Mandurah's current convenience retail floorspace supply through targeted leisure-based retail and food and beverage offerings to ensure that the City Centre is distinct and different from regional and district shopping centres.



Acknowledge a shared approach between the City of Mandurah, land owners, business owners and community to place management outcomes for the City Centre.



Ensure the City Centre provides activity throughout the day and night for workers, tourists, the broader community and local residents to provide an active and safe environment by investing in activities and experiences that reinforce a family friendly, relaxed holiday feel.

Activity Outcome 1:
Facilitate Catalyst Investment Opportunities

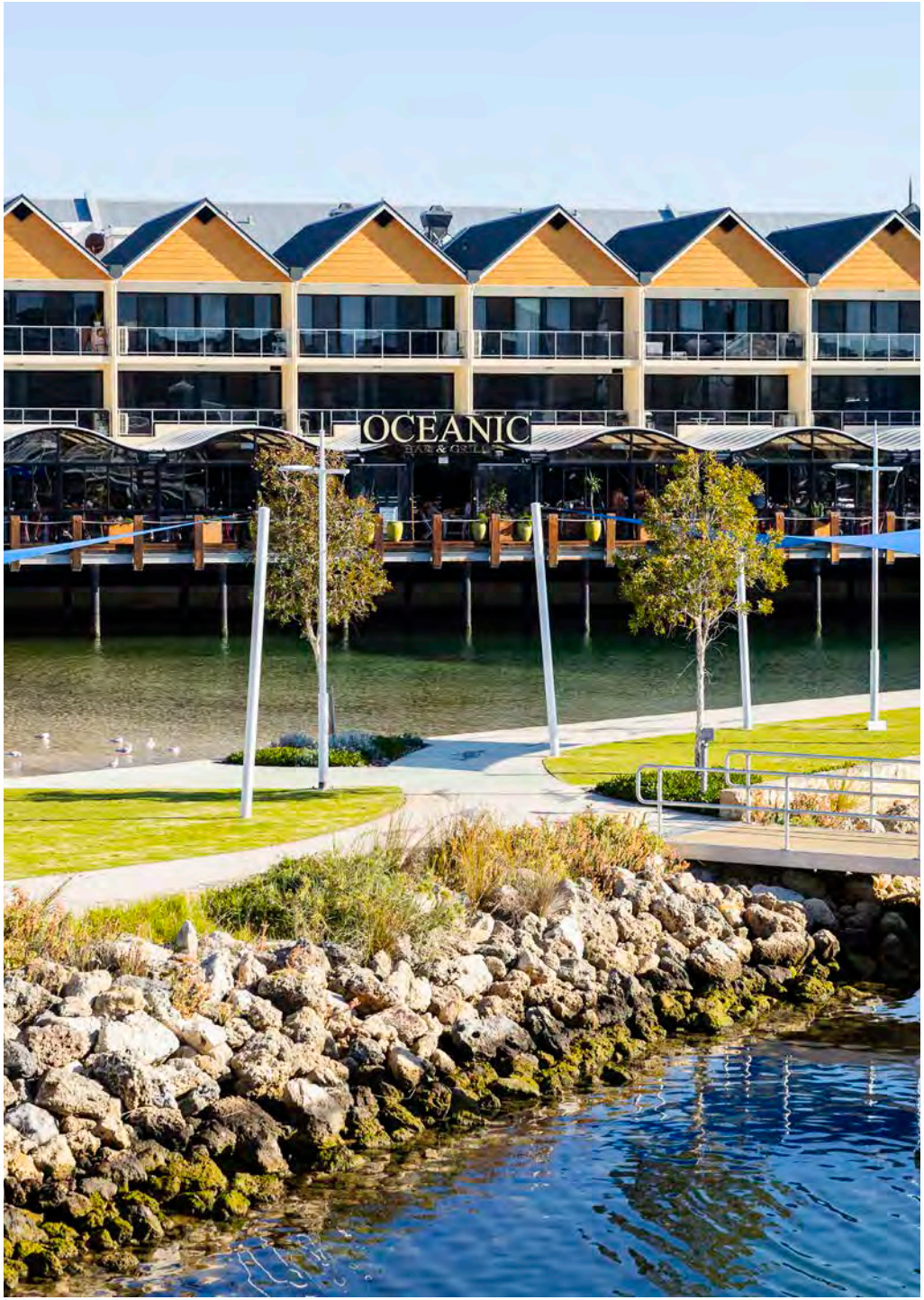
Business cases and opportunities to explore developments such as the following should be undertaken.

The City's land ownership provides a number of leverage opportunities through public private partnerships that can support development objectives. Further, identifying opportunities for private landowners may enable the key following activities:

- **High quality Hospitality Training centre**
  Develop hospitality capabilities to deliver training and education in a range of high-end and emerging hospitality skill sets.

- **Office Space Development**
  Pursue continued growth and demand for quality office space in existing and future city development planning, including exploring barriers and interventions that are constraining investment and ensuring that the planning framework identifies the City Centre as the core location for future office development to provide an agglomeration of activity.

- **Regional Skills Incentives**
  Provide incentives to encourage business in growing industries to establish offices in Mandurah by using the region's competitive advantages and targeting specific industries to support Mandurah's population.



- **Waterways Research Centre**
  A centralised innovation hub celebrating the Peel-Harvey Estuary and coastal environments that could include water science research, offices, and eco-tourism attractions.

- **Student Accommodation**
  Development of cost-effective student accommodation to grow and support new education and training industry opportunities.

- **Key Worker Accommodation**
  Development of low cost, short stay accommodation to support the hospitality and other seasonal opportunities for Mandurah.

- **Food and Beverage Offerings**
  Support a collection and mix of high-end restaurants together with small bars and unique establishments, to promote Mandurah as a 'foodie' destination.

- **Short Stay Accommodation and Tourism Development**
  Exploring investment incentives and address barriers to encourage increased investment in short stay accommodation, particularly in Precinct 1 and 4 where development sites for tourism development remain undeveloped together with smaller format and niche forms of accommodation.

- **Increase residential population within the City Centre**
  Residential living in city centres support economic growth by creating more demand for local businesses and services to be concentrated together with supporting medium density in the broader Strategic Centre areas. Residential living can help create vibrant communities, a sense of community and foster a more diverse and interesting urban environment.

Whilst the demand for high end apartment living has been provided for in the Mandurah Ocean Marina and surrounding areas, there has been significant time since these have been developed.

The planning framework supports increased residential development however there is a need to further explore barriers and impediments to further opportunities. There is a need to investigate planning and environmental regulation relating to noise controls in entertainment precincts to ensure the regulatory environment can improve noise provisions for mixed use city centre development outcomes.

Activity Outcome 2:
Plan and deliver strategic community infrastructure within the City Centre to service the broader community

To support the needs of the wider community and reinforce the importance of the City Centre, regional level and city-wide community infrastructure should be located in the City Centre which includes the following key outcomes and actions:

- **Central Library and Learning Facility**
  The development of a Central Mandurah Library provides many opportunities to service the wider community. There is a need to develop an infrastructure analysis and business case to demonstrate the need and demand and consider concept design to seek further advocacy and funding opportunities.

- **Tertiary and Higher Education**
  Students within the City Centre environment, together with office workers have the potential to significantly increase the daytime and night time activity and residential population in the City Centre. Whilst the key universities in Perth are unlikely to relocate, opportunities for privately operated or new providers may emerge over time, or as a supporting campus for Perth based providers.

  Consistent with the South Metropolitan and Peel Sub Regional Planning framework, any further development of tertiary education in the region should be located in the City Centre.

- **Mandurah Performing Arts Centre Upgrade**
  The Mandurah Performing Arts Centre is one of the most significant buildings in the City Centre and is a successful centre. However the building is now over 25 years old, its form and function should be reviewed in the context of its regional importance.



- **Key Community Infrastructure**
  The Mandurah Seniors, Mandurah Museum and Art Studios (CASM) are in the City Centre providing important infrastructure for the cultural and community development in Mandurah.

  The Project Area Plans identify potential improvements to the precincts that these assets are located, and in conjunction with the built form and precinct improvements, prior to further development of these precincts, business case and concept plans will be required to determine their needs and locations. Reviews should also consider minimum service need and potential alignment with existing facilities and locations.

- **City Administration and Council Chambers**
  Provide certainty to the future of the location of the City's Administration and Council Chambers within the Civic Centre Precinct and provide supporting community opportunities in this precinct.



Activity Outcome 3:
Grow and promote a strong and distinctive place identity for the City Centre

The City Centre largely competes with existing shopping centres for promotion and marketing. Using a Town Centre Management Model, marketing, promotion, and branding is also required to highlight the many opportunities and events. Without this, each business and tenant have restricted potential to promote and market the location.

- **Prepare and promote a strong and distinctive Brand Identity**
  Promoting the City Centre to residents requires a combination of strategies that encourage exploration, community engagement, and local pride. By highlighting the unique cultural and historical assets of the City Centre, fostering community events, encouraging local shopping, improving public spaces, and using social media and online platforms, the City and the businesses can promote the location as a collective.

  This may result in a brand outcome that can be applied to infrastructure, promotion and signage that compliments the City's corporate brand, but distinct for the place.

- **Diversify and expand trading hours for business**
  Leisure, recreation, and dining opportunities are popular and active during the day but decrease in the evening. The investment in opportunities that support the evening economy to accommodate and encourage an extension of trading hours, particularly past 3pm should be explored. This may include facilitation through the planning framework, approvals functions for new business, public and events spaces and promotion, together with continuing with the City Centre Place Manager role to explore unique opportunities and support business to succeed.

- **Promote High Quality Alfresco Experiences**
  Together with providing quality food and beverage, community engagement feedback encouraged improved alfresco experiences, particularly along Mandurah Terrace including suggestions to limit parking in front of alfresco dining and improve the pedestrian access.

  The Place Design Guide seeks to promote alfresco seating spilling out into the public realm, balancing the expectations of businesses with those of the general public in terms of accessibility, openness and design quality together with 8 key guidance outcomes. These include encouraging businesses to re-purpose adjacent on street parking for alfresco space. Updates and refinements to the existing Alfresco Dining and Outdoor Trading Guidelines will be prepared to reflect these outcomes.

- **Events Program**
  The City's and community lead events are a key attractor in the City Centre. It is considered critical to a successful City Centre to continue to facilitate an annual events program that celebrates and strengthens local pride and identity, centring around the following themes:

  - Connection to country
  - Water and marine
  - Arts and culture (live music)
  - Sport and recreation
  - Health and wellbeing



Activity Outcome 4:
Activate and Promote Public Spaces

There are numerous public spaces within the City Centre, many of which are currently underutilised.

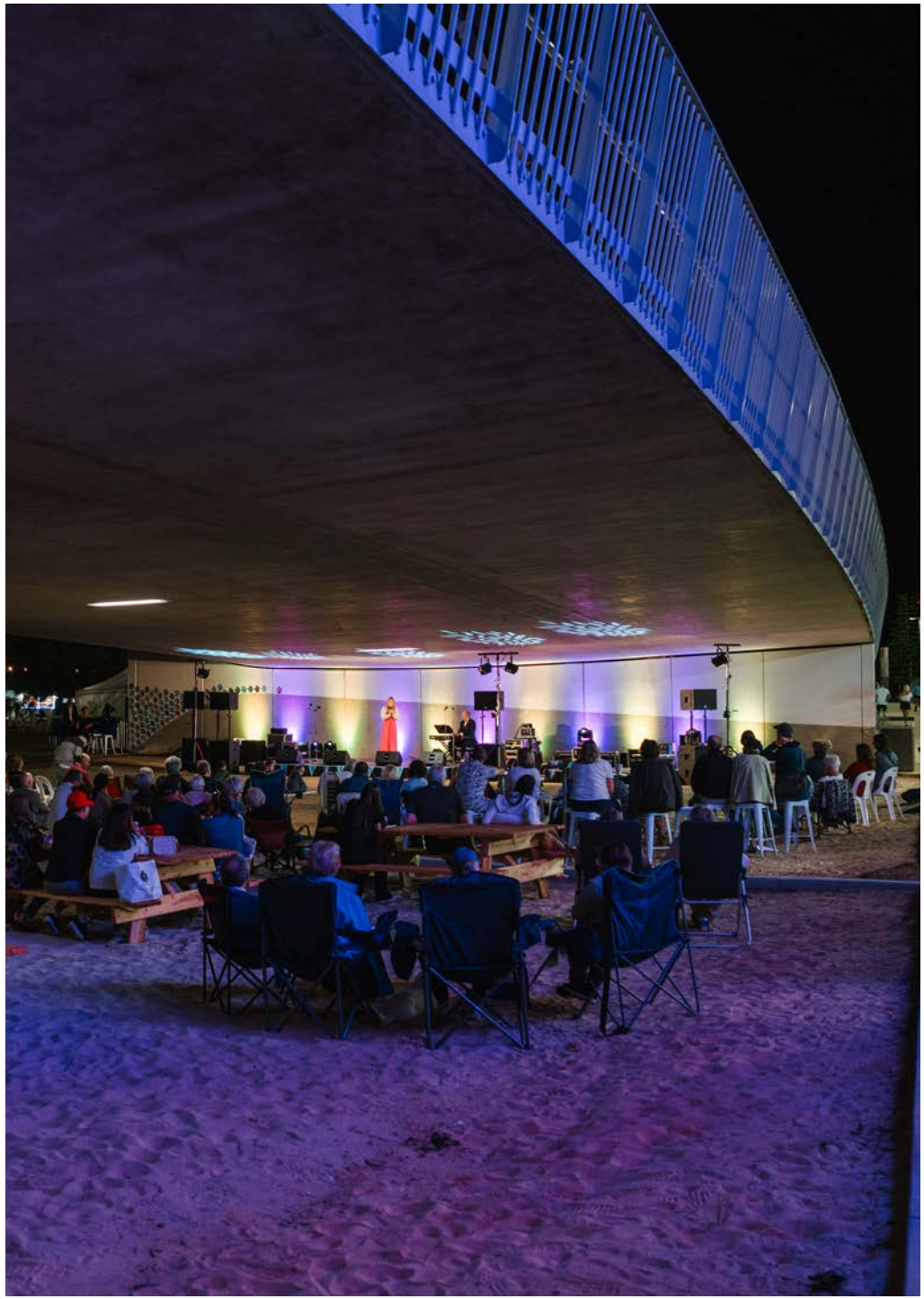
The Eastern Foreshore is a significant attractor and is a key area of public open space enjoyed by the entire community. There was strong sentiment through the engagement process that this space is currently oversubscribed with activities leaving little opportunity for passive enjoyment of the space.

The promotion of other spaces creates depth to the City Centre, better access to car parking and creates activation of streets.

Key outcomes include:

- **Small Scale Event Spaces**
  The George Robinson Gardens is a key 'town square' away from the foreshore, it can host events and community activity that are separated from the weather elements experienced on the Eastern Foreshore. However its design and landscape quality and adjoining built form (Mewburn Centre and public toilets) requires improvement as a space to move through, rest and relax and host small scale pop up and market events.

  Opportunities to activate the grounds at the Christ Church, Smart Street, Zephyr Mews and within Mandjar Square should also be explored. This may by via the creation of event guidelines that enable quick and easy set up and approval process, with a focus on the foreshore and water based activities.



- **Water Based Infrastructure and Activity**
  Continue to invest in infrastructure upgrades to enable people to interact with and move around the foreshore (with a strong experiential focus), for example protrusions into the water at different levels such as boardwalks, viewing and seating areas, jetty infrastructure, and floating platforms as a continuation of the recently completed Waterfront Project. Elements such as landscaping, and event spaces (where relevant) should be identified.

  Locations identified include Stingray Point, Soldiers Cove, Western Foreshore South (including under the bridge) and Town Beach. These commitments further provide opportunities for private investment that encourage a diverse range of water-based amenities on the foreshore such as kayaking and canoes, paddleboats, inflatable water parks, tour operators, hospitality opportunities and waterside entertainment. The Commercial Trading Guidelines, together with the business grants program, will be reviewed to encourage investment attraction aimed at increasing activation of the City Centre and growth in small business opportunities.



3. **Character:** Celebrate Mandurah's point of difference

The place aspiration of 'woven by waterways, a city with a village heart' developed by the community during the community engagement for the Strategic Community Plan, sets a clear vision of celebrating our waterways and growing our city, whilst maintaining the character of Mandurah.

This theme explores the existing character of the City Centre and the attributes that are valued by the community and identifies ways in which this character can be retained as the city grows, both in the built form and in the 'feel' of the centre.

What We Have

- Waterfront and natural environment
  Provides a strong sense of place and enhances legibility. As a result, is important to maintain and enhance the views to the water throughout the City Centre to support orientation and presence of the water.
- Lack of sense of arrival
  There is no sense of arrival or defined entry points to the City Centre. The City Centre is often viewed as place to drive through rather than arrive at. Through the use of built form, infrastructure, landscaping and signage, there are opportunities for improvements to be made.
- Tired building facades
  Many commercial and residential buildings were constructed in the late 1970s to early 1990s in a time where function prevailed over form, for many reasons. In areas like the Marina, design guidelines with architectural themes and a focus on the form of buildings has resulted in improvements to the built form. The expanded use of built form guidelines provides opportunities for improvement across the precincts for new development.
- Street furniture and infrastructure
  Small but important elements in the City Centre such as street lighting design, paving treatment, bollards, rubbish bins, wall art, public art and buildings have no real identifying features to provide some uniformity and a sense of place. Recent infrastructure projects have improved these outcomes; however it is important to continue this momentum and consistency and integration into the broader precinct.

Key Principles

Ensure new development and infrastructure delivery is consistent with design principles outlined in the Place Design Guidelines and informing plans and policies and provide a strong and distinctive brand identity for the City Centre

Ensure that new built form maintains and enhances key view corridors to the waterfront, accentuating Mandurah's connection to the water.

Ensure new development, connections and landscaping strengthens the connection between all City Centre precincts, particularly to the Mandurah Ocean Marina and using streetscape improvements to provide a clear identification of precincts.

Enhance, protect and celebrate the natural environment by investigating opportunities for tree canopy cover improvements, ground level greening and improved water sensitive urban design as part of public space upgrades and enhancements.

Integrate opportunities to share and celebrate Bindjareb culture and European heritage in built form, artwork, landscaping, naming and signage.

Enhance and increase public art opportunities.

Character Outcome 1:
Grow and Promote and Distinctive Brand Identity for the City Centre

In conjunction with Activity Outcome 3, brand identity is also linked to Character with a number of key moves associated with this outcome:

- **Wayfinding Signage Strategy**
  The City of Mandurah has a successful signage design manual for Parks and Reserves and a manual is under development for Trails. It is recommended that a similar manual is produced for the City Centre, as outlined in the Wayfinding Strategy, with the following steps and outcomes including removal of unwanted existing signage; engagement with stakeholders and the preparation of detailed design and implementation.

  This will be a priority project and an outcome of the City Centre Parking Plan and will need to ensure that artwork and other Character Outcomes are incorporated into these design outcomes.

- **Legibility and Streetscape Enhancement Plan**
  A legible city is one that displays recognisable patterns and experiences, which are easily identifiable and can be grouped logically based on Precincts, Landmarks, Paths, Edges and Gateways.

  In developing the City Centre further, the Wayfinding Strategy recommends the implementation of a Legibility Enhancement Plan, with key outcomes focusing on creating a welcoming atmosphere through stronger entry statements, banners, and infrastructure upgrades at main entrance points; and for key streets. This Plan will identify unifying elements together with elements to differentiate the separate precincts. Concept design, detailed design and delivery will occur on a staged basis, taking into consideration social, environmental, and economic impact, particularly their ability to attract private investment.



Character Outcome 2:
Ensure the Built Form Contributes and Enhances the Character of Mandurah

- **Lighting Plan**
  Perception of safety was a key theme identified during community engagement. Lighting improves the perception of safety, which can encourage increased length of stay, with a flow-on effect to increasing activation at night.

  Lighting can contribute to crime prevention for the following reasons:

  – People feel safer in well-illuminated areas because they can see what and who is around them.

  – It increases the risk of offenders being seen, reported and potentially apprehended, and

  – People are encouraged to use well-illuminated areas, which increases activity and thereby further deters crime and unwanted behaviours.

  Lighting that focuses on the pedestrian, car parking areas and public spaces is a key factor in developing a safe and vibrant city centre. A comprehensive Lighting Plan is recommended to be prepared and incrementally implemented.

- **Built Form Guidelines**
  Every building, street and public space contributes to the character/look and feel of the City Centre. Based on the outcomes of the Place Design Guide, Design Guidelines for the delivery of public infrastructure; and integration into the planning framework for private development are required to achieve the following:

  – Ensure new elements and building contribute and don't detract from the character of Mandurah with a focus on organic and curved forms, natural materials, integrated greenery and seamless indoor and outdoor spaces

  – Integrate Mandurah's history as a coastal lifestyle holiday village

  – Embed the community engagement feedback on built form, where the environment strongly contributes to the 'feel' of Mandurah

  – Using historic buildings, landmarks and cultural storytelling add to a places character, contributing to a sense of continuity and cultural heritage

  – Consistent use of branding and theming in elements such as public signage, bollards and lighting.

  – Embedding arts and culture in infrastructure delivery

  – Providing for key identifiers for each precinct to strengthen the individual character of each precinct through distinctive design patterns

- **Public Art**
  In addition to embedding into signage and built form guidelines, a holistic approach to public art contributes to embed character with a focus on legibility, wayfinding and addressing unsightliness in strategic locations, particularly blank and rear facades of buildings through community or business lead approaches.



Character Outcome 3:
Enhance and Celebrate the Natural Environment

Mandurah is woven by waterways but also has other significant environmental attributes. Mandurah is a City built in nature, not on nature, in one of the world's biodiversity hotspots.

Our natural environment is as unique as it is threatened and we design and deliver innovative programs to protect, restore, and reduce threats to it.

In a City Centre location, parks and green spaces are accessible and welcoming, and they celebrate our local identity by showcasing local, native species. We use our urban landscape to connect habitat, enable low impact travel and capture and retain water in the ecosystem. Further, Mandurah is committed to managing the risks of climate change to our community and to our city in the most appropriate manner and consolidation of activity rather than continuing urban sprawl is a key opportunity.

Core areas of the Environment Strategy that are relevant to the Master Plan include, but not limited to the following outcomes:

- **Enhancement of Green Spaces**;
- **Urban Canopy** increases, particularly in streets and public spaces;
- **Sustainable Transport Networks** including delivery of Active Transport Plans and Public Transport Action Plans;
- **Water Sensitive Urban Design and Drainage**, particularly with stormwater that may have direct discharge to the estuary, and Administration Bay;
- **Coastal and Foreshore Management**; and
- **Sustainable Building Design.**



Character Outcome 4:
Celebrate Mandurah's History and Cultural Identity

Mandurah is a Cultural City and there is a need to celebrate the importance of creative expression in all its forms as a way to help shape our identity, make sense of the world around us and enrich our lives. The City has a long and proud history of involvement with arts and culture. For thousands of years, right up to the present day, Mandurah has been held as a place of significance where the cultural life of its community is highly valued, supported and celebrated and where people have come together to celebrate their customs and cultures together.

Also known as Mandjoogoordap, or Meeting Place of the Heart, the ancient and cherished cultural legacy of Bindjareb ancestors has been proudly held onto and passed on despite challenges presented by later settlement.

The City's Arts and Culture Strategy has been prepared in response to this context. In the City Centre, there is a need to acknowledge that many actions or projects arising from this Strategy will be relevant to the Master Plan area.

The Goals of the Arts and Culture Strategy align with the Master Plan in respect to:

- **Creative Connected Communities**
  A resilient, inclusive and connected community that has access to arts and culture.

  The core action that aligns with the Master Plan is to is to deliver the Mandurah Arts Festival that allows for cultural expression in key public spaces.

- **Creative Places and Spaces:**
  a celebrated and nurtured natural and built environment that can be shared through culture

  Actions arising that align with the Master Plan include the creation of a cultural map that captures the cultural assets of the precincts; and a strategic review of public art and commissioning of murals and public art pieces.

  In addition, opportunities to promote and enhance the existing Mandurah Museum sites its and linkages and connections to the City Centre and the water are a key outcome of the Master Plan, together with exploring opportunities to increase the visibility of Aboriginal culture, art, history and language, including dual naming within the City Centre.

- **A Creative Economy of Opportunity and Aspiration**
  a city where sustainable and creative ideas, initiatives and businesses can thrive.

  Actions arising that align with the Master Plan include attract arts and culture initiatives to Mandurah; leverage public art and heritage trails as a draw card for liveability, tourism and investment; grow and develop sustainable creative businesses; advocate for fit-for- purpose cultural infrastructure including music rehearsal and performance spaces, studio spaces, exhibition and gallery facilities.



Plan 3 Activity and Character Overview

Key View Lines
To be Retained and Enhanced

Streetscape Upgrades
New Footpaths, Street Trees and Underground Power

Gateways Nodes and Streets
Landscape, Activity, Artwork and Wayfinding

Existing and Proposed Path Network
Trails. Pedestrian Priority and Bike Riders

Key Civic and Community Built Form
City Administration, Library, Arts, Culture, Museum, Education

Key Commercial Built Form
Tourist, Retail, Leisure, Food and Beverage

Key Public Spaces
Meeting Places, Outdoor Activity, Town Squares, Event Spaces

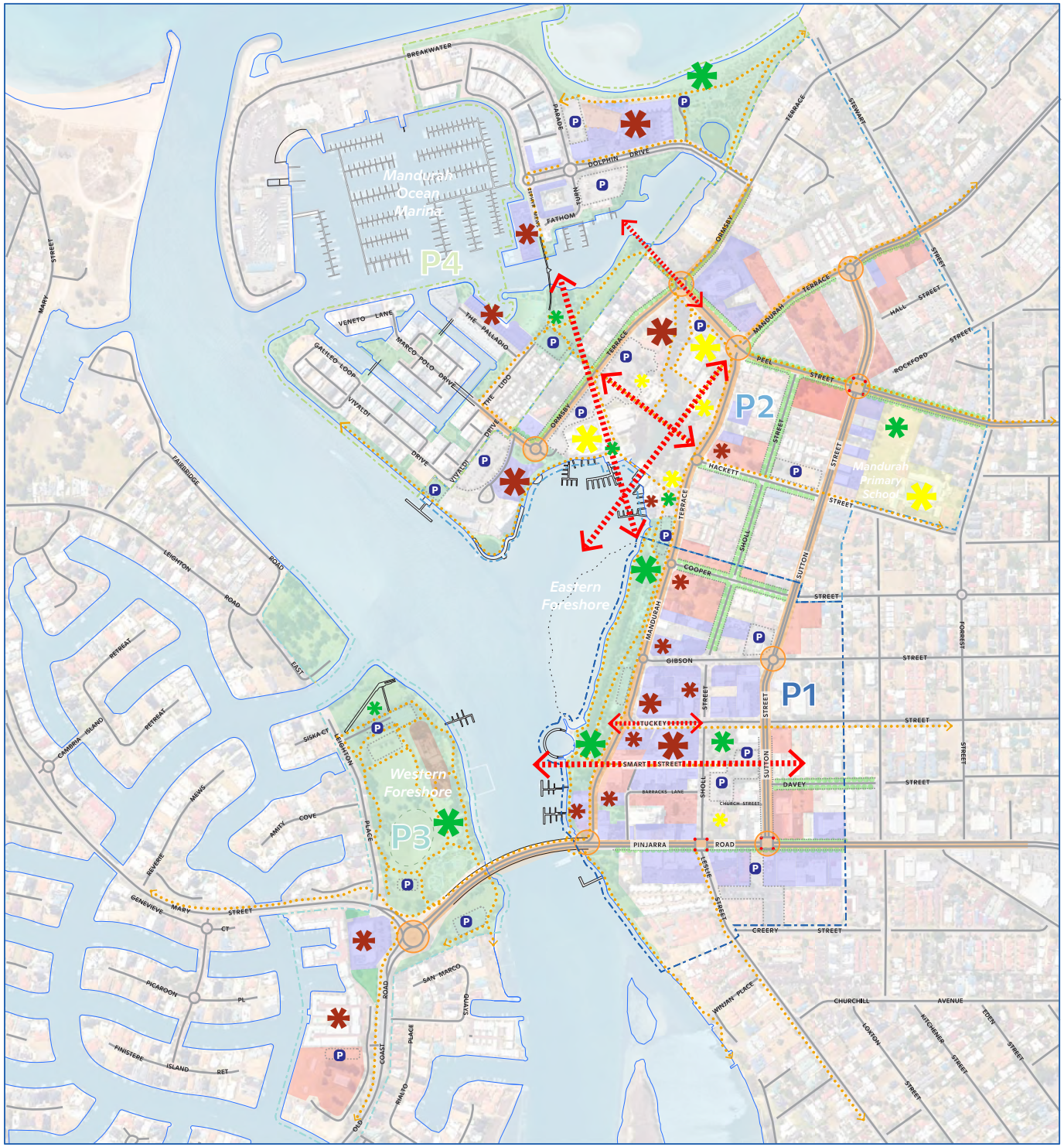
Future Mixed Use Development Nodes
Key Vacant and Redevelopment Sites

Existing Commercial Development

Public Parking (Off-Street)
Existing and Upgraded Parking Stations

Supporting Plans and Guidelines

- *Place Design Guide*
- *Wayfinding Strategy*
- *Alfresco Dining, Outdoor Trading and Market Guidelines*
- *Commercial Trading Guidelines*
- *City Centre Signage Manual*
- *Landscape Design Manual*



CITY OF MANDURAH

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4. **Movement:** An Accessible City

A great city should be accessible and easy to get to and find your way around whether arriving by car, bike, public transport, on foot or by any other means. Previous strategies had identified a need to enhance arrival points, improve connections between precincts, and explore potential increases in water transport. These issues remain valid. Within this theme, gaps in the movement framework within the City Centre are explored, identifying opportunities to improve the ways in to move around the Precincts.

What We Have

- **Grid Based Street Network**
  The street network, due to its 1890s layout of streets and lots, is primarily a grid network and has been subject to change and modification over time. The grid allows flexibility and options for movement, and over the last 20 years efforts have been made to open the grid, such as reopening Sutton Street at Gibson Street, making most streets two-way movement and providing four-way intersections such as Sholl and Tuckey Street. This is a key principle that should be maintained.

- **High Private Vehicle Use**
  Based on census data and responses in engagement surveys, there is a heavy reliance on cars to arrive and move around the City Centre. 87% of survey responses identified arrival by car as the primary point of access. The geographic layout and demographics in Mandurah broadly, significantly contribute to this outcome. Whilst affecting change will be over an extended period, maximising and prioritising of modes of transport such as walking, cycling or public transport, together with further development that encourages walking trips between various activities can assist in reducing reliance on private vehicles.



- **Waterway Separation**
  Mandjar Bay and the estuary entrance channel sets Mandurah apart from other key centres in regard to natural amenity. However, this provides a challenge for transport and movement with restricted bridge crossings. Significant feedback suggesting a pedestrian and cyclist connection between the Mandurah Bridge and ocean entrance was provided.

- **Car and Bike Parking**
  Across the City Centre, there are over 2000 public parking bays with nearly 80 percent of these public parking bays being located 'off-street' in seventeen at-grade, formalised car parks, with the remaining 20 percent being located 'on-street'.

  Average peak occupancy overall for all on and off-street parking areas within the City Centre is generally below 55 percent. A 65-85 percent average peak occupancy provides an optimum use of public parking, providing adequate accessible and convenient parking while ensuring bays are available for newly arrived vehicles. Beyond 85 percent average peak occupancy, there is a greater circulation of drivers looking for vacant bays, causing inconvenience, adding to traffic volumes, potential congestion, and a likely perception that there is not enough parking.

  Average peak occupancy under 65 percent means the parking is under-utilised, which is inefficient.

  Bike parking provision of approximately 130 spaces, spread across the City Centre precincts.

- **Public Transport**
  The City Centre is well serviced by existing bus networks; however they are largely restricted to a circular route between the station, Mandurah Forum and the City Centre, via Pinjarra Road and Peel/ Allnutt Street. Services from the northern areas of Halls Head provide limited access via Pinjarra Road and a limited-service connection is provided to the Mandurah Ocean Marina and from Madora Bay to the northern extent of the City Centre. Primarily, every bus route commences and is completed at the Mandurah Train Station, however this provides a disconnect from the suburbs of Mandurah and the key strategic employment centre in the City Centre.



Key Principles



Prioritise pedestrian and bike networks within the City Centre including a dedicated and/or separated bike network along the extent of Mandurah Terrace with connections to northern and southern coastal paths and to east to the Mandurah Train Station.



Plan for, and advocate for a street-based transit system between the City Centre and the Mandurah Train Station



Plan for, and advocate for a rapid bus network that connects Mandurah's suburbs to the City Centre



Manage circulation around and legibility of City Centre through safe movements for all users.



Ensure street infrastructure contributes to and enhances the character of the City Centre.



Ensure ongoing management of parking supply and monitoring of occupancy.

Movement Outcome 1:
Prioritise Pedestrian and Cyclist Networks

- **Bike Path Networks**
  There are several ways to improve the bike riding experience which include the provision of dedicated street space, wayfinding, lighting, providing safe off road location that avoids high level pedestrian areas and addressing gaps in the network.

  The Master Plan recommends the delivery of significant improvements to the network, including dedicated bike paths, primarily along Mandurah Terrace and connecting to key coastal paths and trails to the north, south and east.

  As a priority, addressing the conflict and confusion at the southern end of Mandurah Terrace, between Tuckey Street and Pinjarra Road access the Mandurah Bridge is required, particularly for bike riders heading south to the Bridge.



- **Pedestrian Path Networks**
  Improvements to the walking experience include shade, wayfinding, lighting, providing time for crossing at signalised intersections, frequent street crossing opportunities and addressing gaps in the network.

  To complement bike riding infrastructure, there are improvements recommended to the existing path network in recognition of the recreation opportunities in the foreshore spaces and connections between precincts, particularly:

  – the design and location of path networks in the Eastern Foreshore by making changes to the central path that divides the space;

  – Improving the circuit in and around the Western Foreshore;

  – Between the City Centre and the Marina through car park redesign and landscape improvements to the western end of Peel Street.

- **Streetscape Improvements and Street Upgrades**
  Significant improvements were undertaken in 2010 and 2011 to parts of Mandurah Terrace, Tuckey Street, Sholl Street (south) and Gibson Street (west). Prior to this, Sutton Street (north) was upgraded. Planning is underway to progress the upgrade of Peel Street.

  Surrounding streets, primarily Sholl Street (north), Cooper Street and Hackett Street are recommended for improvements with new footpaths, on-street parking, intersection treatments with Sutton Street, street trees and underground power to improve appearance and functionality, encourage further development and improve pedestrian movements. Davey Street as a commercial node also requires improvement, and Ormsby Terrace, as a key linkage between Precinct 2 and 4, particularly regarding a footpath on the western side is recommended. Barracks Lane as a core linkage for sites along Mandurah Terrace for servicing, pedestrian access to parking and general amenity is also recommended for upgrade.

Mandurah Terrace was subject to improvements in 2010, however remains a vehicle dominated space and a key barrier between the foreshore and activities on the eastern side.

The Master Plan recommends a future upgrade to improve east-west pedestrian crossings, introduce bike lanes, remove median and provide for improved street lighting, and dedicated alfresco dining spaces to complement the intersection upgrades identified.

Similarly, Pinjarra Road and Sutton Street south are identified for upgrade as an outcome of the Master Plan. Pinjarra Road has been progressively upgraded from Mandurah Road in a westerly direction over the last five years. This upgrade represents the last stage, however the form and style of the improvements needs to reflect the change in urban form and address existing challenges in integrating both sides of this street.

Elements that target an improved pedestrian environment along Pinjarra Road between Sutton Street and Mandurah Traffic Bridge should be explored, where options may include reducing speed limits; implementing mid-block pedestrian crossings and/or refuge island; improving pedestrian phasing at the Sholl/Leslie Street and Sutton Street signalised intersections; and improving wayfinding to the boardwalk beneath the eastern bridge abutment.

- **Mandjar Bay / Entrance Channel Crossing**
  Mandurah's waterways provide a beautiful focus area however results in challenges in connections and crossings. Arising from and with support from the Master Plan engagement, the Master Plan recommends that opportunities for connections, be that at water level or an iconic bridge structure be identified on the Movement Network Plan. This connection links Mandurah's northern and southern coastal path networks and facilitates a completion of the Mandjar Bay recreation circuit.

  It is acknowledged that this project is aspirational and has significant challenges, but is worthy of recognition in the Master Plan.



Movement Outcome 2:
Provide a Legible Street Network

Unlike previous plans, no substantial changes are recommended to the street network, 7 key intersection improvements are recommended for delivery with a focus on reducing the reliance on Mandurah Terrace, to make pedestrian connections accessible across intersections and making right turn movements safe.

Primarily, the existing northern movement on Mandurah Terrace results in a higher than desirable traffic volumes for the key public foreshore area. Simple intersection improvements can address this outcome by making an alternative route more attractive.

The recommended changes are as follows:

1. Sutton Street / Pinjarra Road:
   Provide for two right turn lanes into Pinjarra Road from Sutton Street in conjunction with improvements to both roads.

2. Pinjarra Road / Sholl Street / Leslie Street:
   Realign the intersection to ensure that the turning lanes off Sholl Street and Leslie Street into Pinjarra Road are safe. This is achieved by a realignment of the central lanes and being right turn only. The outside lanes are then designed to be through and left turn lanes.

3. Sholl Street / Church Street / Barracks Lane:
   Recommend the removal of the Church Street and Sholl Street roundabout, potentially closing Church Street to Sholl Street so that it is only accessing the Mewburn Car Park; and consider improvements to access to Barracks Lane from the east.

4. Sutton Street / Tuckey Street:
   Provide right turn lanes to provide safe access to Tuckey Street.

5. Mandurah Terrace / Tuckey Street:
   Review functionality with consideration to the removal of roundabout and create a T-intersection with traffic along Mandurah Terrace from the south required to stop;

6. Mary Street / Leighton Place
   With improvements and upgrades to the Western Foreshore, consider how access into and out of Leighton Place is managed given its proximity to the Old Coast Road / Mary Steet roundabout, including upgrades to pedestrian crossings.

7. Mandurah Terrace / Peel Street
   This intersection does not currently present an urban / City Centre solution to movements for all users and potentially contributes to the strong northern movement along Mandurah Terrace for vehicles travelling through rather than arriving at the City Centre. The intersection is also the key access into the Civic Precinct and the Marina so all turning movements are important. The Master Plan recommends that changes are required with no specific outcome identified.



Movement Outcome 3:
Improved Public Transport

Consistent with the Integrated Transport Strategy, strengthening the connection between the Mandurah Train Station and the City Centre is a core recommendation of the Master Plan. Comments during the engagement suggested that train should be extended to the City Centre, however, this is considered an unrealistic outcome.

- **Street Based Transit**
  A street-based, high frequency transit system that is a step change from the suburban bus network requires exploration for this location. Options for delivery are being reviewed by the State Government through the Mid-tier Transport Plan, however planning for a direct service between the Train Station and the City Centre is a key outcome the Master Plan.

- **Rapid Bus Network**
  Further, connecting Mandurah's suburbs to the north, south and east via a rapid bus network that primarily uses the existing highway network into the City Centre via Old Coast Road, Pinjarra Road and Mandurah Terrace is recommended. If the City Centre is to become a core employment centre for the region, alternative forms of access are considered essential.



Movement Outcome 4:
Ongoing Management of Parking Supply and Occupancy

The City Centre Parking Plan has been developed to be read alongside the Master Plan. The Parking Plan provides a comprehensive plan to managing demand, supply, accessibility and improvements to parking in the City Centre.

Core recommendations align with the Master Plan regarding upgrades to existing parking areas, streetscape improvements, signage and wayfinding together with improvements for ongoing monitoring and management to ensure alignment between the two plans.

- **City Centre Parking Plan**
  Reference should be made to the recommendations and actions in the City Centre Parking Plan.

  The Plan recommends upgrades to five key existing parking areas, ensuring that the planning framework is updated and further development of at-grade parking at the Western Foreshore, improvements to timed parking, streets and monitoring of occupancy amongst others.



Movement Outcome 5:
Make the City Centre highly accessible via Boat

Mandurah is highly appealing due its proximity to the coast and many interconnecting waterways (woven by waterways). The City is already one of the most popular recreational boating environments in the State, with boat ownership predicted to increase with population growth.

There is an opportunity for residents and visitors to use marine transport such as boats and kayaks to not only enjoy the waterways for recreational purposes, but to also visit the City Centre to patronise shop, restaurants and attend events.

- **Waterways Waterfront Master Plan**
  This plan will be developed during 2024 to explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore based on support for further development arising from the engagement undertaken for the Master Plan.



Plan 4 Movement Network Plan

Bike Path Network
Segregated and Separated Paths for Commuter Bike Riders

Streetscape Upgrades
Paths, Street Trees, Underground Power, Intersection Treaments

Existing and Proposed Path Network
Paths for Trails, Pedestrian Priority & Recreational Bike Riders

Street Based Transit
Connecting the City Centre to the Station

Rapid Bus Network
Connecting Mandurah's Suburbs to the City Centre

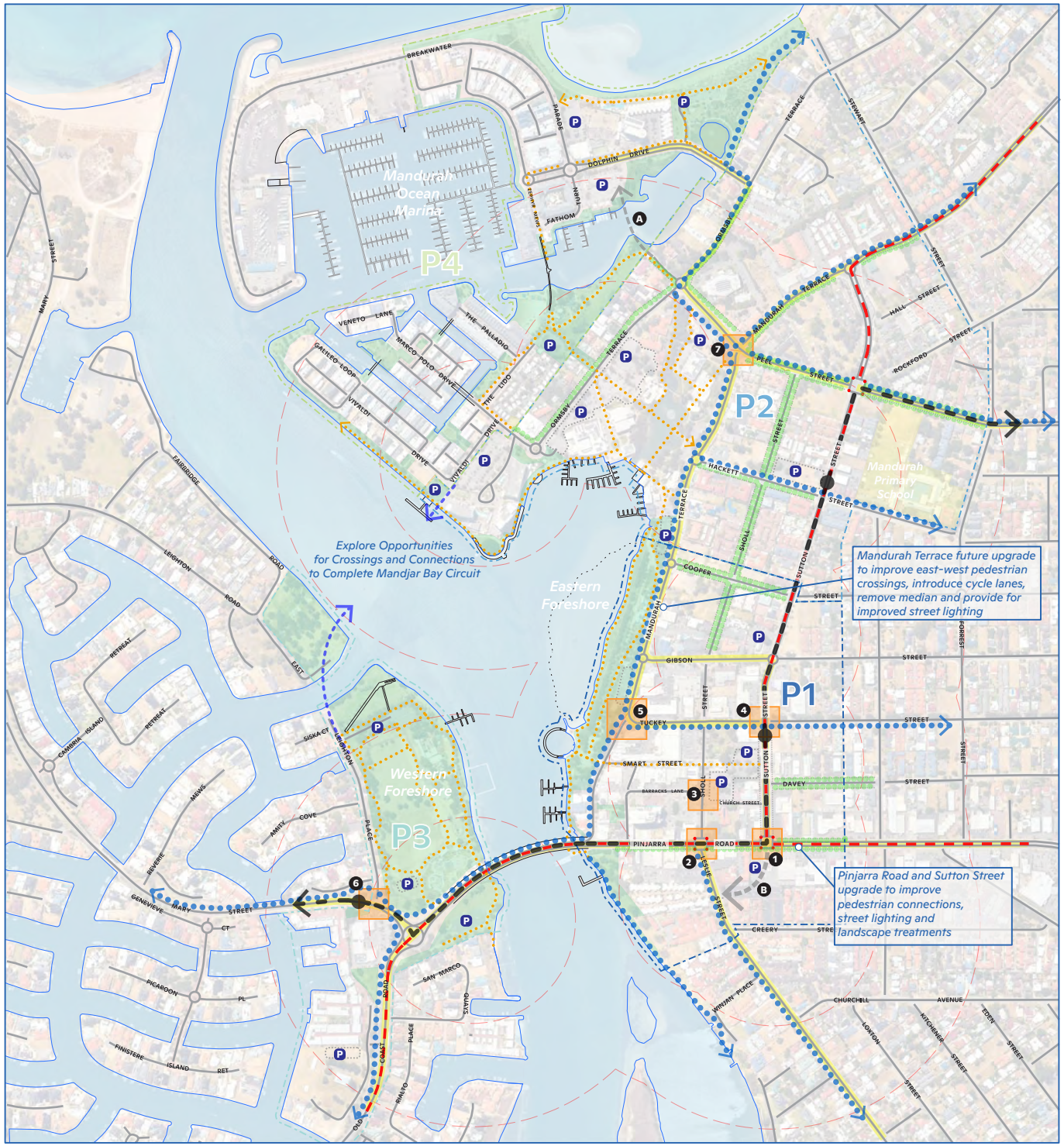
Existing Bus Network
To Be Reviewed upon completion of Transit Improvements

Monitor Need for Additional Connections
Ⓐ Peel Street to Marina Ⓑ Sutton Street South

Public Parking (Off-Street)
Upgrade or New From Parking Plan Shown Outlined

Intersection Upgrades:

1. Sutton St / Pinjarra Road:
   Two Right Turns Lanes into Pinjarra Road;
2. Pinjarra Rd / Sholl St / Leslie St:
   Realign turning lanes off Sholl/Leslie into Pinjarra Rd;
3. Sholl St / Church St / Barracks Lane:
   Remove Church St / Sholl Street Roundabout;
   Consider access to Barracks Lane from the east;
4. Sutton St / Tuckey St:
   Provide Right Turn Pockets to Access Tuckey St;
5. Mandurah Tce / Tuckey St:
   Review functionality with consideration to the removal of the roundabout and create a T-Intersection;
6. Mary Street / Leighton Place:
   Improve right turns / Bike path crossings;
7. Mandurah Terrace / Peel Street:
   Monitor intersection treatment and scale;



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5. Key Project Areas

In order to further elaborate and expand on the outcomes described in the Key Themes, indicative and schematic high-level concepts have been prepared to articulate the vision.

In progressing the details and concepts further, individual project areas and plans have been prepared in addition to commitment projects that are underway for the Eastern and Western Foreshores as the completion of the Mandurah Waterfront project and the commencement of the Waterways Waterfront Master Plan during 2024.

Each of the plans provide high level recommendations and key moves to identify opportunities and development as individual projects, pending funding, advocacy, private investments, and government partnerships. These plans set the framework for refinement and will be subject to further detailed design and implementation through the Long-Term Financial Plan, improvements to the land use planning and Council policy framework.

Plan 5 outlines the Key Project Areas, noting the following where further plans are not included in the Master Plan:

- **Eastern Foreshore Central and North**
  Progressing to detailed design and delivery during the preparation of the Master Plan.

  This plan will deliver a district level playspace, improved events stages, updated path and landscape outcomes and connections to the water and improvements to the car parking and pedestrian space at the northern end of the Foreshore.



- **Waterways Waterfront Master Plan**
  This plan will be developed during 2024 to explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore based on support for further development arising from the engagement undertaken for the Master Plan.

- **Roberts Point**
  Roberts Point was identified in the Mandurah Foreshore Focus 2020 Vision Master Plan. Remaining locations and recommendations from this Master Plan have largely been progressed except for the outcomes for this Precinct. Whilst siting outside of the Master Plan area, it is a significant piece of government-owned land that has significant potential to compliment the City Centre.

  Outcomes such as tourist resort, additional marina, key landscape and public amenity remain key outcomes, and will be subject to further master planning over time.



Plan 5 Key Project Areas

Project Plans Included in the Master Plan

1. **Mewburn Site**
   Short term parking upgrades; Long term Mixed Use Development
2. **Heritage Precinct**
   Pinjarra Road, Dalrymple Park and Museum Site Upgrades
3. **Civic Precinct**
   Civic / Administration, Library, Arts, Cultural Infrastructure, Tourist Development, Administation Bay Upgrade
4. **Western Foreshore Leisure Precinct**
   Commercial Site, Parking, Activation, Paths, Water Edge Treatments
5. **Town Beach**
   Landscape, Playground and Access Upgrade

Projects Underway

6. **Waterways Waterfront Master Plan**
   Indicative Designs for Future Water Based Infrastructure
7. **Eastern Foreshore Central and North**
   District Level Playspace, Landscape, Connection to Water

Future Project Areas

8. **Roberts Point (Long Term):**
   Potential Marina, Tourist Resort, Landscape Upgrade (Subject to further Refinement and Detail)

Key Civic and Community Built Form

Western Foreshore Commercial Site

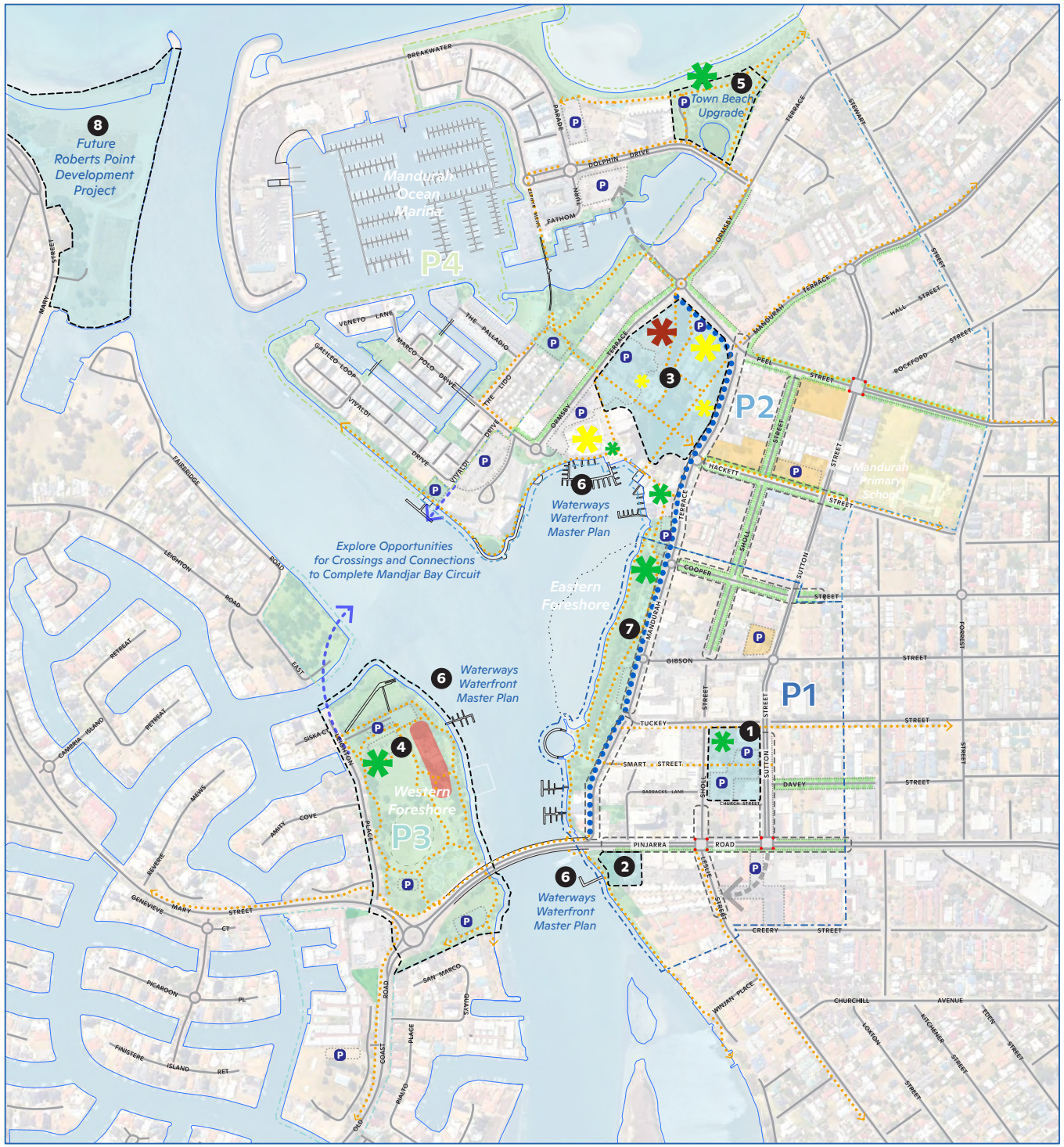
City of Mandurah Owned Sites

Key Public Space Upgrades

Potential Tourism Development

Streetscape Upgrades (as per Movement Network Plan)

Public Parking (Off-Street)



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Mewburn Car Park Site

In conjunction with the City Centre Car Parking Plan, for the foreseeable future, this site will remain a consolidated car parking location for the City Centre. The site is owned in freehold by the City of Mandurah.

The City of Mandurah's Property Strategy recommends that the site is retained for city growth opportunities, where development for an identified purpose will assist in the future economic development of Mandurah and that centralised parking is considered essential on this site, therefore future development options need to consider the replacement of parking as part of any design and layout.

Two plans have been prepared for the site – a short to medium term improvement plan; and a long term developed option.

The short-term option includes improvements to the vehicle movement and pedestrian environment in Sholl Street, Barracks Lane, Sutton Street and Pinjarra Road.

This is in conjunction with improvements to the layout and functionality of the Mewburn Car Park and use of open spaces around Christ Church and George Robinson Gardens.

The long term developed option explores how the site could be configured with future built form, together with the integration of car parking, public spaces and pedestrian connections. This plan also outlines significant private development opportunities along Mandurah Terrace, Sholl Street and Barracks Lane.

Any development of the Mewburn Site will need to ensure that progress on these sites is substantially progressed prior to consideration of development of the Mewburn Site, unless significant partnerships are made available that does not compromise development outcomes on nearby sites.



Key Moves

Church Street

1. Consider and review closure of Church St at Sholl St
2. Creation of pocket park
3. Extension and linking of heritage walk with lighting and landscaping
4. Removal of Sholl St roundabout

Barracks Lane

5. Framing built form and public art, activation of lane
6. Upgrade lighting and incorporate shared space treatment
7. Inclusion of loading zone

Sutton Street

8. Relocate bus stop and consider pedestrian crossing
9. Introduce double right turn onto Pinjarra Rd

Pinjarra Road

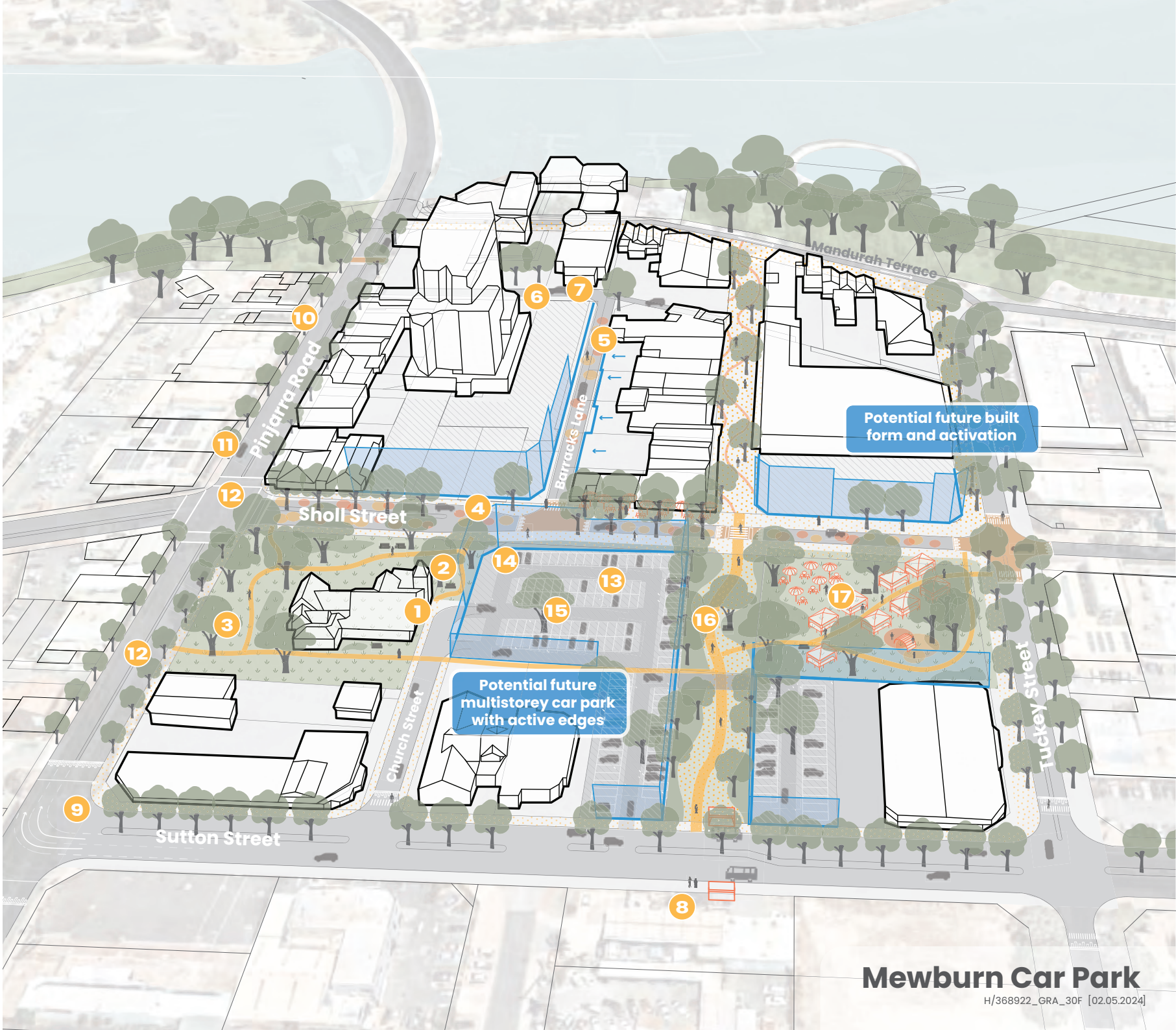
10. Undergrounding of power
11. Street trees
12. Creation of an improved pedestrian environment

Mewburn Centre

13. Redesign and upgrade parking
14. Improved lighting
15. Change to all day parking
16. Extension of pedestrian pathway to Sutton St

G. Robinson Gardens

17. Redesign of park, creation and activation of event space



Mewburn Car Park

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Smart Street Pedestrian crossing with George Robinson Gardens



Key Moves

G. Robinson Gardens

1. Additional green space/ reconfiguration into “Village Heart”
2. Flexible event space/potential markets

Christs Church

3. Heritage church celebrated. Improvements to built form interfaces, curtilage and connectivity
4. Green space setting to enjoy heritage church building

Mewburn Car Park

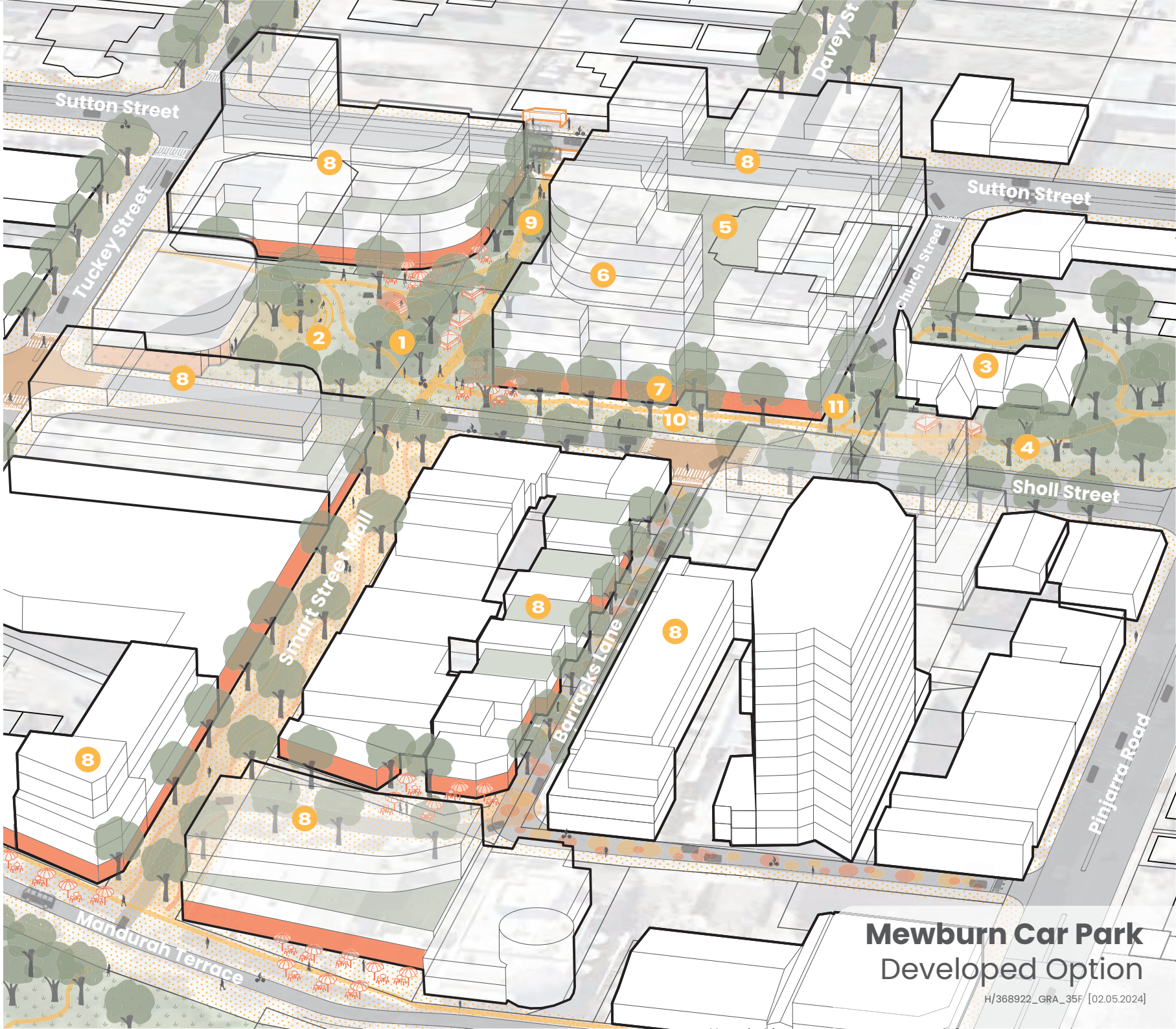
5. New multi-level car park
6. Development opportunities to help fund car park
7. New active built form edges sleeving car park

Potential Private Development

8. Potential new development activating public spaces and providing new commercial and housing opportunities

Connections

9. New green link between bus stop and Smart Street Mall/ Foreshore
10. Green link between “Village Heart” and church green
11. Partial closure of Church Street and roundabout removal for improved pedestrian movement/ streetscape



Mewburn Car Park
Developed Option

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Barracks Lane Perspectives



Barracks Lane looking west



Heritage Precinct

The Heritage Precinct has a focus on the eastern end of the Mandurah Bridge and the current Mandurah Museum location.

The plan shows a potential expansion and enhancement of the Museum building and linkages to Dalrymple Park to improve the connection between this precinct and the water. Further planning and the preparation of business case will need to be undertaken to confirm the future uses of these buildings and whether the Museum remains in this location.

The Master Plan makes recommendations for improvements to Pinjarra Road and Mandurah Terrace as an outcome of the Mandurah Bridge completion and some challenges that have been created regarding traffic speed and pedestrian and cyclist conflict.

Given current challenges in this location, the improvements to Mandurah Terrace are considered a priority project for delivery.



Key Moves

Pinjarra Road

1. Underground power and introduce street trees
2. Introduction of median and upgraded footpaths
3. Explore options for pedestrian crossing

Museum and Cultural Centre

4. Museum building expansion and landmark built form. Final use to be determined.
5. Cafe and cultural hub activation of Darymple Park
6. Upgrade of Darymple Park

Mandurah Terrace

7. Consider options to reduce entry speed and introduce greening
8. Realignment of carriageway to expand cycle/pedestrian space
9. Dedicated cycle and pedestrian paths

Foreshore

10. Leverage existing jetty infrastructure. Maintain fishing on jetty
11. Explore additional jetty location for water-based transport and activities
12. Improved lighting under bridge



Heritage Precinct

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Heritage Precinct Perspective



Civic Precinct

The development of the Civic Precinct is a core component of Precinct 2 where numerous strengths, challenges and opportunities were identified relative to this location.

The land is primarily in Crown Land reserves and there is an opportunity to improve its functionality and layout by new and improved built form, pedestrian connectivity and landscape improvements.

The location of built form should ensure that view corridors are improved between the City Centre Core and the Mandurah Ocean Marina and the arrival into the City Centre from the north.

A key outcome is the consolidation of the City of Mandurah's Administration and Council Chambers activity in this precinct after previous plans and concepts were considering an alternative location.

Further, the development of community related infrastructure is recommended, however the final use and occupation of any buildings will require further Infrastructure Needs Analysis, Detailed Business Case and Concept Designs.

A number of commercial development opportunities are also identified and these will be subject to partnerships with State Government in regard to land tenure and land exchanges.



Key Moves

Council Chambers

1. Upgraded Intersection: Monitor intersection treatment and scale to suit urban form required for an entry to the City Centre and Marina Precinct
2. New Civic Administration / Council Chambers
3. Existing Civic Adminstration building retained or adapted for other community purposes such as education, art studios, not for profit office space
4. Waterfront Civic Space
5. New waterfront green with active edge

Muddy Creek

6. Retained and enhanced Muddy Creek/ low-key nature trails
7. New site created for Tourist Hotel Resort and/or Mixed Use Commercial Site; short term at-grade parking

Admin Bay

8. New community buildings as a potential town hall, complimentary art and cultural space replacing existing Contemporary Art Space and interacting with existing Seniors Centre
9. New Food and Beverage or Commercial site to create stronger edge
10. New landmark community / education building with two frontages as a potential Library and Learning Centre on regional level
11. Reshaped and more natural edge to Admin Bay to implement improved Water Sensitive Urban Design Outcomes and new pedestrian linkages
12. Enhanced waterfront parkland and new active plaza space
13. Seek further upgrades to the Performing Arts Centre to ensure that it continues its regional level functionality



Civic Precinct

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Administration Bay Perspective



Western Foreshore Leisure Precinct

The Western Foreshore forms a key part of the Master Plan area, being a significant recreation and events space, with a commercial development opportunity identified via the Foreshore Focus 2020 Master Plan and the Mandurah Waterfront Project.

In recent times, substantial upgrades to the play space and skate park have been completed. The balance of the site requires further improvements such as parking, path connections, event layout, lighting, upgrades to the war memorial and the provision of commercial development. The pedestrian and bike paths between this precinct and Precinct 1, facilitated via the Mandurah Bridge, are key to both sides of the water being connected.

As a continuation from the Mandurah Waterfront Project Plans, a concept plan specifically for the Western Foreshore Leisure Precinct has been prepared to reflect design progression and to detail future improvements to this space. Further planning and detailed design will continue to occur for this precinct over time.



Western Foreshore Leisure Precinct
Key Moves

Bike Path Network
Exisitng and Proposed

Shared Path Network
Exisitng and Proposed

Public Transport
Including Upgraded Transit Stops

Parking
Existing and Proposed
including informal bays on Leighton Place

Intersection Upgrade
Ensure Safe Right Turns are Facilitated and
Safe Crossing Points for Pedestrians and Bike Riders

Accessible Toilets

1. Central Parking Space designed for pick up / drop off and hard stand for market space

2. Small scale activation and event space under the bridge including potential infrastructure upgrades to ensure the space is 'event ready'

3. Renewal plan for War Memorial and small scale upgrades to ensure continual improvement to reflect the significance of the site

Village Green Recreation and Event Space

Commercial Site(s)

Playground (completed)

Skate Park and Half Court Basketball

Plan prepared to reflect design progression of the City Centre Waterfront Western Foreshore: Site Layout (Aug 2019) and Recreation Precinct Master Plan (February 2021) with outcomes of the City Centre Master Plan



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Mandurah City Centre Master Plan

Town Beach

Town Beach formed part of the original development outcomes of the Mandurah Ocean Marina. As a rare north-facing beach that is protected from strong summer winds, it has tremendous opportunity to be focal point for the City Centre as a regional beach.

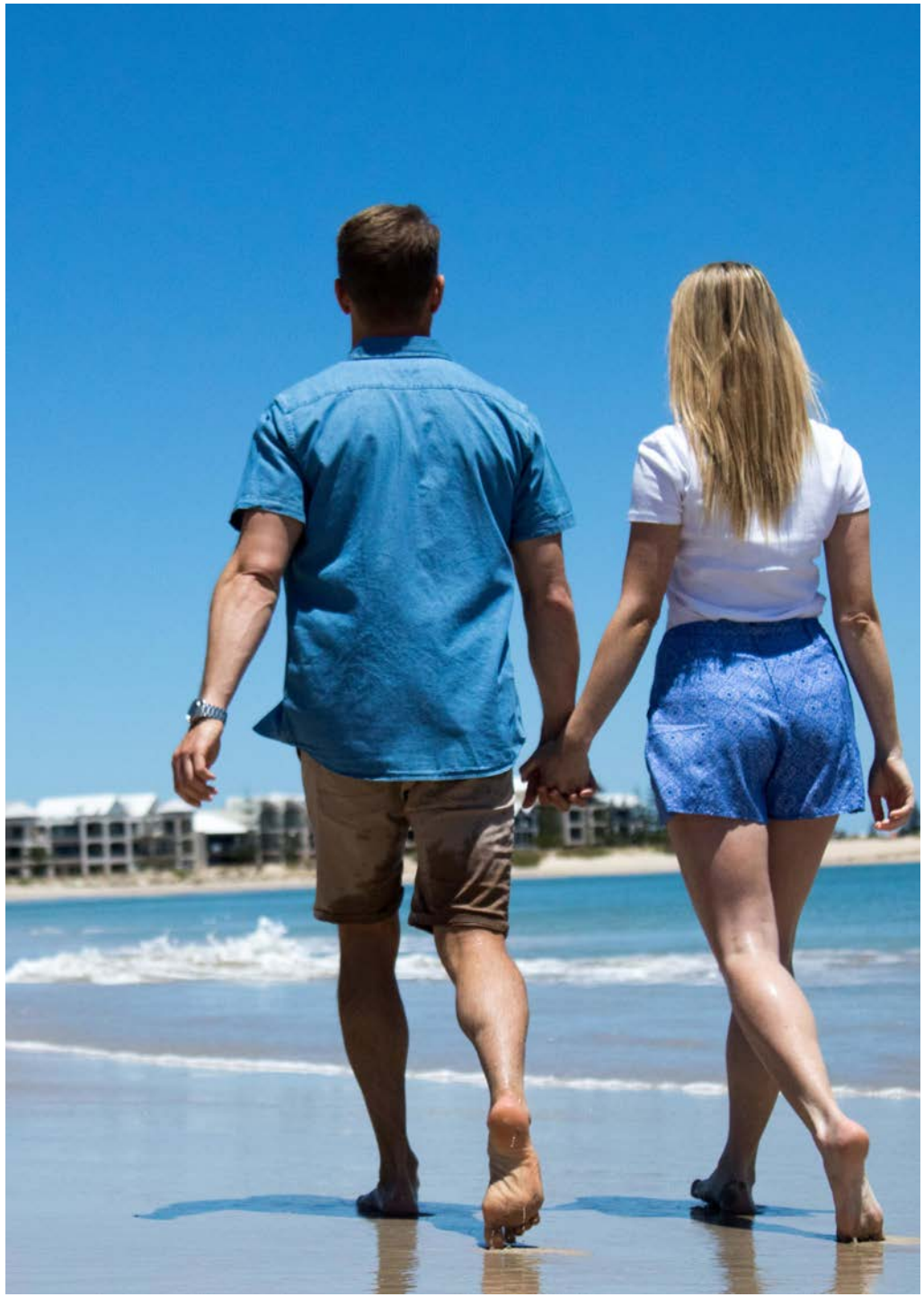
Given the planned growth of central Mandurah, it will also play an important role in providing locals with access to the ocean and forms part of an important open space network for these residents.

As a result, a concept plan has been developed for town beach to provide a focus for future opportunities, both short term and long term, building on localised landscape quality, water quality improvement opportunities and connections to extensive path network.

In preparing the concept plan, a number of exemplar sites were reviewed to test scenarios for amount of parking, lawn and play spaces, amenities and so on. As a result, the concept plan identifies a refined layout for parking and playground to improve the site's functionality.

In addition, the plan identifies opportunities for pop-up / food truck and other small scale commercial opportunities, maintains and enhances spaces for surf-life saving and small-scale event space.

The final layout and implementation will be subject to refinement and inclusion in the Long Term Financial Plan, however provides a focus for the importance of the site in the short term.



Town Beach Key Moves

1. Open Lawn And Flexible Space For Small Events / Foodtrucks
2. New Playground. Potential Lighthouse / Shiprwreck coastal playground with incorporated Seating, Framed by Signature Trees
3. Revegetation Area with Natural Trails
4. Living Stream. Naturalised Drainage Stream With Indigenous Riparian Vegetation. Boardwalk and Exploration Trails To Be Incorporated. Frequent stepping Stones and logs to encourage Nature Play.
5. Opportunity to Maintain Dune And Create Buffer Between Playground and adjacent Open Lawn. To Include Short Dune Boardwalk.
6. Gentle Grass Mounds with Seating to provide ocean and playground views.
7. Crushed Limestone Driveway for Food Trucks and Maintenance Vehicles. When not used as driveway it creates a small Entry Plaza with embellished entry Landscaping And Seating.
8. New Picnic Shelter Over Lake View Deck
9. New Lakeside Picnic Lawn Extension
10. New Picnic Shelters
11. Nature Play
12. Feature Paving to pedestrian thresholds. Artwork of Native Fauna and Flora Pressed into coloured Concrete.
13. Maintain entry Vegetation
14. New Entry Planting to Create Buffer to adjacent properties and Improve Character and Ecological Value. Norfolk Island Pines to be used in front of existing properties to ensure views to Park and Ocean are maintained.
15. Indigenous Flowering Trees Used as Border Planting
16. Low Feature Mounds as buffer from properties to Car Park. Native Dune Low Growing Shrubs and Ground Covers with Norfolk Island Pines to Ensure Views to park and Ocean are maintained.
17. Entry Carpark With 51 Parking Bays Including 3 Acrod Bays (Total Bays 51 Vs Existing Bays 49) Bays in Crushed Limestone to soften Carpark appearance
18. Potential Future Cafe/Restaurant/Bar (2 Storey)



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HATCH | RobertsDay Original Plan

Mandurah City Centre Master Plan

6. Implementation

The range of actions within the City Centre Master Plan will require sustained effort and cross-functional work to ensure delivery of the recommendation of the Master Plan.

A key outcome is that an internal City Centre Master Plan Implementation Group ('Implementation Group') is established, to lead the delivery of the Master Plan actions including:

- budget allocation through the Long-Term Financial Plan for design and delivery of key infrastructure projects;
- funding submissions and management of grants for infrastructure projects
- asset renewal and upgrades for public spaces and servicing infrastructure;
- business case development for key built form and partnership outcomes;
- investment attraction;
- tourism development, promotion and attraction;
- large and small business support;
- updates and changes to the local planning framework and other policies and guidelines to facilitate new development of private land and support existing and new business;
- place making, activation and events;
- implementation of the supporting plans and strategies such as the Car Parking Plan, Wayfinding Strategy and Place Design Guide.

These will need to be a regularly reported on their progress to Council, community and key stakeholders.

Numerous lower priority actions may be implemented through the regular scheduled renewals asset management process, whilst other, higher priority actions will require sustained funding through direct budgeting, and/or in combination with other sources.



Table 1 Implementation Table: Activity – Always Something to Do

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Activity Outcome 1: Facilitate Catalyst Investment Opportunities						
A1.1 Office Space Development Review barriers and interventions to encourage further Office Space Development. The City Centre is the core location for future office development to provide an agglomeration of activity.	Development of high-quality office space requires interventions that are realistic, flexible, and achievable to achieve investment attraction outcomes. Actions to include engagement with landowners and ensuring the planning framework has a focus on Precinct 1 and the southern area of Precinct 2.	Review the Strategic Centre Precinct Structure Plan.	Internal Staff Costs	Subject to consideration in LTFP if further investment and infrastructure is required;		Strategic Planning and Urban Design
		Undertake an Office Accommodation Needs Analysis as part of the Strategic Centre Precinct Structure Plan.	$20K	Costs subject to LTFP review if further research, investment, and infrastructure is required.		Transform Mandurah
A1.2 Short Stay Accommodation and Tourism Development Review barriers and interventions to encourage further Short Stay Accommodation and Tourism Development and ensure that the planning framework identifies the key locations.	Support Visit Mandurah to undertake a Tourism Accommodation Needs Analysis, including engagement with landowners and ensuring the planning framework has a focus on Precinct 1 and key sites in Precinct 2 and 4.	Undertake a Tourism Accommodation Needs Analysis.	External Cost	N/A	N/A	Visit Mandurah Strategic Planning and Urban Design
		Check Needs Analysis outcomes against sites identified in Strategic Centre Precinct Structure Plan.	Internal Staff Costs	Communicate / Implement changes to the Strategic Centre Precinct Structure Plan.		Strategic Planning and Urban Design

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A1.3 Student and Key Worker Accommodation Review barriers and interventions to encourage further residential development including Student and Key Worker Accommodation, which may include partnerships on City owned land; and ensure that the planning framework support these outcomes.	Partner with key stakeholders to undertake research into the current barriers limiting residential development in Central Mandurah.	Undertake a Housing Needs Analysis as part of the Strategic Centre Precinct Structure Plan.	$20K	Costs subject to LTFP review if further research, investment, and infrastructure is required.		Transform Mandurah Strategic Planning and Urban Design
A1.4 Noise Controls in Entertainment Precincts Investigate planning and environmental regulation provisions relating to Noise Controls in Entertainment Precincts to ensure vibrant and mixed-use land uses can co-exist.	Seek to implement planning scheme and regulatory change to better manage noise provisions for mixed use city centre development outcomes.	Incorporate outcomes into the Strategic Centre Precinct Structure Plan (and Local Planning Scheme 12 if required).	Internal Staff Costs	Internal Staff Costs	N/A	Strategic Planning and Urban Design
Activity Outcome 2: Plan and deliver strategic community infrastructure within the City Centre to service the broader community						
A2.1 Central Mandurah Library and Learning Facility Develop a Needs Analysis and Detailed Business Case for the provision of a Central Mandurah Library and Learning Facility.	Potential locations identified in Civic Precinct Project Area.	Prepare a Needs Analysis and Detailed Business Case.	$90K Within Existing Operating Budget.	N/A	N/A	Place & Community
Prepare a Concept Plan and Detailed Design for a Central Mandurah Library and Learning Facility.	Subject to the outcomes of the Needs Analysis and Business Case, confirm a City Centre location for the development of the Detailed Design.	Prepare a Concept Plan and Detailed Design.	$300K est.	Delivery Costs and Funding Strategy to be determined via Business Case.		Place & Community Project Management Strategic Planning and Urban Design

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A2.2 Tertiary and Higher Education Facilities Advocate for the establishment of new Tertiary and Higher Education facilities to be located within the City Centre.	Consistent with the Sub Regional Planning framework, any further development of tertiary and higher education facilities in the region should be located within the City Centre precinct.	Partner with tertiary and higher education providers to encourage a focus on city centre development opportunities.	Internal Staff Costs	Costs subject to LTFP review if further research, investment, and infrastructure is required.		Transform Mandurah
A2.3 Mandurah Performing Arts Centre Preparation of a business case and funding strategy for an upgrade to the Mandurah Performing Arts Centre.	The Mandurah Performing Arts Centre is over 25 years old and whilst a successful centre, its form and function should be reviewed in the context of its regional importance.	Prepare a Business Case and Project Funding Strategy.	$30K Withing Existing Operating Budget	External funding required. Delivery costs to be determined via Business Case.		Arts & Culture Project Management
A2.4 Civic Precinct - Planning Undertake a Business Case to determine the preferred long-term location for key Community Infrastructure within the Civic Precinct, including the City's Administration and Council Chambers, Mandurah Seniors Centre, Mandurah Museum and Art Gallery, music rehearsal and performance spaces, studio spaces, exhibition and gallery facilities.	The review should focus on the current facilities located within the Civic and Heritage Precincts and be considerate of the planning process for the proposed Central Mandurah Library and Learning Facility and current asset management requirements.	Prepare a Business Case for the provision of key Community Infrastructure within the Civic Precinct.	N/A	$50K Internal Staff Costs	N/A	Strategic Planning and Urban Design
Develop a Detailed Plan for the Civic Precinct to guide the future provision of Community Infrastructure within the City Centre.	Subject to the outcomes of the Business Case, prepare a detailed spatial plan for the development of the Civic Precinct.	Prepare a Detailed Plan (built form footprint and landscape design) for the Civic Precinct.	N/A	$50K Internal Staff Costs	Costs subject to LTFP review if further research, investment, and infrastructure is required.	Strategic Planning and Urban Design Project Management

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Activity Outcome 3: Grow and promote a strong and distinctive brand identity for the City Centre						
A3.1 City Centre Brand Identity Create a Brand Identity for the City Centre for signage, promotion, and marketing in conjunction with the Wayfinding Strategy and Signage Manual.	A place led approach to promotion and marketing, potentially in partnership with business and landowners, that compliments the City's corporate brand, but distinct for the place.	Develop a Brand identify for the City Centre.	$20K New Operating	Future costs subject to LTFP review process. Implementation will be delivered as part of the Wayfinding / Signage roll out plan.		Strategic Communications Transform Mandurah Arts & Culture
A3.2 City Centre Activation and Business Support Continue to invest in opportunities to provide support and facilitate business led activation to further develop the evening economy and encourage core trading hours after 3.00pm.	Facilitation of a City Centre Place Management approach including business liaison and support, streamlining of approval processes, activation of public spaces and marketing and promotion.	Deliver the City Centre Place Management Program.	$140K Per Year Within Existing Operating Budget.	Ongoing		Transform Mandurah
A3.3 Alfresco Dining and Outdoor Trading Guidelines. Undertake a review and update the current Alfresco Dining and Outdoor Trading Guidelines	Ensure the recommendations from the Place Design Guidelines and the key movement network objectives are all aligned in the new guidelines and the approval process reflect intended outcomes.	Development of new / updated Alfresco Dining and Outdoor Trading Guidelines.	Within Existing Operating Budget.	Ongoing reviews as required.		Development and Compliance Strategic Planning and Urban Design
Activity Outcome 4: Activate and Promote Public Spaces						
A4.1 Waterfront Redevelopment – Eastern Foreshore Central & North Complete the final stage of the Waterfront Redevelopment project with upgrades to the Eastern Foreshore Central and North zones.	Following completion of the Eastern Foreshore South (including the new Circular Pool) and the Smart Mall Redevelopment works, undertake the design and construction process for the Eastern Foreshore Central and North zones.	Deliver the Eastern Foreshore Central and North redevelopment works	$8.9M Within Existing Operating Budget.	Ongoing asset maintenance.		Project Management Procurement & Contracts

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A4.2 Seawall & Boardwalk Replacement Undertake detailed planning for the staged replacement of the City Centre seawalls and associated boardwalk infrastructure, to include consideration of solutions to address vertical separation for cyclists at the eastern side of the bridge abutment. **Section 1:** Town Jetty to Mandurah Bridge **Section 2:** Mandurah Bridge to Soldiers Cove	The next sections of City Centre seawall and boardwalk requiring replacement extend south from the new Circular Pool and Town Jetties to the Mandurah Bridge and then down through to Soldiers Cove.	Deliver the seawall and boardwalk replacement works. Consider temporary re-routing of pedestrian and cycle access routes as part of this project.	$2M est. Section 1 Design & Construct	$2M est. Section 2 Design & Construct	N/A	Project Management Marina & Waterways
A4.3 Western Foreshore Leisure Precinct Detailed design and delivery of the Western Foreshore Leisure Precinct works including: • Car parking upgrades • War memorial upgrades • Commercial activation • Shared path, lighting and landscaping improvements • Recreation & event activation • Public jetty installation • Road network improvements to include upgrade to the pedestrian/cycle crossing point on Mary Street	Following completion of the Skate Park and Play space on the Western Foreshore, progress the staged implementation of the broader concept plan for the Western Foreshore Leisure Precinct.	Deliver the Western Foreshore Leisure Precinct redevelopment works.	$1M New Capital Internal Staff Costs For Skate Park Car Park and Leighton Place parking $30M in private investment.	$2.125M New Capital Internal Staff Costs To include: $825,000 War Memorial Car Park Upgrade and New in 26/27 $550, 000 for Public Jetty Infrastructure in 26/27 $750,000 Stage One Intersection Upgrades in 28/29	$750K New Capital Internal Staff Costs For Stage Two Intersection Upgrades Costs subject to LTFP review process.	Property Services Transform Mandurah Landscape Services Technical Services Marina & Waterways City Works City Parks

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A4.4 Annual Events Program Continue to facilitate an Annual Events Program that celebrates and strengthens local pride and identity focusing on the following themes: • Connection to country • Water and marine • Arts and culture (live music) • Sport and recreation • Health and wellbeing	The City's Events Program is a key activation outcome for the City Centre, working in conjunction with external event attraction.	Undertake a review of the City Events Strategy.	$58K Within Existing Operating Budget	N/A	N/A	Festival and Events
		Deliver the City Events Program in line with the recommendations of the new City Events Strategy.	$1.5M Annual program	Ongoing delivery		Festival and Events Arts & Culture Community Development
A4.5 Market Activation Guidelines Undertake a review of the Market Activation Guidelines for the City Centre to outline preferred activation spaces with the aim to promote more locations other than the Eastern Foreshore.	Identify locations available for activation including consideration for locating some activities further back from the foreshore (except those that have a link to water). Seek to provide a simple booking process for proponents and outline key infrastructure and utilities available.	Review and implement changes to the Event & Market Guidelines.	N/A	$20K Within Existing Operating Budget.	N/A	Transform Mandurah Festivals and Events
A4.6 Mewburn & George Robinson Gardens Site Prepare a Detailed Plan for the upgrade of the Mewburn & George Robinson Gardens site, to provide an efficient parking zone in line with the City Centre Parking Plan and an improved public space that can be activated as an alternative to the Eastern Foreshore.	Consistent with City Centre Parking Plan, the Mewburn site is an important parking zone to service the southern portion of the City Centre and requires upgrades to improve the movement of vehicles, direct view corridor through the site, wayfinding and new upgraded lighting to enhance safety. George Robinson Gardens requires an upgrade to the overall landscape design to improve functionality including activation space, lighting and connection.	Develop a Detailed Plan and implement approved upgrades.	$50K (Design 24/25) $1M (Stage One Delivery 25/26)	$1M (Stage Two Delivery 26/27) Costs subject to LTFP review process.	N/A	Technical Services Landscape Services City Works City Parks

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A4.7 Waterways Waterfront Master Plan Prepare a Waterways Waterfront Master Plan that seeks further investment in infrastructure upgrades to enable people to interact with and move around the foreshore (with a strong experiential focus), for example protrusions into water at different levels such as: • Boardwalks • Viewing and seating areas • New jetties • Floating platforms	Explore and identify jetty and water-based infrastructure within and around Mandjar Bay including the Eastern Foreshore, Western Foreshore and Soldiers Cove.	Develop a Waterways Waterfront Master Plan and detailed Delivery Plan.	Planning & Design. Within Existing Operating Budget.	Delivery Costs subject to final Waterways Waterfront Master Plan. Costs subject to LTFP review process. External Funding required.		Landscape Services Marina and Waterways
A4.8 Commercial Trading Licenses / Permits Update the Commercial Trading guidelines; progress infrastructure upgrades that encourage a diverse range of land and water-based activation in the City Centre such as: • Kayaking/canoes • Paddleboat hire • Inflatable water park • Waterside entertainment	Use the Commercial Trading Guidelines together with the business grants program to encourage investment attraction aimed at increasing activation of the City Centre and growth in small business opportunities.	Undertake a review of the Commercial Trading guidelines and advertise commercial opportunities annually for Seasonal & Annual Licenses / Permits.	Internal Staff Costs Within Existing Operating Budget.	Ongoing delivery		Property Services Transform Mandurah Strategic Planning and Urban Design
A4.9 Town Beach Redevelopment Progress detailed design and implementation of the concept plan for Town Beach as the primary beach for the City Centre incorporating: • Landscaping • Hospitality opportunities • Space for life-saving training • Event space	Town Beach in Precinct 4	Undertake detailed planning and deliver upgrades.	N/A	N/A	$30K (Design) $2M (Development) Costs subject to LTFP review process.	Landscape Services

Table 2 Implementation Table: Character – Celebrate Mandurah's point of difference.

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Character Outcome 1: Grow and promote a strong and distinctive brand identity for the City Centre						
C1.1 City Centre Signage Manual Prepare and implement a City Centre Signage Manual using the Wayfinding Strategy as a guide for its development and implementation. Signage Manual to include: • Entry Statements • Wayfinding Statements • Directional Signage • Information Signage • Parking Signage	This will be a priority project as an outcome of the City Centre Parking Plan and will need to ensure that artwork and character outcomes are incorporated into these designs. Process to include removal of unwanted existing signage; engagement with stakeholders and prepare detailed design and implementation. Entry statements to be undertaken in conjunction with streetscape upgrades in line with Movement Network improvements.	Develop a City Centre Signage Manual. Design, produce & install.	$50K (Design) Within Existing Operating Budget. Linked with City Centre Parking Plan.	$250K per year for 3 years (Implementation) Costs subject to LTFP review process. Possible links with Arts & Culture Strategy outcomes.	N/A	Strategic Planning and Urban Design Strategic Communications Transform Mandurah Arts & Culture Development and Compliance Landscape Services City Traffic
Character Outcome 2: Ensure built form contributes/enhances to the character of Mandurah						
C2.1 City Centre Lighting Plan Prepare a Lighting Plan for the City Centre to include an audit of existing lights and an action plan to implement upgrades where identified (including priority pedestrian and cycle routes and car park upgrades listed in the City Centre Parking Plan).	Build on previous projects such as the Waterfront and previous street improvements to provide for a consistent style of lighting, specific standards for lux levels and further develop opportunities for decorative lighting.	Undertake a lighting audit and develop a City Centre Lighting Plan with detailed Implementation and costings	$20K (Plan) Within Existing Operating Budget. Linked with City Centre Parking Plan.	$1M est. (Installation) Implementation across multiple years. Costs subject to LTFP review process.		Technical Services Landscape Services

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
C2.2 Landscape Design Manual In conjunction with the Signage Manual and City Centre Lighting Plan, use the Place Design Guide in the preparation of detailed design for new and upgraded public spaces and consider need for the development of a Landscape Design Manual for the City Centre.	Create consistency in the use of infrastructure elements installed within public spaces such as lighting, bollards, bins, shelters, paving and planting etc to enhance the character of the City Centre.	Subject to Consideration at LFTP Review		$20K (Design Manual) Implementation as part of asset renewal programs (existing assets) or subject to LTFP review process (new projects)		Strategic Planning and Urban Design with Landscape Services
C2.3 City Centre Built Form Guidelines Update the Mandurah Strategic Centre Structure Plan to include further Built Form Guidelines for new development proposals based on the Place Design Guide outcomes.	Review and update the planning controls for the Master Plan area to ensure that new built form contributes positively to the character of the area and can be utilised in the assessment process.	Include Built Form Guidelines as part of the Review of the Strategic Centre Precinct Structure Plan (A1.1, A1.2).	Internal Staff Costs Within Existing Operating Budget	N/A	N/A	Strategic Planning and Urban Design
C2.4 Strategic Public Art Review and Audit Conduct a review and audit of Public Art within the City Centre as part of the broader Strategic review process, and identify potential sites for new murals / public art. The review will include processes required for 'percent for art' scheme requirements for new development.	In conjunction with signage and branding that integrates artwork, a strategic approach to public art in the City Centre is required. The review and audit process are recognised in the Arts and Culture Strategy Implementation Plan.	Commission new murals and public art within the City Centre in line with the Arts and Culture Strategy outcomes (2 murals pa, 3 pieces of public art over the next 5 years).	Included in the Arts and Culture Strategy Implementation Plan Within Existing Operating Budget			Arts & Culture Landscape Services Strategic Planning an Urban Design

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Character Outcome 3: Enhance, protect and celebrate the natural environment						
C3.1 Streetscape Improvement Plans In conjunction with Action M1.3, develop Streetscape Improvement Plans for those streets identified in Plan 4 with a focus on maximising street tree planting.	There are significant opportunities to improving the urban tree canopy in existing City Centre streets. This investment will also help to encourage private development	Develop Streetscape Improvement Plans for nominated Streets.	See Action M1.3	Future costs subject to LTFP review process		Technical Services Strategic Planning an Urban Design
C3.2 Strategic Water Sensitive Urban Design Implement key projects identified in the Strategic Water Sensitive Urban Design project prioritisation list.	Focus on improving stormwater management in City Centre streets and Administration Bay.	Develop concept plan and detailed design plans in conjunction with streetscape improvements and Civic Precinct upgrade planning.	N/A	$20K (Plan) $2M est. (Development) Costs subject to LTFP review process.		Landscape Management Engineering Services
Character Outcome 4: Celebrate Mandurah's Culture & History						
C4.1 Mandurah Arts Festival Continue to deliver the Mandurah Arts Festival that allows for cultural expression in key public spaces within the City Centre.	Linked with A4.4 – City Events Program.	Event planning and delivery.	Ongoing delivery Internal Staff Costs Within Existing Operating Budget			Arts & Culture

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
C4.2 Arts & Heritage Trail Review, audit and promote public art and heritage assets within the City Centre as a draw card for liveability, tourism and investment.	Recognised as an action in the Arts and Culture Strategy; Provides links to history and cultural interest to places and spaces.	Review, audit and promote public art and heritage assets through an Arts & Heritage Trail experience.	Ongoing delivery Internal Staff Costs Within Existing Operating Budget			Arts & Culture
C4.3 Dual Naming Continue to seek opportunities for further Dual Naming, incorporating stories and culture in public spaces, signage and artwork.	Public buildings / assets within the City Centre.	Implement Dual Naming opportunities.	Ongoing delivery Internal Staff Costs Within Existing Operating Budget			Community Development
Character Outcome 5: Wayfinding Strategy						
C5.1 Wayfinding Strategy Note the development of the Wayfinding Strategy as an input document into the Master Plan and progress its implementation through the actions outlined.	Implement the recommendations of the Wayfinding Strategy into all relevant City Centre projects. Linked to Action C1.1	Implement the Wayfinding Strategy recommendations.	Ongoing delivery Internal Staff Costs Within Existing Operating Budget			Strategic Planning and Urban Design
Character Outcome 6: Place Design Guide						
C6.1 Place Design Guide Note the Place Design Guide as an input document into the Master Plan and progress its implementation through the actions outlined.	To be used in plan preparation for public space, assessment of new proposals and implementation into the planning framework. Linked to Action C2.3	Implement the Place Design Guide recommendation.	Ongoing delivery Internal Staff Costs Within Existing Operating Budget			Strategic Planning and Urban Design

Table 3 Implementation Table: Movement – An Accessible City

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Movement Outcome 1 and 2: Prioritise pedestrian and cyclist networks within the City Centre and Provide a Legible Street Network						
M1.1 Streetscape Upgrades Concept Plan Prepare and implement a Concept Plan for key streets in the City Centre to inform detailed design for priority upgrades for pavement treatments, pedestrian crossings, intersection upgrades, shared paths, bike paths, lighting, and street trees.	As shown in Plan 4 and Plan 5	Development a Concept Plan for Streetscape Upgrades.	$50K (Design)			Strategic Planning and Urban Design Technical Services
M1.2 Mandurah Terrace South – Concept Master Plan Arising from the Concept Plan in M1.1, prepare a detailed design to upgrade the southern part of Mandurah Terrace between Pinjarra Road and Tuckey Street that includes provision of a cycle path in both directions.	As shown in the Heritage Precinct Key Moves Plan.	Detailed design for the southern end of Mandurah Terrace.	$2M Within Existing Budget (Capital)	N/A	N/A	Technical Services City Works

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
M1.3 Key Street Improvements Arising from the Concept Plan in M1.1, prepare a detailed design and deliver improvements for Sholl Street, Cooper Street and Hackett Street.	Improvements to include new footpaths, consideration of bike parking infrastructure, on-street parking, intersection treatments, street trees and underground power to improve appearance and functionality, encourage further private development and improve pedestrian movements.	Develop detailed designs. Submit funding applications. Undertake works.	$50K (Design)	$1.5M each year for 3 years (Delivery) Partial funding from external sources. Costs subject to LTFP review process.		Strategic Planning and Urban Design Technical Services City Works
M1.4 Pinjarra Road / Sutton Street South Streetscape Improvements Arising from the Concept Plan in M1.1, prepare detailed design and deliver Streetscape Improvements for Pinjarra Road - Pinjarra Road Stage 9 (Sutton Street to Mandurah Bridge) and Sutton Street South.	Improvements include reducing speed limits, increasing urban tree canopy, underground power, implementing pedestrian crossing points, refuge islands, improving pedestrian phasing at signalised intersections and right turn movement at Pinjarra/Sutton Street intersection, and improving wayfinding to the boardwalk beneath the eastern bridge abutment.	Develop detailed design and implement upgrade program.	$50K (Design)	$1.5M est. for 2 years (Delivery). Future costs subject to LTFP review process	N/A	Strategic Planning and Urban Design Technical Services City Works
M1.5 Barracks Lane Upgrades Arising from the Concept Plan in M1.1, prepare detailed design and deliver improvements to Barracks Lane including vehicle connection to Smart Street and Mandurah Terrace.	Improvements include new footpaths, street trees, traffic calming/shared space treatments and activation of sites on northern side of the street, in conjunction with new development on the southern side of the street.	Develop detailed design and implement upgrade program.	$50K (Design)	$500K est. (Delivery) Partial funding from external sources. Costs subject to LTFP review process.	N/A	Strategic Planning and Urban Design Technical Services City Works

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
M1.6 Mandurah Terrace North Streetscape Improvements Arising from the Concept Plan in M1.1, prepare detailed design and deliver improvements for Mandurah Terrace (Gibson Street to Peel Street).	Improve east west pedestrian crossings, introduce cycle lanes, remove median and provide for improved street lighting, and dedicated alfresco dining space and intersection improvements.	Develop detailed design and implement upgrade program.	N/A	N/A	$50K (Design) $3M est. (Delivery). Costs subject to LTFP review process.	Strategic Planning and Urban Design Technical Services City Works
M1.7 Long Term Cycle Network Upgrades Seek external funding and deliver priority Long Term Cycle Network upgrades for the City Centre precinct: • Northern Coastal Cycle Path • Mary Street	When current committed projects are progressed, prioritise these two routes for subsequent funding; together with resolving relevant land tenure issues.	Develop detailed designs. Submit funding applications. Undertake works.	N/A	$50K (Design) $2M est. (Delivery) Partial funding from external sources. Costs subject to LTFP review process.		Strategic Planning and Urban Design Technical Services City Works
M1.8 Mandjar Bay Pedestrian Bridge Prepare a feasibility study for a 'green bridge' across the Mandjar Bay entrance channel, connecting Mandurah's northern and southern coastal path networks and facilitating an iconic inner-city recreational loop.	It is acknowledged that this project is aspirational and has significant challenges.	Develop a detailed Feasibility Study. Subject to the outcomes of the Feasibility Study, develop a Project Funding Strategy and Advocacy Plan.	N/A	N/A	$100K (Business Case) Delivery subject to outcomes of Business Case. External funding required. Costs subject to LTFP review process.	Technical Services Strategic Planning and Urban Design

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Movement Outcome 3: Improved Public Transport						
M3.1 Mid-Teir Public Transport Network Advocate for a mid-tier transport solution to link the City Centre to the Mandurah Train Station, Peel Health Campus and Mandurah Forum.	Over time, explore the viability of upgrading certain routes to higher order services such as light rail or trackless trams.	Engage with PTA to improve visibility of bus routes which service the City Centre.	Internal Staff Costs	N/A	N/A	Strategic Planning and Urban Design Technical Services
In the short term, work with the PTA to increase visibility/branding of bus routes which service the City Centre.		Advocate for a mid-tier transport solution to service the Mandurah City Centre.	N/A	Ongoing advocacy		Strategic Planning and Urban Design Technical Services
M3.2 High Frequency Bus Services Work with the PTA in advocating for an efficient High Frequency Bus Service linking Mandurah's suburbs to the City Centre.	If the City Centre is to become a core employment centre for the region, alternative forms of access are considered essential.	Engage with PTA for high frequency bus services linking the City Centre.	Internal Staff Costs Ongoing advocacy			Strategic Planning and Urban Design Technical Services
Movement Outcome 4: Ongoing Management of Parking Supply and Occupancy						
M4.1City Centre Parking Plan Adopt the City Centre Parking Plan as part of the Master Plan and progress its implementation through the actions outlined.	The Parking Plan requires updates to the planning framework and recommends upgrades to five key existing parking areas, the further development of at-grade parking on the Western Foreshore, improvements to timed parking, and the monitoring of occupancy amongst other actions.	Implement Recommendations of the City Centre Parking Plan.	Refer to City Centre Parking Plan. Costs subject to LTFP review process.			Development & Compliance

Project / Initiatives	Location / Details	Action	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Movement Outcome 5: Make the City Centre highly accessible by boat						
M5.1 Waterfront Waterways Master Plan Prepare and develop a Master Plan for the Mandjar Bay - Waterfront Waterways.	Explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore.	Prepare a Master Plan for the Waterfront Waterways.	Within Existing Budget	N/A	N/A	Landscape Services
	Linked to Action A4.7	Implement the actions of the Waterfront Waterways Master Plan.	N/A	Refer to Waterfront Waterways Master Plan. Costs subject to LTFP review process.		Project Management



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ATTACHMENT 1.2

CITY OF MANDURAH

City Centre Parking Plan 2023 - 2033



Record of Adoption

Stage	Document Version	Approval Date
Draft for Internal Review	1	June 2023
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Final	3	

Schedule of Modifications

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1. Introduction

1. 1 Purpose

Efficient parking is essential in a growing Strategic Centre such as Mandurah. Given that all vehicle trips start and end with a parking event, parking supply and management is central to integrated transport and land use planning.

It is important to balance the need for parking by effectively reducing demand, balancing supply and providing alternative transport options. It should be recognised that it is not possible or desirable in a growing city, to meet all access demands by private vehicle.

Well-managed car parking can bring real benefits to the community, businesses and visitors by:

- Allowing the community to access local businesses and services more easily by increasing bay turnover;
- Reducing parking frustrations and negative feedback;
- Potentially increasing revenue for local businesses by increased footfall; and
- Supporting the desired urban form and pedestrian-first environment through well located parking supply in the City Centre.

If parking is not actively managed, there can be a range of unintended consequences such as increasing congestion, pollution, urban heat islands, inactive and visually unappealing spaces between buildings and sub-optimal use of land.

In September 2011, Council adopted the City Centre Car Parking Strategy, which recognised that:

> ***'a key challenge for the City is to provide sufficient parking to address mobility, access and economic needs whilst also balancing the competing land uses which are necessary to ensure a sustainable, vibrant and thriving pedestrian oriented City Centre.'***



Since September 2011, there have been significant changes that have impacted parking management for the City Centre. These changes include:

- Population growth
- New Mandurah Bridge
- The delivery of the Waterfront Project
- Development of Economic Research
- Improved technologies in wayfinding, parking vacancy monitoring and more sustainable transport
- Public and alternative modes of transport
- The viability of multi-decked car parking due to cost
- Access and use of cash in lieu contributions
- Security and lighting requirements, and
- Walkability and inclusion requirements

The development of the City Centre Parking Plan (CCPP) provides an opportunity to review the recommendations of the 2011 City Centre Car Parking Strategy and will enable parking management improvements to be made in the short to medium term, whilst also projecting and planning for the longer-term.

The CCPP will:

- analyse the current parking situation
- assess the demand and supply of parking facilities
- develop strategies to inform decision-making to ensure that the City's parking management is aligned with the strategic vision for the place, and
- provide a prioritised set of deliverable actions for the next ten years

1.2 Strategic Alignment

Council's Strategic Community Plan 2024-2044 provides a direction for ensuring that the activities and services that the City delivers are prioritised in line with the expectations and aspirations of the community.

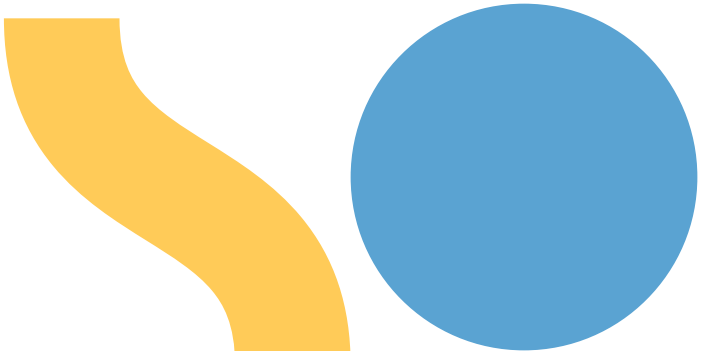
The Strategic Community Plan provides guidance on how to tackle the major challenges Mandurah will face in the future including addressing climate change and environmental pressures, improving education and economic outcomes, providing essential community infrastructure and ensuring that we maintain the social fabric that makes Mandurah such a great place to live.

Our Community Vision

"Woven by waterways; a city that is thriving and connected to its people and nature"

Our Purpose:

"Shaping a vibrant city, delivering possibility for everyone."



The aim of the City Centre Parking Plan is to provide a parking-specific action plan to assist in the achievement of the Community Vision and Purpose, and to deliver the objectives of the Strategic Community Plan's key focus areas, being economy, community, environment and leadership

The following Strategic Community Plan objectives relate to the City Centre Parking Plan:

Focus Area 1: Economic

Community goal: Empowering our community to thrive

1.3. Well-planned, sustainable urban development

1.4. A thriving city that residents are proud to call home and people want to visit

1.5. A supportive business environment where nvestment is encouraged, and entrepreneurship prospers

1.6. A highly skilled workforce supported by strong education and training opportunities

Focus Area 2: Community

Community goal: A City with a village heart, everyone has a place in our communities

2.2. Safe and connected communities

2.3. Inclusive and welcoming places, spaces and neighbourhoods

2.6. Modern health facilities and services that are local, accessible, affordable, and fit for purpose

Focus Area 3: Environment

Community goal: Built in nature not on nature

3.1. Nature has a voice in all decision making

3.3. Our natural environment is celebrated, protected and restored for generations to come

3.4. Our built environment is clean, accessible and sustainable

Focus Area 4: Leadership

Community goal: Advocating and delivering possibility for everyone

4.1. A clear and shared vision for Mandurah's future

4.2. Sound decisions based on evidence and meaningful engagement

4.3. Effective advocacy focused on the needs of the community and strong relationships with key stakeholders

4.4. Well-maintained assets and facilities that meet the needs of our community

4.5. Responsible, transparent, value for money delivery of well planned, sustainable, projects, programs and services

The City Centre Parking Plan (CCPP) is one of the implementation tools of the City's Integrated Transport Strategy and the City Centre Master Plan as shown in **Figure 1**.

Figure 1
Strategy Framework



1.3 Objectives

To set the intent for the CCPP, six objectives have been developed:

- Reduce long-term growth in demand for parking across the City, through increased use of active transport modes in line with the City's Integrated Transport Strategy
- Utilise technology and timed parking strategically to manage parking demand and parking bay turnover, using a model that prioritises short-term parking in the busiest locations and longer-term parking on the periphery
- Parking is well located and accessible, particularly meeting the needs of people with limited mobility. Increase the use of under-utilised, existing car parks by making layouts more efficient and improving feeling of safety
- Parking in high value areas is incrementally converted over time into more productive public uses that contribute to the economic growth, improved amenity and success of the City Centre
- Introduce an intervention matrix to detail the actions that will be undertaken at appropriate trigger points to manage parking vacancy rates
- Monitor parking occupancy levels on an ongoing basis to enable appropriate decision-making around parking management and to identify when intervention triggers have been reached.





1.4 Plan Area

Consistent with the City Centre Master Plan, the City Centre is divided into four precincts, as shown in **Plan 1**.

This allows for opportunities, challenges and possible solutions to be explored on a precinct-level, as each precinct operates slightly differently.

For the purposes of the preparation of the CCPP, the focus has primarily been on Precincts 1 to 3.

Extensive work was undertaken in 2017, to address car parking challenges in the Mandurah Ocean Marina. At that time, a community working group was formed and a series of recommendations (at an estimated cost of $371,000) were endorsed by Council.

Proposed actions related to improvements to the movement network into and around the Marina, with a particular focus on parking areas, pedestrian safety, signage, parking enforcement and education.

Most of these identified actions have been implemented.

Whilst the Marina precinct was not included in occupancy surveys for this reason, recommendations relating to ongoing parking occupancy monitoring and interventions will apply to all four precincts.

On an ongoing basis, a key recommendation of the CCPP is to establish a City Centre Parking Plan Implementation Group. The purpose of the group is to lead the delivery of the CCPP actions, including budget allocation recommendations through the Long-Term Financial Plan, to undertake ongoing annual monitoring of occupancy levels (during the summer period for all four precincts) and to report on progress to Council.

Parking Plan 1 Boundary and Precinct Areas

P1 **Precinct 1 City Centre Core**

P2 **Precinct 2 City Centre North**

P3 **Precinct 3 Western Foreshore Precinct**

P4 **Precinct 4 Marina Commercial / Residential**

Note: Precinct 4 was not included in the 2022/23 Parking Occupancy Surveys



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1.5 SWOT Analysis

To ensure a thorough understanding of the existing parking environment in the City Centre, an analysis of the strengths, weaknesses, threats, and opportunities has been undertaken, as shown in **Figure 2**.

Strengths

- Low speed pedestrian-oriented environment in some parts of the City Centre
- Free and plentiful parking is available within a 5-minute (400m) walking distance of several key destinations
- Some parking technology is in place (licence plate recognition)
- The City Centre is serviced by two bus services, with relatively high frequency from the Mandurah Train Station
- Current under-utilisation of parking east of Sholl St in Precinct One and throughout much of Precincts 2 and 3. This indicates adequate supply

Weaknesses

- Safety concerns within the City Centre and public car parks
- Heavy focus on the desire to park directly on the Waterfront
- No parking restrictions on Sunday's or public holidays
- Lack of regular data collection around parking occupancy
- Public Transport Links to City Centre from surrounding suburbs are time-consuming and inconvenient leaving limited alternative transport options
- Limited wayfinding and signage
- There is limited user information on the City's website about parking options
- Poor pedestrian environment in certain locations discourages walking from peripheral, untimed car parks

Opportunities

- More effective use can be made of all public parking facilities through a variety of interventions
- Simplification of time restrictions will result in greater compliance and an increase in bay turnover
- Regulation changes now enable cash-in-lieu revenue to be used for a range of different purposes, such as to fund upgrades to existing off-street car parks and surrounding streetscapes
- Improved facilities for people who ride and walk will encourage these mode share options
- The City owns land which could be used temporarily for additional off-street parking facilities (when required) or as overflow parking during events and peak periods
- Incorporating art into wayfinding and signage

Threats

- Significant over-provision of parking in new developments will have a negative effect on built form outcomes by creating large voids of under-utilised space, creating car-based environments that disconnect pedestrians from activity generators/key destinations
- Long-stay timed parking arrangements in the busiest locations will result in low turnover of bays, resulting in people circulating to find a vacant bay, increasing congestion
- Sale of City owned freehold public off street car parks could potentially result in an under-supply of public parking, which would be to the detriment of the City Centre
- Restrictive and inconvenient transport options will increase demand for long-stay car parking

1.6 Community Engagement

The City of Mandurah has actively listened to the community's thoughts, ideas and concerns about local parking in the City Centre. Community input was collected through the community values survey, community engagement pop-ups and business drop-in sessions, community and business workshops, and face-to-face meetings with our business community.

The City Centre Master Plan and Parking Plan Engagement Report (2022) sets out the feedback from the various engagement methods, and how this has informed the development of both plans.

In relation to parking, the community were asked a series of questions relating to:

- the mode of transport they use to get to the City Centre?
- The length of time people spent in the City Centre?
- how long they would be prepared to walk from their parked car to their destination?
- how long it actually took to walk from their parking bay to their destination the last time they visited the City Centre?
- whether they can find a car park when they need one? and
- if you could improve anything about the City Centre, what would it be?

Figure 3 provides a snapshot of the outcomes of the engagement in relation to parking.

One of the most common parking related comments has been that there is a need for more car parking. This suggestion is usually accompanied by the perception that this will assist businesses in the City Centre and will attract more people to the City Centre. However, current research indicates that the success of a City Centre hinges on a broader range of factors, such as being a place that people want to visit because of the amenity and having things to do for a range of age groups when you arrive.

If a place is attractive enough it may be that there is a willingness for trade-offs, such as utilising other modes of transport or parking a little further from the main destination or area of high activity/amenity and walking a little further, for those that are able to. An outcome of this is that the people walking will add to the level of activity in other parts of the City Centre (not just along Mandurah Terrace) and this may potentially lead to additional spending in local businesses.

There is no doubt that a balance needs to be struck to ensure the most efficient possible use of parking provided. The recommendations of the CCPP will endeavour to strike that balance.



Figure 3 Engagement results Summary

If you could improve anything about the City Centre what would it be?

Drop off/set down bays on the foreshore would be good, then I would be happy parking a bit further away

A long-term parking solution needs to be made that's secure and local to the city centre

Widen the footpath on Mandurah Terrace between Pinjarra Road and Tuckey Street and make pedestrians the priority rather than cars.

Improve lighting on the Eastern Foreshore and in car parks and walking routes from Sholl Street. Improve signage regarding available all day parking.

Just keep parking free!

No parking at top end of Mandurah Terrace. It is a real shame when you dine out at one of the restaurants and the beautiful view to the Estuary is obstructed by cars.

Value Survey Findings

477 responses

87%
normally get to the City Centre by car

30min-2hrs
length of time most respondents (68%) spend in City Centre

5min
preferred length of walking time from car park to destination by majority of respondents (58%)

90%
said that it takes them 5minutes or less to walk from car park to destination

70%
are able to find a car park when they need one

2. Existing Parking Supply and Management

2.1 Existing Supply

Across the three precincts, there are over 2000 public parking bays, with 850 bays within Precinct 1 (City Centre Core), 980 bays within Precinct 2 (City Centre North) and 180 bays in Precinct 3 (Western Foreshore).

The distribution and location of the parking is shown in **Plan 2**.

Nearly 80 percent of these public parking bays are located 'off-street' in seventeen at-grade, formalised car parks, with the remaining 20 percent being located 'on-street'.

There are also 76 ACROD bays in total across the 3 precincts. This equates to 3.5 percent. As a benchmark, the Building Code of Australia (BCA) requires 1 in 50 (2 percent) ACROD bays for shops and the United Kingdom requires 3 in 50 (6 percent). Given Mandurah's aging population and the fact that there are over 90,000 ACROD permit holders in Western Australia, it is essential to ensure that people with disability are able to access all parts of the City Centre with ease.

Observations indicate that ACROD bays are sufficient in number and are at reasonable occupancy levels, but their distribution requires further consideration, as some of the most desirable locations have the lowest amount of ACROD bays. Locations with the most ACROD bays are Mandurah Performing Arts Centre (MPAC) car park, Leslie Street car park and Mewburn car park. Locations with the least amount of ACROD bays are in the off-street car parks along Mandurah Terrace.

There are 41 Motorcycle bays with an adequate distribution across the City Centre.

To support the functions of the City Centre there are three taxi/on demand transport bays, three loading bays and three existing set down/pick up areas.

There are also several parcels of private land (particularly along Mandurah Terrace) that are currently utilised by the community for parking.



Parking Plan 2 Existing Parking

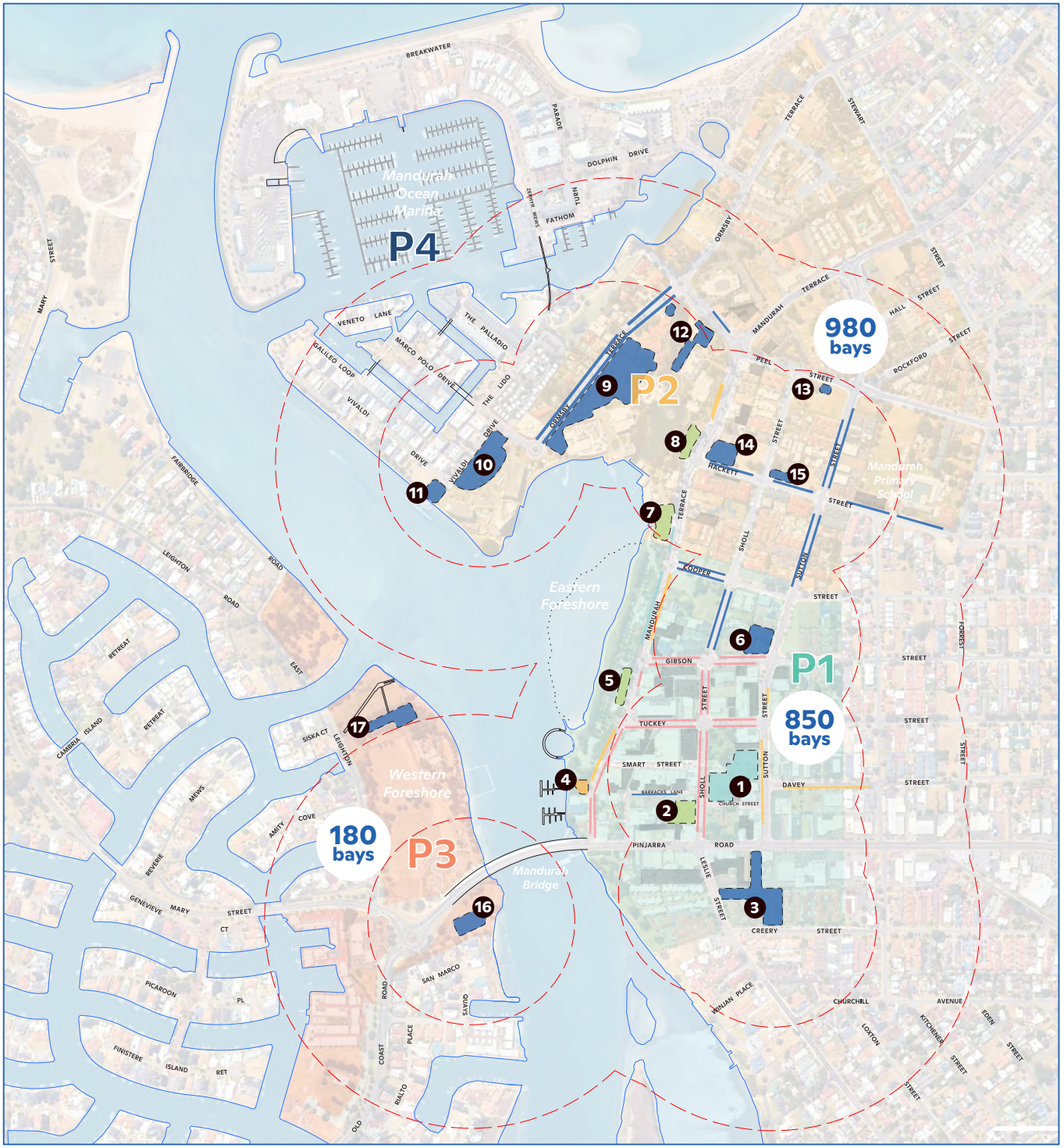
- Off Street Public Parking: 1600 bays (80%)
- On Street Public Parking: 400 bays (20%)
- Off Street Private Parking
- 200m (2.5m walk) / 400m (5 min walk)
- 1 Hour Timed Parking
- 2 Hour Timed Parking
- 3 Hour Timed Parking
- 4 Hour Timed Parking
- All Day Parking

Car Park Name *(Parking Station No/Name if allocated)*	Public Bays	Average Occupancy
Precinct 1: City Centre Core		**64%**
1 Mewburn *(1: Sholl Street Parking Precinct)*	167	35%
2 Post Office *(10: Sholl Street Parking Precinct)*	67	55%
3 Leslie Street	188	13%
4 Eastern Foreshore South *(4: Mandurah Terrace Precinct 1)*	19	96%
5 Eastern Foreshore Central *(3: Mandurah Terrace Precinct 2)*	45	96%
6 Gibson Street *(5: Gibson Street Parking Station)*	56	41%
Precinct 2: City Centre North		**40%**
7 Eastern Foreshore North *(8: Boardwalk)*	59	74%
8 Civic Centre / Visitors Centre *(9: Boardwalk)*	26	77%
9 Mandurah Performing Arts Centre / Seniors Centre	318	59%
10 Vivaldi Drive	181	51%
11 Stingray Wharf	30	30%
12 City of Mandurah Administration *(40 bays office hours use)*	77	20%
13 Nell Regan Hall Site	12	1%
14 Hackett Street West	39	34%
15 Hackett Steet East	42	12%
Precinct 3: Western Foreshore		**18%**
16 Western Foreshore South	88	15%
17 Western Foreshore North (War Memorial)	91	20%

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2.2 Existing Parking Management

Around 70 percent of off-street bays have no time restrictions and approximately 40 percent of on-street bays have no time restrictions. This enables users to stay for unlimited periods in a significant number of locations. A more strategic approach to the use of timed arrangements would be beneficial.

There is currently a range of various time restrictions, predominantly in locations within the City Centre Core.

These restrictions do not, however, apply on Sundays and public holidays, which are among the City Centre's busiest days.

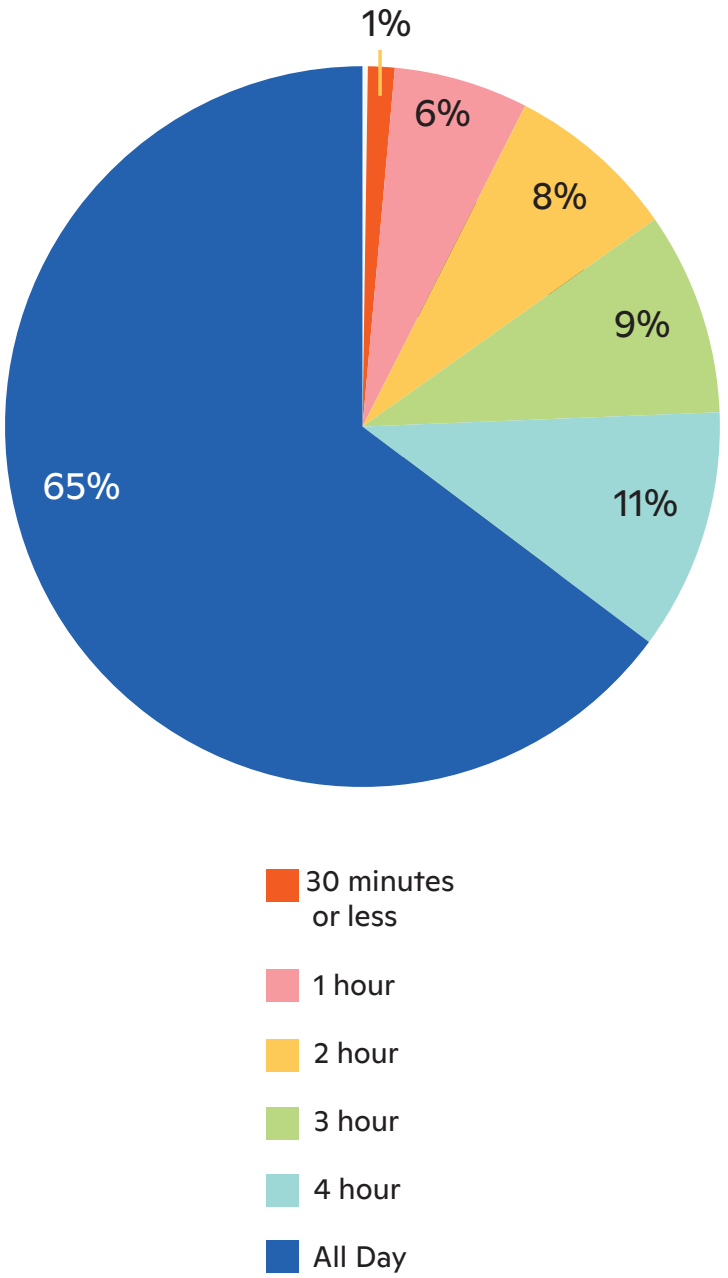
Furthermore, some areas do not have restrictions that apply on a Saturday.

In a day tripping tourist destination like Mandurah these restrictions no longer match the peak period requirements.

Over 85 percent of all public parking bays allow a visitor to stay for three hours or more, with under 2 percent of the available on and off-street public parking being higher turnover bays (short-term parking less than 30 minutes).

In high demand areas, this creates inefficiency and a lack of vehicle turnover and currently encourages longer-term parking in areas where a high turnover of customer parking would be an advantage, to support economic activity.

Figure 4 Time Restrictions by Percentage of Total Bays



2.3 Local Government Benchmarking

Analysis has been undertaken to compare the amount of parking in the City Centre to other places, with the results shown in **Table 1**.

It is difficult to draw like for like comparisons, however, it does provide an indication of relative supply.

Perth is the capital city for Western Australia and is the civic, cultural and economic heart of the State. It has an estimated total employment floorspace of just over 2 million square metres (2018) and is the primary centre of commerce and administration.

Fremantle is a Strategic Metropolitan Centre (as identified in the State Planning Framework) but is different to Mandurah in terms of context.

Fremantle has a residential population of approximately 31,000 people, a daily commuting workforce of around 8,000 people and is the most visited destination in Western Australia outside of Perth CBD, with about 1.2 million visitors annually. Whilst Fremantle is a larger activity centre, Mandurah's parking levels are comparable, approximately a third less within a similar sized area.

Rockingham is a neighbouring Strategic Centre and is similar to Mandurah in terms of the train station being remote from the City Centre and the waterfront being a significant attractor. The figures included in **Table 1** relate to the Rockingham Foreshore area only and not the entirety of the City Centre.

The amount of parking provision on the Rockingham Foreshore is significantly less than Mandurah, however, it should be noted that the area concerned is significantly smaller also.

Table 1 Car Parking Benchmarking

	On-street bays	Off-street bays (public)	Indicative Areas (Km²)	Bays per Km²
Perth CBD[1]	6,000	11,000	7.5	2667
Fremantle CBD[2]	1,000	2,300	1.3	2538
Rockingham Foreshore[3]	416	414	0.23	3608 (830 bays)
Mandurah City Centre	423	1589	1.37	1468

[1]About City of Perth Parking

[2]A quick guide to parking in Freo

[3]Public Parking at the Rockingham Foreshore

2.4 Existing Occupancy Levels

To better understand the performance of the existing car parking environment in the City Centre, nine car parking occupancy surveys were undertaken between January and March 2022, to identify the amount of parking that exists within the precinct areas and the occupancy levels of that parking.

Figure 5, **Figure 6** and **Figure 7** provide a snapshot of the data from nine occupancy surveys in the three precincts.

The occupancy survey methodology was designed to cover the busiest times of the day in the City Centre and included a range of days during the summer period, including school holiday and non-school holiday times, evenings and weekends. The data from the nine surveys was averaged to provide a representation of average peak occupancy levels. ACROD and Motorcycle parking were also included.

Additionally, data was collected for six private landholdings within the City Centre (some formalised through parking agreements and some not) that currently provide parking opportunities for the public, at particularly busy times. These were included to understand when they are being utilised and whether, at those particular times, there is capacity in existing formalised public car parks, that are slightly further east of Mandurah Terrace in terms of walking distance.

A further four occupancy surveys were also undertaken, two in July 2022 (during Winter in Mandurah ice skating event), one in November 2022 following the opening of the Giants in Mandurah and the Western Foreshore play space and one in April 2023, to further understand and assess the effect of these changes on parking. This data has been analysed separately.

Average peak occupancy overall for all on and off-street parking areas within the City Centre is generally below 55 percent.

A useful metric for determining optimum parking levels is 85% average peak occupancy. At this level public parking is being used efficiently, providing accessible and convenient parking while ensuring that bays are available for newly-arrived vehicles.

Parking levels which exceed 85% average peak occupancy for a sustained period of time indicate that further intervention is required. These levels would create a greater circulation of drivers looking for vacant bays, causing inconvenience, adding to traffic volumes, potential congestion and a likely perception that there is not enough parking.

Parking levels below 65% average peak occupancy for a sustained period of time indicate that the parking is under-utilised, which is inefficient.

Parking Occupancy

Precinct 1 – City Centre Core

64%
Overall Average Peak Occupancy for Precinct 1

Average peak occupancy rates

95% 1 Mandurah Terrace on-street parking (Pinjarra Road to Tuckey Street)
36 bays available

91% 2 Mandurah Terrace on-street parking (Gibson Street to Cooper Street)
48 bays available

96% 3 Eastern Foreshore Central Car Park
45 bays available

96% 4 Eastern Foreshore South Car Park
19 bays available

35% 5 Mewburn Car Park
167 bays available

41% 6 Gibson Street Car Park
56 bays available

84% 7 Sholl Street Car Park
64 bays available

13% 8 Leslie Street Car Park
188 bays available



Parking Occupancy

Precinct 2 – City Centre North

40%
Overall Average Peak Occupancy for Precinct 2

Average peak occupancy rates

77%	1	Civic Centre Car Park 26 bays available
74%	2	Eastern Foreshore North Car Park 59 bays available
34%	3	Hackett Street West Car Park 39 bays available
12%	4	Hackett Street East Car Park 42 bays available
20%	5	City of Mandurah Administration Car Park 77 bays available
59%	6	Mandurah Performing Arts Centre and Senior Centre Car Park 318 bays available



Parking Occupancy

Precinct 3 – Western Foreshore

18%
Overall Average Peak Occupancy for Precinct 3

Average peak occupancy rates

15% ❶ Western Foreshore South Car Park
88 bays available

20% ❷ Western Foreshore North Car Park
91 bays available



2.5 Analysis of Occupancy Levels

The overall average peak occupancy levels of all three precincts are under 65 percent, which indicates that there are opportunities for more efficient use of the existing parking supply, with improved management.

Within the City Centre Core (Precinct One), several locations reached peak occupancy. On and off-street parking locations adjacent to the Eastern Foreshore have extremely high occupancy rates, with average occupancy levels exceeding 90 percent. This leads to a perception of a lack of parking, however, it is likely due to the current timed parking arrangements enabling longer stays in these high demand locations, resulting in a lack of bay turnover.

Car parks on the eastern side of the City Centre such as Mewburn, Gibson Street car park, Leslie Street and Hackett Street East, are significantly under-utilised with average occupancy levels of under 45 percent. All these car parks, with the exception of Leslie Street, are within a two minute walk (250 metres) of the Eastern Foreshore. The low occupancy levels could be due to a number of factors such as wayfinding, safety concerns, current timed arrangements, and lack of awareness of alternative parking options.

As mentioned above, in some locations in the City Centre, the timed parking arrangements are not fit for purpose, as drivers are not encouraged to look for vacancies within a short walk. In other locations, the current timings do not match the need within the precinct, for example, for all day parking.

Vacant private landholdings on the corners of Cooper Street and Mandurah Terrace are used extensively on weekends, but there is capacity within existing car parks in close walking distance, at these peak periods. Should these landholdings be developed in the future, there is sufficient capacity within existing public parking.

Average occupancy levels within parking bays west of Sholl Street are 65 percent, with bays to the east of Sholl Street averaging 22 percent. This could be due to the parking behaviour of seeking to park as close to the destination as possible. As the City grows, this is likely to become unsustainable.

There remains extensive capacity on the Western Foreshore in the Western Foreshore South and Western Foreshore North car parks. However, these car parks have seen an increase in average occupancy since the opening of the Giants in Mandurah and the Western Foreshore play space. Western Foreshore South from 15 percent to 25 percent average occupancy and the War Memorial car park from 20 percent to 35 percent. Capacity remains but this will require ongoing monitoring.



3. Future Parking Demand Analysis

3.1 Factors Affecting Parking Demand

Mandurah is a growing population centre serving a broad catchment. It is a significant employment centre and is also an important tourist destination for Western Australians, as well as interstate and international visitors. The population is forecast to continue to grow steadily, to reach approximately 120,000 by 2036.

This means that Mandurah will become home to almost 30,000 new residents over the next 10+ years. Much of this growth has been identified in the Local Planning Strategy, within the Central Mandurah area, through infill development.

It is likely that Mandurah will continue to welcome cars into the City Centre for many years to come, within a people-friendly, safe environment. As the City evolves into a larger strategic centre, it is likely that places will become busier, and the ability to accommodate higher numbers of vehicles will be constrained. As land becomes more constrained over time, it will become increasingly important to find the highest and best use for valuable public spaces and to become more sophisticated with non-car based transport.

The City Centre, with its unique waterfront, will continue to attract an increasing number of visitors. Without a proactive approach to parking management, demand and supply fluctuations could lead to a poor visitor experience, which may reduce visitation and ultimately would have an adverse economic impact.

Demand and supply fluctuations may eventuate because of public and private development activity. For example, developments may occur which drive visitation to the City Centre and/or developments may occur which convert existing formal and informal parking locations into other uses.

Additionally, the City of Mandurah's Property Strategy details several parcels of land within the City Centre that have been identified to assist in the future economic development of the City, a number of which are currently utilised in the interim, for public car parking.

Future transport needs may also be different to what they are today for several reasons, including:

- the increased use of rideshare services (such as Uber, Lyft, etc)
- the potential wide-scale use of autonomous vehicles
- the increasing cost of fuel
- the increased uptake of walking and bike riding (particularly since the pandemic)
- the increasing use of micro-mobility through e-scooters and e-bikes, and
- the City Centre including an increasing residential population





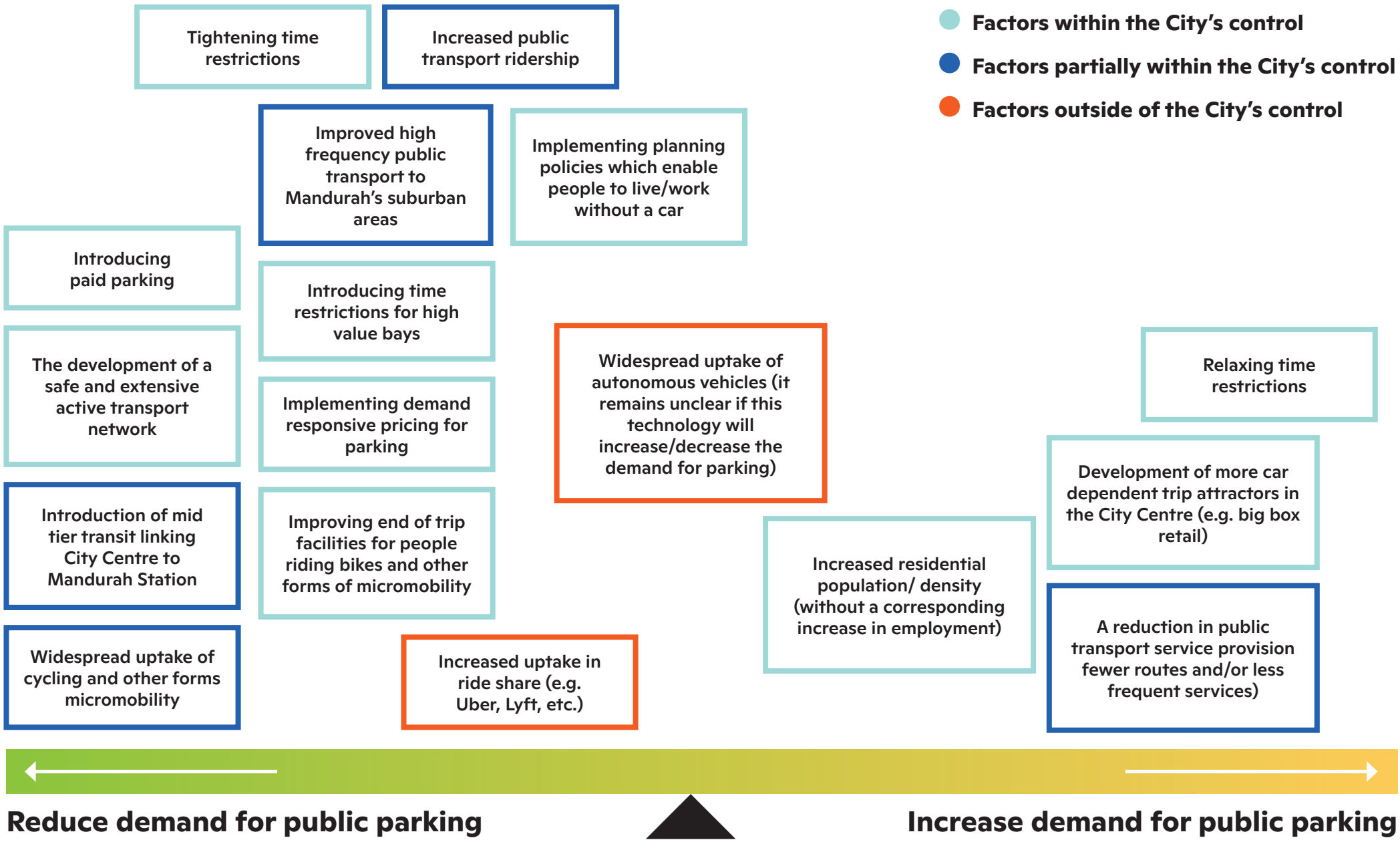
The Integrated Transport Strategy includes a number of recommendations to meet the aspiration to be a location where walking and bike riding is a safe, connected and convenient mode of transport. The Strategy also contains recommendations to support the increased use of boats, as a form of transportation. Residents and visitors use marine transport to not only enjoy the waterways for recreational purposes, but to also visit the City Centre to patronise shop, restaurants attend events. Many residents living within canal estates have private jetties making it very convenient to use boats as an alternate mode of transport. The Values Survey, undertaken as part of the engagement for the City Centre Master Plan and Parking Plan, indicated that 6 percent of people regularly travel to the City Centre by boat. This presents an opportunity to further diversify the modes of transport used to access the City Centre.

Whilst many of these changes will not occur overnight, it is worthwhile to plan for the changing parking needs and to look at short, medium and long-term solutions for car parking, to make it better for all.

In some locations, it may be appropriate to firstly, vary timing arrangements to increase efficiency and secondly, slowly remove parking in exchange for a higher and better land use with greater public benefit. This must always be balanced against providing adequate access for those that need it the most.

Figure 8 outlines several factors that affect parking demand, some of which are in the City's control, including tightening or expanding timed parking arrangements, some of which are partially within the City's control, such as increased public transport ridership, and some of which are outside the City's control such as increased uptake in ride share.

Figure 8 Factors Affecting Parking Demand



3.2 Future Parking Requirements

Historically, parking has been provided based on anecdotal demand, as opposed to measured occupancy levels or demand forecasting. Measuring occupancy provides a much more in depth understanding of the parking environment.

In order to determine the future car parking requirements for the study area, analysis has been undertaken by consultants to project the growth in parking demand and what this might do to the average occupancy levels over a 20 year timeframe. As of 2022 there were 83,040 people in the City of Mandurah. The low, medium and high growth scenarios were derived by looking at forecast population growth for Mandurah. Forecasting the long-term growth in parking demand is difficult and contingent on a range of factors such as population, employment and changes in travel behaviour/mode share.

A low growth parking demand scenario assumes an increase of 1 percent of overall average occupancy levels for public parking within the City Centre. The medium growth scenario assumes a 3 percent increase and the high growth scenario assumes a 5 percent increase.

The lifetime of this current plan is to 2033, which is depicted by the marker line indicated on **Table 2**.

It is acknowledged that this model does not recognise parking demand and supply fluctuations that will occur over time, as a result of the factors mentioned previously. Whilst demand and supply are unlikely to be linear, the model does provide an indication of likely growth in demand for a range of scenarios.

Based on these low, medium, and high scenarios, the analysis indicates that by 2033, under a low and medium growth scenario, overall average peak parking occupancy for the City Centre will remain within the optimum range for efficient use of parking (65-85 percent). It is only under a high growth scenario that the overall average peak occupancy levels peak at 94 percent.

Intra-precinct occupancy rates suggest that there is some urgency to re-balance demand and supply, via adjustments to timed parking arrangements, particularly around the Eastern Foreshore. Parking supply across the City Centre, however, appears to be sufficient at present.

In the longer term, the City must continue to explore opportunities to facilitate parking supply while assessing the impact of new technologies and behaviours that may impact demand. It is also imperative that regular parking occupancy surveys are undertaken at a precinct level, to confirm Mandurah's parking demand growth trajectory.



Table 2 Average Peak Occupancy and Growth Scenario Analysis

Year	Low growth scenario (Parking demand increase 1% per year)	Medium growth scenario (Parking demand increase 3% per year)	High growth scenario (Parking demand increase 5% per year)
2022	55%	55%	55%
2023	56%	57%	58%
2024	56%	58%	61%
2025	57%	60%	64%
2026	57%	62%	67%
2027	58%	64%	70%
2028	58%	66%	74%
2029	59%	68%	77%
2030	60%	70%	81%
2031	60%	72%	85%
2032	61%	74%	90%
2033	61%	76%	94%
2034	62%	78%	99%
2035	63%	81%	104%
2036	63%	83%	109%
2037	64%	86%	114%
2038	64%	88%	120%
2039	65%	91%	126%
2040	66%	94%	132%
2041	66%	96%	139%
2042	67%	99%	146%
2043	68%	102%	153%

← **Current Year**

← **Lifetime of the Parking Plan**

<65%	Ample parking supply
65-85%	Balanced parking supply
>85%	Shortfall

4. Parking Management Options

There are many different demand management and parking intervention options available to assist in reducing long term growth in parking demand, managing existing public and private parking and planning for future parking.

These are explained in the following sections, and their relevancy or otherwise, to the Mandurah context.

4.1 Demand Management Options

Travel Mode Shift

The promotion and encouragement of, and infrastructure investment in, alternative transport modes such as public transport, bike riding and walking can decrease the need for public car parking. Over the long-term, as patronage increases on alternative transport modes, reductions in the need for parking could then be expected.

There are several ways to improve the walking and bike riding experience which include the provision of dedicated street space, shade, wayfinding, lighting, considering safety, providing time for walking at signalised intersections, frequent street crossing opportunities and addressing gaps in the path network. The benefits of doing so, from a social, environmental, and personal health perspective, should not be under-estimated.

The Integrated Transport Strategy includes a key action to prepare District Level Active Transport Plans to include the following outcomes:

- Existing path audits
- Assess opportunities to seek data on walking and bike riding
- Community engagement
- Path prioritisation and
- Inclusion of recommendations in Asset Management Plans, Long Term Financial Plan and Capital Budgets.



Advocacy and Education

Advocacy for, and education around, public transport are important methods of improving the awareness and availability of transport options to, from and within the City Centre.

Public transport services and needs change over time. Local government has a role to play in advocating for and advising on required changes to frequency, stop location and route planning of services, due to their close contact with the community. These changes can impact the location of on-street parking provisions and can encourage the reduction in parking bays, due to the increased uptake of public transport.

Mandurah's long, narrow shape makes accessibility and connectivity a challenge. Bus routes are long, convoluted, suburban based routes resulting in slow trip times and a lack of direct connection from the suburbs to the City Centre. Bus routes from the suburbs mostly terminate at the Mandurah train station, requiring the need for users to change onto another route to access the City Centre.

These factors make getting to the City Centre by public transport challenging and unattractive to users. It became clear through the community consultation that some visitors to Mandurah are unaware of how to get from the train station to the City Centre, via public transport. The City Centre is serviced by two bus services, with relatively high frequency from the Mandurah Train Station, however the awareness of these routes could be improved through opportunities such as bus branding and promotion of public transport options.

A key outcome of the Integrated Transport Strategy is to advocate for improvements to the bus network, as they have not been strategically reviewed or modified since the opening of the Mandurah Train Station in 2007. The improvements should include rapid transit routes north and south along Mandurah Road and Old Coast Road corridors to reduce travel times.

From an education perspective, undertaking and continuing to be involved in community awareness campaigns will encourage behaviour change and mode shift towards active mobility forms of transport.

New and Emerging Technologies

The uptake of electric vehicles, autonomous vehicles and other sustainable technologies such as electric bicycles, scooters and skateboards may also have a substantial impact on private car ownership, congestion and parking requirements. These types of technologies require charging stations and, as more vehicles are in circulation throughout Mandurah, more vehicle charging stations are likely to be required. Additional challenges to accommodating e-rideables include, potential changes to infrastructure such as shared paths and the provision of fit for purpose parking, so that this form of mobility can be encouraged and integrated into the existing transport network in a safe way.

These technologies are emerging and will mature over time. It is important that the City continues to monitor demand for this type of infrastructure and investigate different models for implementation.

The most obvious location for any increase in public charging infrastructure is adjacent to existing chargers within the car park adjacent to the Civic Centre car park on Mandurah Terrace (Car Park No 8 on **Plan 2**).



4.2 Intervention Options

Interventions are ways to manage parking through a variety of measures such as:

- wayfinding and signage;
- monitoring parking occupancy;
- upgrades to existing parking;
- timed limits, enforcement;
- paid parking;
- additional parking supply;
- private car park management;
- private parking ratios;
- payment-in-lieu of parking;
- peak period/event parking,; and
- decked parking.

Wayfinding and Signage

Wayfinding encompasses all the ways in which people orient themselves in physical space and navigate from place to place. This can include things like consistency in branding, street art, signage, landmarks, and gateways.

Wayfinding signage is a system of signs and directories that can efficiently guide people to key attractors and parking nodes within the City Centre. In a parking sense, wayfinding signage can direct and guide drivers to short, and long-term car parking, at the earliest point of entry into the City Centre. This reduces searching time and the unnecessary circulation of cars.

Art within streets, on built form and as public art can be used as a complimentary element to wayfinding. Low-cost, unique artistic treatments and interventions can be effective for orientation and in providing direction for pedestrians.

During the community engagement phase, it became apparent that there is a lack of public awareness of alternate parking locations within the City Centre. Much of the existing signage at the entry points of the off-street public car parks is old or outdated, in terms of branding, and there is insufficient signage at a number of key entry intersections upon approach to the City Centre, to direct drivers to appropriate parking locations.

There are several opportunities for the provision of improved parking information, such as:

- updated and additional signage at the entry points of the seventeen off-street car parks to indicate the availability of public parking and incorporate consistent naming
- the implementation of parking specific wayfinding signage (as part of a wider wayfinding strategy) to direct drivers to all day parking locations, at the earliest point of entry to the City Centre
- the integration of the existing car parks into an existing GPS system such as Google Maps or Apple Maps, or both
- the provision of improved brochures/maps on the City of Mandurah website, and
- consideration of smartphone apps and other technologies to provide real-time bay availability.

For the parking specific wayfinding signage, recommended locations are:

- Intersection of Sutton Steet and Mandurah Terrace
- Intersection of Peel Street and Sutton Street
- Intersection of Pinjarra Road and Sutton Street
- Intersections along Mandurah Terrace to direct people eastwards, and
- Intersection of Pinjarra Road, Old Coast Road and Mary Street to direct people to parking on the Western Foreshore.

For locations refer to Plan 3.

Smartphone apps can ensure that information is easily accessed, which in turn will increase the satisfaction of locals and visitors to the City Centre. There are also numerous options available for smart parking technology, such as: in-ground parking sensors,

loop detectors at entry and exit of off-street car parks and CCTV cameras which can be transmitted to provide real time information to smartphones, websites and digital signage.

Care should however be taken when introducing parking related smart technology, given the initial and ongoing costs and the short life cycle of technology, which could lead to potential redundancy.

Timed Parking

The main reason for timed parking is to ensure an increased turnover of cars, so that one car parking space can be used by as many cars as possible each day. This allows drivers to find car bays more easily, as one car is not parked in the space all day, assisting local businesses by attracting customers and ensuring maximum land use efficiency. Timed parking can be used strategically to influence parking location and duration, serving as a lever to encourage the use of parking areas that have lower occupancies.

On-street and short-term parking can be used to encourage higher turnover in the busiest locations such as along Mandurah Terrace, with off-street bays providing for longer term car parking on the periphery, supporting local businesses by increasing foot traffic through the City Centre.

Changes to timed parking arrangements can be implemented using a staged, incremental approach, on an 'as needed' basis, or when average occupancy levels require.

There is currently a range of different timed parking arrangements, from 15 and 30 minute bays, one, two, three and four hour bays and all day parking. The times and days that restrictions apply varies, and this can be confusing for users. Additionally, restrictions do not apply on Sundays and public holidays (or indeed on Saturdays in some locations), which are among the City Centre's busiest days. This creates inefficiency and a lack of vehicle turnover. It is recommended that all on and off-street, timed parking signage across all precincts, be updated to apply timed restrictions to Saturdays, Sundays and public holidays, and to apply consistently at applicable times and days.

Long-term parking, which is expected to largely cater for the future demand of the City Centre employment sector, should be provided at the periphery of the centre. This includes ensuring that sites are within 10 minutes walking distance of key employment destinations and the pedestrian routes to key locations are safe, attractive and direct.

Within Precinct One: City Centre Core, there are several existing car parks which are allocated for all day parking, including Leslie Street and Gibson Hall. This does not currently include the Mewburn car park (currently four- hour parking), which is under-utilised and is considered to be the most central and well-located car park, in terms of direct connections to the Eastern Foreshore, through Smart Street and Barracks Lane. Changing a portion of Mewburn car park to all day parking presents an opportunity for employees within City Centre businesses, to be able to stay all day.

Through the community engagement, many businesses indicated that their staff have concerns regarding safety after hours, when accessing all day parking. Staff are unable to park their cars, or move their cars, closer to their place of work due to the timed restrictions preventing this. To address this concern, it is recommended that the timed restrictions cease at 5pm instead of 6pm. This change, in addition to car park upgrade works to improve safety, will assist in addressing these concerns. It is noted that parking occupancy levels are lower during the evening and night-time period, as such, this should not have a negative impact on turnover.

Within Precinct Two: City Centre North, the options for off-street, all-day parking include Hackett Street West and East, Nell Regan, Mandurah Performing Arts Centre, Vivaldi Drive and Stingray Wharf car parks.

Within Precinct Three: Western Foreshore, both off-street car parks (North and South) allow users to stay all day.

Through promoting these peripheral long-term parking locations, the pedestrian economy and local businesses may be more broadly activated throughout the City Centre. Peripheral parking is also

expected to decrease the need for motorists to undertake repeat circuits of Sholl and Tuckey Streets and Mandurah Terrace, to locate on-street parking. This shift in driver behaviour would also be facilitated by an improved wayfinding signage system.

In contrast, short term parking should be prioritised at on-street locations and within the highly utilised, off-street car parks in the City Centre Core, to accommodate short term visitors. Time restrictions for on-street parking should generally be in the range of 15 minutes to two hours and enforcement of vehicle turnover should be actively applied.

Access to these locations must, however, be easy for those that need it the most. Supporting people with low mobility at high attraction locations supports the City's commitment to being inclusive. The distribution of ACROD parking is considered later in this section.

Off-street, short term parking options within Precinct One, the City Centre Core, include the Eastern Foreshore South (two hours) and Central (mostly three hours, with two 15 minute bays) car parks, which are both heavily utilised. There is also on-street parking along Mandurah Terrace (one and two hours) and also on Tuckey, Gibson, Sholl and Sutton Streets.

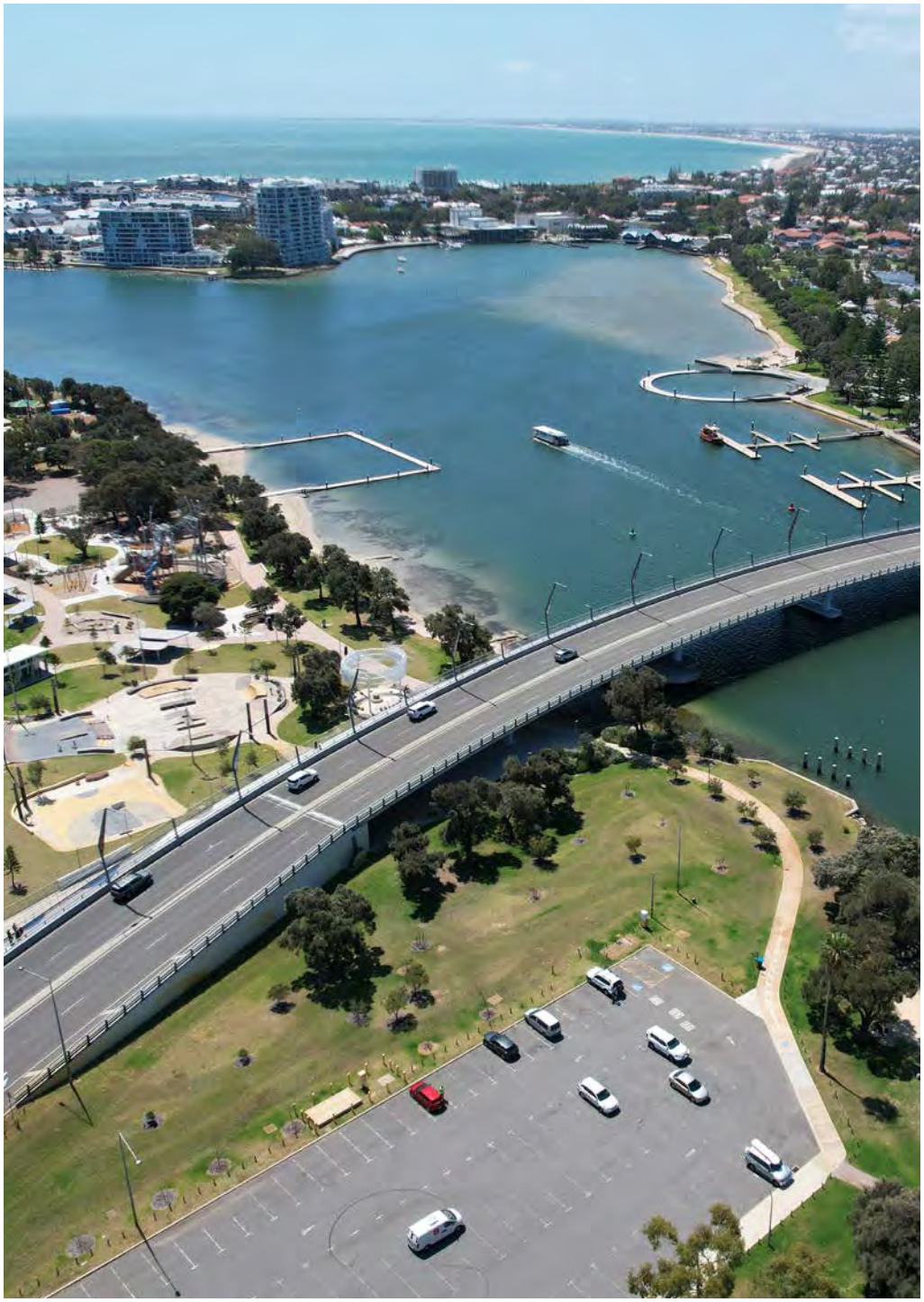
The provision of additional shorter timed bays within the Eastern Foreshore South and Central car parks will encourage a greater turnover of bays in this heavily occupied location, close to several 'fast transaction' type businesses. It should be noted that the Eastern Foreshore Central car park forms part of the broader redevelopment of the Eastern foreshore and there is an opportunity to reconsider the layout of this car parking to improve amenity.

Within Precinct Two: City Centre North, the options for off-street, short-term parking include Eastern Foreshore North (three hours, with seven 30-minute bays). There is also on-street parking along Mandurah Terrace (one, two and four hours) and also on Cooper, Hackett and Peel Streets.

In accordance with the need to increase bay turnover in high demand locations and the incremental approach of progressively tightening timed parking arrangements, it is recommended that the high occupancy 45-degree parking bays along Mandurah Terrace, between Gibson and Hackett Streets, are changed from four hour timed parking to three hours, every day. In addition, it is recommended that the timed parking arrangements in the Eastern Foreshore Central and Eastern Foreshore North car parks, are changed from three hour to two hour parking.

The introduction of additional pick up and set down bays in high demand locations and activity nodes would be beneficial to support this increase in shorter timed parking arrangements. These pick-up/set-down bays would enable people to drop off passengers and belongings, and drive to park in a longer-stay parking bay, within a five-minute walk (Refer Plan 2). Recommended locations for these pick-up and set-down zones are discussed later in this section.





Upgrades to Existing At-Grade Off-Street Public Parking

Car parks that are well lit, safe, easy to navigate with good surface condition and line marking, have appropriate landscaping and signage are key factors in ensuring that locations are utilised. The provision of safe, highly legible pedestrian links within parking areas is essential, as is the connection to the surrounding pedestrian network and beyond to key activity nodes.

There are examples across the City where the standard of car parks is impacting their utilisation. Through the engagement process, safety concerns (particularly at night) within Mewburn car park, were frequently mentioned. There are existing CCTV cameras in several locations throughout the City Centre, some of which include car parks.

Improving the general amenity of existing car parking can enhance feelings of safety. For example, introducing activity which attracts people to the area, and enabling good passive surveillance through the location of pathways and entries, can make it more attractive and increase pedestrian movement through the space. Crime prevention through environmental design is most effective when aligned with other interventions. Active surveillance, appropriate access management, landscaping maintenance, lighting and CCTV should all be considered in an integrated manner. Any requests for additional CCTV locations will be considered in accordance with the CCTV Masterplan 2023 and associated procedures.

Table 3 details locations that have been identified for recommended car park upgrades.

Table 3 Existing Car Park Upgrades

Car Park Name	Upgrades Recommended	Rationale	Timing	Estimated Cost
Precinct One: Mewburn **Light Touch Option**	• Tree pruning/uplifting • Improve signage (particularly from Sutton Street) and encourage access from Sutton Street • Change a portion from four hour parking to all day parking	• Light touch option to be effected if there is a realistic prospect of fast tracking the development of the site, in accordance with City Centre Master Plan vision	Short term	Light touch option - $50,000
Precinct One: Mewburn **Full Upgrade Option**	• Re-configure layout/review one-way system/consolidate crossovers • Re-surfacing and line-marking • Tree pruning/uplifting • Upgrade lighting • Landscaping • Review and consider CCTV coverage • Improve signage (particularly from Sutton Street) and encourage access from Sutton Street • Change a portion from four hour parking to all day parking • Review position of existing building footprint to improve pedestrian connectivity	• Poorly utilised both day and night • Community feedback of safety concerns • Represents the most important area to increase occupation to assist pedestrian movement and increased business foot traffic in the City Centre core	Short term	$50,000 Design - (24/25) Full Upgrade option - $2M – (25/26 and 26/27) subject to LTFP review Costs include the upgrades to the adjacent George Robinson Gardens as recommended in the CCMP
Precinct One: Eastern Foreshore Central	• Review footprint • Improve interface between Mandurah Terrace and Eastern Foreshore • Upgrade lighting	• Consistent with long-term objective to incrementally reduce car parking from high value locations	Short term	Refer to Waterfront Redevelopment project – options currently being developed

Precinct Two: Eastern Foreshore North	• Re-configure layout and access arrangements • Improve pedestrian space surrounding car park • Resurfacing and line-marking • Introduce set-down/pick-up zone	• Necessary to improve pedestrian connections and access to the commercial premises and foreshore.	Short term	Refer to Waterfront Redevelopment project
Precinct Two: Hackett Street East	• Remove Japanese Pepper tree (weed species) • Reconfigure layout to increase bay numbers and create more functional RV, long vehicle and trailer bays • Re-surfacing and line marking • Landscaping • Signage • Creation of RV bays	• Existing RV waste station on site • Poorly utilised but is well-located with direct access to the Eastern Foreshore and the wider City Centre North precinct	Medium term	$10,000 design (26/27) $150,000 delivery (27/28)
Precinct Two: Mandurah Performing Arts Centre	• Review layout and access points • Re-surfacing and line marking, if required • Review lighting levels • Drainage improvements • Improve pedestrian connectivity between Mandjar Square and Marina, including sight lines	• Ensure that the layout is functional and efficient • Damage to existing surface due to tree roots	Medium term	$50,000 design (24/25) $950,000 delivery (26/27)

Pedestrian Connectivity

There are several connecting streets/routes that are particularly important in providing safe, pedestrian connectivity from all day car parks to key activity nodes.

Within Precinct One: City Centre Core, the key pedestrian routes from eastern car parks to the Eastern Foreshore are:

- Barracks Lane
- Smart Street Mall
- Tuckey Street, and
- Pedestrian crossings across Pinjarra Road

Barracks Lane forms an important link between the precincts' primary all-day parking location (Mewburn) and the businesses located on the southern end of Mandurah Terrace. The orientation of businesses backing onto Barracks Lane creates dark areas with poor passive surveillance. Upgrades to this streetscape are essential to improve the general amenity.

Additionally, the existing on-street parking on Barracks Lane is not currently in the City's ownership. It is recommended that the land be ceded to the City of Mandurah and the road dedication process be pursued and completed as a priority, to enable the potential implementation of timed parking.

View corridors are important distant views of a key building, landmark or other amenity 'framed' by a gap in the surrounding buildings. In the Mandurah context, this is generally views through the City Centre to the water. These views corridors assist people to orientate themselves in an urban environment and to help them navigate through it.

Smart Street is an existing east-west pedestrianised route in the City Centre Core. Currently, the view corridor from Sutton Street to the Eastern Foreshore is impacted by the location of the Mewburn building. There is an opportunity to consider the relocation of the functions within the Mewburn Building to open up this important view corridor

Tuckey Street provides another important east-west route from all-day parking at Gibson Street car park to the Eastern Foreshore. This streetscape was upgraded in 2010 and 2011.

Pinjarra Road presents somewhat of a barrier from a pedestrian perspective, between the Leslie Streetcar park and the southern parts of the main City Centre Core. Pinjarra Road has been progressively upgraded from Mandurah Road in a westerly direction over the last five years. The upgrade of the western end represents the last stage of these upgrades, however the form and style of the improvements needs to reflect the change in urban form and to address the existing challenges in integrating both sides of this street.

For Precinct Two: City Centre North, the key pedestrian routes are:

- Hackett Street, and
- Routes through Mandurah Performing Arts Centre car park to the Mandurah Ocean Marina.

For Precinct Three: Western Foreshore, the key pedestrian routes are:

- From Western Foreshore South car park underneath the bridge;, and
- From the Western Foreshore North car park, linking back to the play infrastructure and skate park, along the foreshore (water side).

Future upgrades to lighting and pedestrian path connectivity within the identified locations must be considered carefully to ensure optimum outcomes. This will occur through the implementation of the recommendations of the City Centre Master Plan, through scheduled renewals and upgrades of streetscapes and through the Western Foreshore Commercial site redevelopment.

The City of Mandurah continually strive to make access more inclusive. This includes considerations around wayfinding from accessible bays, accessible ablution blocks and key community infrastructure. When designing these places and spaces, it is important to consider access for all mobility needs, including for the visually impaired.



Enforcement

The primary goal of compliance focused enforcement is to ensure residents and visitors are not over-staying and to encourage an efficient turnover of bays, to allow equal opportunity for all users. Although unpopular, it is essential that parking times are adhered to, to ensure that bay usage is efficient and longer-term users utilise areas outside high demand areas.

Enforcement is necessary when:

- Occupancy extends beyond signed restrictions
- Changes to parking restrictions occur within an activity centre
- Parking behaviour is creating safety issues

The City is planning for the provision of parking enforcement over a seven-day cycle. This can be achieved within current resources using existing licence plate recognition technology.

With high use on weekends, this is important to support local businesses. All revenue from parking infringements over the next three-year timeframe is proposed to be placed in a Reserve Fund, to be spent directly on the implementation of the short and medium-term recommendations of the City Centre Parking Plan and/or City Centre Master Plan.

In very high occupancy areas, the City has budgeted for the installation of in-ground parking sensors. These sensors allow enforcement without multiple attendances and allow data to be collected on bay occupancy.

Paid Parking

Paid parking is an extremely effective way of changing parking behaviour as it can influence parking location, travel mode, travel time and parking duration. It is also an effective way to recognise the value of the most prime parking locations. Paid parking generally results in improved compliance and reductions in car use and traffic congestion, among other environmental benefits.

In Mandurah, there is currently no paid public parking and it is unlikely to be necessary to introduce paid parking, until such time as occupancy levels increase and other interventions, such as reduced permitted parking times, have been used. Current data suggests that there may be sufficient parking capacity in Mandurah to address current demand to 2033. However, paid parking should be considered amongst the suite of interventions that the City may utilise, at an appropriate time as the City Centre grows.

Paid parking can provide revenue to contribute towards the ongoing maintenance of parking infrastructure, but also for the long-term provision of decked parking, when necessary.

However, the introduction of paid parking should be carefully considered, as it may cause a 'spill-over' effect of pushing parking into adjacent non-paid residential areas. There is also a risk that paid parking can deter the community from using the City Centre, in preference to other retail centres (such as the Mandurah Forum), where parking is free.

Critical to the success of any future paid parking system is the need to ensure that the City Centre is supported by a rapid public transit network and the City Centre has reached an appropriate development scale to provide diversity in retail, employment, and leisure opportunities, all of which contribute to 'outweighing' the cost of paid parking. Feedback received through the City Centre Master Plan and Parking Plan engagement process is that efficient access by public transport is limited, from the surrounding suburbs to the City Centre.

Dynamic parking pricing is a method by which parking charges can be adjusted based on parking demand. Rates can be fixed during a specific time or day and can be raised during periods of peak occupancy and reduced during periods of low occupancy. This is a more responsive way to address parking demand and ensure appropriate bay turnover levels as it can be location and time specific. Prices can also be decreased to encourage more people to an under-utilised location, or they can be increased to free up some spaces in heavily utilised areas, where people are willing to pay for the convenience of parking 'at the front door'. Dynamic parking should be considered, should paid parking become a reality in the City Centre.

Private Car Park Management

There are several private car parks within the City Centre that service specific businesses.

Parking restrictions within parking bays on private land are usually managed by the landowner or business owner, however, they can be managed by the City of Mandurah where there is an established parking agreement between the landowner and the City.

Several private parking agreements already exist within the City Centre, however, there is the potential for the City to provide a more consistent approach to private parking agreements and signage, to ensure that the signage includes the business name, parking time limit and the hours during which this time limit applies. It can also be a requirement of the agreement that bays are available for public use outside of business hours, to assist in delivering the overall goals for parking management in the City Centre. This presents an opportunity for both private businesses but also increases the efficiency of the use of the bays during the hours they are not required by that operator.

Encouraging existing businesses to allow their car bays to be utilised outside their normal business operating times is a positive way to increase parking provision levels, as additional capacity can be created where private businesses have parking that is unused at particular times of the day, or on weekends. At present there is inefficiency in the

utilisation of private parking which impacts the economic performance of the City Centre. A review of all existing parking agreements would provide an opportunity to improve consistency and to incorporate reciprocal arrangement considerations, where possible.

Private Parking Ratios

Most local governments set minimum parking ratios (or requirements) for individual land uses in Local Planning Schemes, to ensure that the parking demand generated by a private development, for staff and customers, is internalised and accommodated on private land.

Ratios that require excessive off-street parking provision can contribute to several issues, including:

- underused parking bays in non-peak periods
- more traffic, air and noise pollution
- suboptimal built form and use of land, and
- the inflation of new development costs, which is passed on to customers, tenants and home buyers.

Conversely, parking ratios that are too low can lead to Local Governments having to fund increasing provision of public parking, to compensate for the overspill generated by private developments. Finding the correct balance and settings for the provision of private parking is therefore essential.

With the goal of reducing private car usage, maximum parking ratios can be introduced into the Local Planning Scheme, to provide a limit on the supply of parking. This should, to some extent, be contingent on the provision of convenient alternative transport options and end of trip facilities, to become viable for people to move from using their private vehicle to an alternative travel mode. Mandurah does not yet have this provision.

The City currently has contemporary planning provisions within the Local Planning Framework, with comparatively modest parking requirements for on-site parking provision. It is recommended that the parking requirements be reviewed to ensure that an appropriate balance is struck and that the approach remains fit for purpose moving forward. This does not necessarily mean that parking minimums will increase as excessive parking standards are counter-productive to achieving positive built form outcomes. Any future modifications to parking standards and ratios within the Local Planning Framework will be consistent with State Government requirements.





Payment-in-lieu of Parking

Payment-in-lieu is a one-off fee paid to local governments by developers when the minimum parking ratios for their development cannot be met on-site, or where on-site provision is not desirable in terms of built form, traffic or pedestrian management. This fee is based on the cost to provide a parking bay using current land costs in the development and the construction costs to build the required parking.

These funds can be used to:

- improve existing parking infrastructure;
- invest in achieving other more active transport goals, and
- to develop additional parking infrastructure (such as at-grade and decked parking) in the longer term.

Payment-in-lieu cannot, however, be sought unless a Payment in lieu of Parking Plan (PILP) has been effected.

The preparation of a PILP should be prioritised, as it has the potential to generate funds that could be used to implement the actions of the CCMP and CCPP. This process would involve modification to the provisions of the Mandurah Strategic Centre Precinct Structure Plan.

There are currently funds held in Reserve which have been provided by developers within the City Centre precinct. These funds could be utilised on the implementation of the recommendations of the CCPP, once a PILP has been produced and adopted by Council.

Provision of Other Bay Types

Public parking spaces can be allocated to a variety of specific uses including:

- Loading zones
- Accessible parking (ACROD)
- Taxi/On-Demand Transport parking
- Bus parking
- Motorcycle parking
- RV parking
- Set down/pick-up locations

The appropriate distribution across the City Centre, of these various types of parking is essential, to enable adequate access for servicing local businesses, prioritised access for those people utilising other modes than a private vehicle and to ensure sufficient accessibility to key activity nodes, for those that need it the most.

There are currently five, well-utilised loading zones throughout the City Centre, two on Mandurah Terrace (between Pinjarra Road and Tuckey Street), one within Mewburn car park, one within Eastern Foreshore North car park and one on Barracks Lane adjacent to Brighton Plaza.

It is recommended that the existing taxi rank on Tuckey Street be converted to a combined taxi rank/loading zone. This location is currently under-used by taxis but is used extensively for loading and for vehicles awaiting access to the adjacent Woolworths loading dock.

Existing locations with the most ACROD bays are Mandurah Performing Arts Centre car park, Leslie Street car park and Mewburn car park. The locations with the least amount of ACROD bays are in the on and off-street car parks along Mandurah Terrace. It is recommended, therefore, that the priority locations for increasing the ACROD bay numbers are within the Eastern Foreshore Central and North car parks, and within the angled on-street bays along Mandurah Terrace, from Gibson to Cooper Streets.

Australian Standards for ACROD bays do not always allow for larger vehicles (minibuses) and increasingly, vehicles with rear access hydraulics which can't be used effectively in a standard bay. Longer bays are, therefore, required. One such bay has been provided on the western side of Mandurah Terrace between Pinjarra Road and Tuckey Street. There are opportunities to include additional provision for these longer than standard length bays, to enable use by these vehicles. The dual use of existing and proposed set down/pick up bays (in Eastern Foreshore South, Central and North car parks) for this purpose will also assist in creating increased provision and access for people with disabilities.



The need to protect these longer rear access ACROD bays is recognised. Signage can be incorporated to encourage standard ACROD bays users to use the existing standard ACROD bays provided, leaving the longer rear access bays available for this specific type of vehicle.

There are currently three taxi/on demand transport bays throughout the City Centre, at Mandurah Terrace (between Pinjarra Road and Tuckey Street), on Tuckey Street (adjacent to the northern elevation of Woolworths) and one on Ormsby Terrace. These taxi/on-demand transport bays can serve a dual purpose of providing additional capacity for loading zones, subject to appropriate signage, as can the existing and proposed set-down/pick-up zones also.

Parking for buses/long vehicles is currently available on Mandurah Terrace, adjacent to the Civic Centre. There is an opportunity for Hackett Street East car park to service this function and also Western Foreshore South car park, for use in association with a set down/pick up zone on the Western Foreshore.

The distribution and quantity of Motorcycle parking in the City Centre is adequate, however, it was highlighted through the consultation process, that consolidating several motorcycle bays together would support collective group riding and enhance the safety of motorcycles. Whilst this is acknowledged as desirable, it is considered that a review of the provisions within the Parking and Parking Facilities Local Law 2015 is the best mechanism to allow multiple motorbikes to find parking in the City Centre, through allowing multiple motorbikes to be parked together in car parking bays. This has the benefit of enabling a variety of locations across the City Centre to be used for this purpose, instead of identifying one specific location.

Parking for recreational vehicles (RV) is currently serviced from Hackett Street East, with an existing dump point and water available. There is an opportunity to reconfigure the layout of this car park to improve circulation and provide signage to maximise the use of these facilities.

The addition of the high-quality recreational equipment and proposed commercial offering on the Western Foreshore presents an opportunity for this precinct to increasingly be a destination for people with trailers, caravans and RVs, with good connections to the regional road network. To maximise its attraction providing for larger vehicles in this precinct, provision should also be made for RV/trailer parking at Western Foreshore South car park, to effectively 'book end' north and south of the City Centre.

There are currently three existing set down/pick up areas, one in Eastern Foreshore South car park, one on Mandurah Terrace and one in Mandurah Performing Arts Centre car park. In accordance with the need to increase bay turnover in high demand locations and the incremental approach of progressively tightening timed parking arrangements, the introduction of additional pick up and set down bays in high demand locations would be beneficial. These bays enable drivers to drop off and pick up passengers and belongings close to high demand locations, and then park in long stay car parking within a five minute walk. Recommended locations for these bays are Eastern Foreshore Central, Eastern Foreshore North and the Western Foreshore.



Peak Period and Event Parking

It is evident during large public events, and on occasional weekends during summer and at Easter, that there is insufficient parking supply to meet demand. Parking for these short-term events cannot be provided for on a permanent basis but must be well managed. Efforts are currently made to prepare for these peak periods by communicating parking options ahead of any event, on a case by case basis.

There is an opportunity to prepare for this on a more formalised basis, to enhance the experience of locals and visitors, through the preparation of a Peak Period Overflow and Events Parking Plan. Temporary locations should be identified that can accommodate overspill parking and alternative travel modes and/or shuttle bus services considered.

With improved permanent and temporary signage and appropriate communications, suitable locations for overflow parking provision during peak periods could be opened, to cater for the increased demand. Suitable locations could include Nell Regan site, Hackett Street and Hall Park or sites further out of the City Centre, including John Tonkin College and/or the decked car parking at the train station.

Additional At-Grade Parking Provision

Twenty five percent of the City Centre public parking supply is located on City owned, freehold land, not including car parks located on reserved land. As mentioned previously, the City of Mandurah's Property Strategy identifies certain sites which have been earmarked to assist in the future economic development of the City, a number of which are currently used for public parking in the interim.

The development over time of these sites will inevitably present fluctuations in parking demand and supply, through the reduction in available parking (supply) when sites are developed and also the increase in need (demand) after development of these lots generate additional visitation to the City Centre. This double impact could potentially result in an under-supply of public parking for certain periods, which would need to be carefully considered through the proposed intervention matrix and managed priority of sites.

Changes to the supply and location of parking are appropriate in the continued maturity and development of the City Centre. A balance should be sought between the continued provision of parking and the stimulation of Mandurah's economy, employment generation through development and investment in the City Centre and the conversion of the City's vacant freehold sites to more productive uses.

The recommendations of the Parking Plan aim to strike this balance. In the meantime, the City will continue to advocate for improvements in the provision of public transport and will ensure that developers give due regard to the parking needs of their developments through the Local Planning Framework.

Precinct One, City Centre Core, is the precinct where fluctuations in demand and supply have the potential to have a negative effect on economic activity. There is a desire, therefore, to retain an element of public parking at Mewburn, within any potential re-development of the site, to ensure the continued provision of public parking in this central location.

The Mandurah Strategic Centre Precinct Structure Plan requires that any redevelopment of the Mewburn site should aim to provide a similar amount of parking and open space to that which currently exists.

The City currently leases land to provide additional City Centre parking. Given current parking occupancy rates, these commercial arrangements should be reviewed as they come up to assess their cost/benefit.

The provision of too much at-grade car parking can negatively impact on the urban form by dissecting spaces, disconnecting pedestrians from key attractions and creating large voids of underutilised space. Investment in the provision of additional off-street parking facilities should, therefore, only be considered when the levels of service

for parking are not being met, despite implementation of a range of parking management measures. This may occur sooner (or later) dependent on several factors such as the City's growth, or the sale or re-development of existing City owned freehold land that is currently used for parking.

Given the current occupancy levels of the City's existing parking, additional provision is considered a longer-term strategy. As the availability of land within the City Centre becomes more constrained, and consequently land values increase, the provision of a supply of land for additional at grade parking becomes more important. Targeted lots have been identified in the City's Property Strategy (Acquisitions), for this purpose. These lots will provide long-term protection of adequate at-grade public parking provision, should other freehold parcels be developed, and a multi-deck parking option remains unviable. The City of Mandurah has a City Centre Acquisition Reserve in order to be in a position to act on appropriate land acquisitions, as and when opportunities arise.

Notwithstanding the above, there are several existing committed projects that will provide additional at-grade, public provision of parking and will delay any further provision to the long-term, in accordance with the intervention matrix. These include locations at Sutton Farm and on the Western Foreshore, in both on and off-street provision.

The additional parking in these locations will address the likely increase in demand for parking due to the continued development of the Western Foreshore Leisure Precinct. It will also provide supplementary parking to service the southern end of the City Centre Core Precinct, given the safe and direct pedestrian experience currently provided for on the bridge.

On the Western Foreshore there is adequate space available to increase the provision of parking without impacting its amenity or use as an events facility, if designed in smaller pockets to ensure that parking does not dominate the space. There is also significant opportunity to increase the verge bays, potentially in a staged approach, initially on the grass and formalised over time.
Whilst not additional provision as such, City of Mandurah Administration building car park in Precinct Two, currently provides 77 parking bays which could be used during evenings and weekends to provide additional parking supply. This would require some simple changes to incorporate appropriate signage but would greatly assist at peak times.

In the longer-term and/or upon upgrade or renewal of existing streetscapes, there are opportunities for additional on-street parking provision within Precinct Two: City Centre North, within the Cooper Street and Sholl Street (between Cooper and Peel Streets). The implementation of additional on-street provision in these locations may be contingent upon one or more of the following occurring:

- The potential development of private land on corner of Mandurah Terrace/Cooper Street which currently provides overspill parking
- Average peak occupancy levels in the City Centre North precinct increasing beyond 85 percent consistently during summer peak periods
- The potential development of Hackett Street West car park





Decked Parking

Consolidated parking structures can provide a parking solution where demand is high in heavily utilised, dense, urban areas. Decked parking can result in a more efficient use of available land, however, they are costly to build, not only in terms of land value costs but also in construction and ongoing maintenance costs. Generally, the viability of decked parking is contingent on a paid parking model, as the costs associated with it would have to be funded through a user pays arrangement, within a reasonable pay-back period.

Decked parking would not therefore be feasible without the prior introduction of paid parking within Mandurah, as any decked facility would be unlikely to be used, if parking remained free and plentiful elsewhere.

The construction of decked parking should be deemed as a last resort, after all other parking measures have been exhausted and proved unsuccessful in restraining parking demand and encouraging transport mode shift. The guiding principle is to manage the existing parking infrastructure more efficiently in response to increasing demand, through the intervention matrix.

Notwithstanding the above, there may be a time as the City grows, when land availability within the City Centre becomes more constrained and consequently land values increase, when decked parking may be viable. It is, therefore, important to ensure that future planning for the potential location for decked parking is considered.

Currently, based on existing development patterns within the City Centre, appropriate locations for decked parking would be Mewburn car park, potentially within a consolidated, mixed-use re-development of this site, as a central location within the City Centre Core.

For the City Centre North and Marina precincts, Mandurah Performing Arts Centre and Vivaldi drive car parks are suitably located.

Any multi-deck car park design must consider issues such as their future adaptability should demand not be as strong as predicted. This can be done through higher-than-normal floor to ceiling heights, ensuring floorplates are flat and making the ramps external or isolated from the main structure. While it may sound fanciful for a car park to be repurposed, if the basic structure has the correct dimensions, then there is no reason why it couldn't be possible.

Many buildings are adaptable, but for car parking structures to be adaptable, this must be designed in from the start.

It will be important to continually monitor and review the viability of decked parking, based on objective data from occupancy monitoring and updated costing analysis.

However, it is acknowledged that decked parking will not form part of the required parking mix in the next five to 10 years. The requirement for a desktop review at five years and full review at 10 years of the CCPP will ensure regular consideration is undertaken.

5. Intervention Matrix

In summary:

- growth is happening
- there are ways to reduce parking demand
- there are ways to better manage our existing parking to enable existing capacity to be better utilised, and
- there are options to introduce various interventions measures, as and when average parking occupancy increases in the longer term

The Intervention Matrix as outlined in **Figure 9** details the specific actions that will be undertaken, at specific trigger points. The successful operation of the intervention matrix relies upon regular and ongoing analysis of the parking environment.

In order to maintain an understanding of usage patterns and trends of the existing parking environment with the City Centre, annual parking occupancy surveys are required. This data is essential to identify priority areas for decision-making around parking management and to identify when intervention triggers have been reached.

Parking technology and licence plate recognition technology are mechanisms available that can be used effectively for this purpose and manual occupancy surveys can also be undertaken to supplement the data collection, or where the technology is not currently operational.

Importantly, bay counting technology can be used to provide real time updates to visitors about vacancies, through website, app and signage.

Data on occupancy levels and turnover can be gathered using a combination of parking sensors, CCTV and parking surveys. This data needs to be recorded and analysed before changes are made to parking and then assessed against once changes are made, to evaluate the success, or otherwise, of the action. A review of the existing methodology and infrastructure required to achieve this, is required.

To assist, it is recommended that a trial of 100 in-ground sensors be installed in high demand car bays. This will enable the assessment of their utility from a compliance perspective (in increasing the turnover of bays) and in association with a parking app, with a view to expansion if successful.

In addition to the intervention matrix, a clear, prioritised list of short, medium and long-term recommendations has also been prepared to detail the implementation strategy for the CCPP.

Actions have been categorised into what are considered to be ‘quick wins’ (**Refer Figure 10**), where the City can provide sufficient resources to implement these actions within the current budget baseline, and then a series of short (one to two years), medium (three to four years) and long-term (five+ years) recommendations (**Refer Figure 11**).

Figure 9 Intervention Matrix

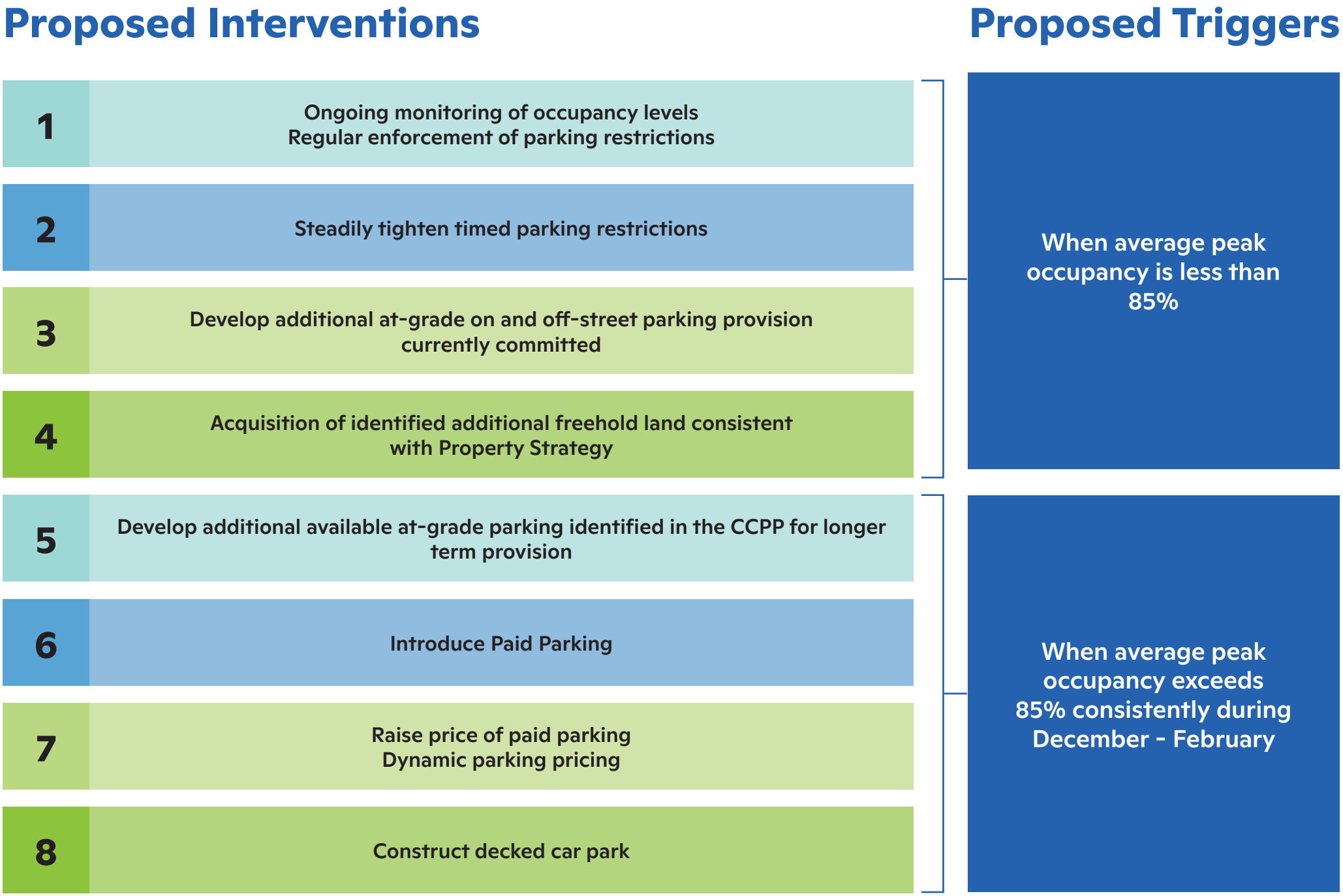


Figure 10 Quick Wins

Within current budget cycle

- All Timed Parking Arrangement Changes
- Naming and Signage of 17 Off-Street car parks
- Integration of car parks into GPS systems
- Installation of 100 in-ground sensors initially
- Changes to increase ACROD bay numbers
- Review motorcycle parking in the City Centre
- Additional RV and trailer bay locations
- Creation of loading zone in western end of Barracks Lane
- Changes to Taxi rank on Tuckey Street to incorporate loading zone
- Signage for City of Mandurah Administration Building car park to enable use outside of office hours
- Prepare Peak Period Overflow and Events Parking Plan

Figure 11 Staged Implementation and Recommendations

Short Term
1 - 2 Years

- First Priority Car Park Upgrades
- Payment in Lieu of Parking Plan preparation
- Eastern Foreshore North and Central Planning and Delivery
- Parking Specific Wayfinding and Entry Signage
- Investigation of Parking App

Medium Term
3 - 4 Years

- Second Priority Car Park Upgrades
- Develop additional at-grade parking on Western Foreshore in staged approach
- Potential Land Acquisition of identified lots

Long Term
5+ Years

- Continue to monitor and review viability of decked parking

6. Implementation

6.1 Actions and Recommendations

The range of actions within the City Centre Parking Plan will require sustained effort and cross-functional work to ensure delivery, as outlined in **Table 4** and **Plan 3**.

A key outcome is that an internal City Centre Parking Plan Implementation Group ('Implementation Group') is established, to lead the delivery of the CCPP actions including:

- budget allocation through the Long-Term Financial Plan
- undertake ongoing annual monitoring of occupancy levels (during summer period for all four precincts), and
- report on progress to Council

Numerous lower priority actions may be implemented through the regular scheduled renewals asset management process, whilst other, higher priority actions will require sustained funding through direct budgeting, and/or in combination with other sources.

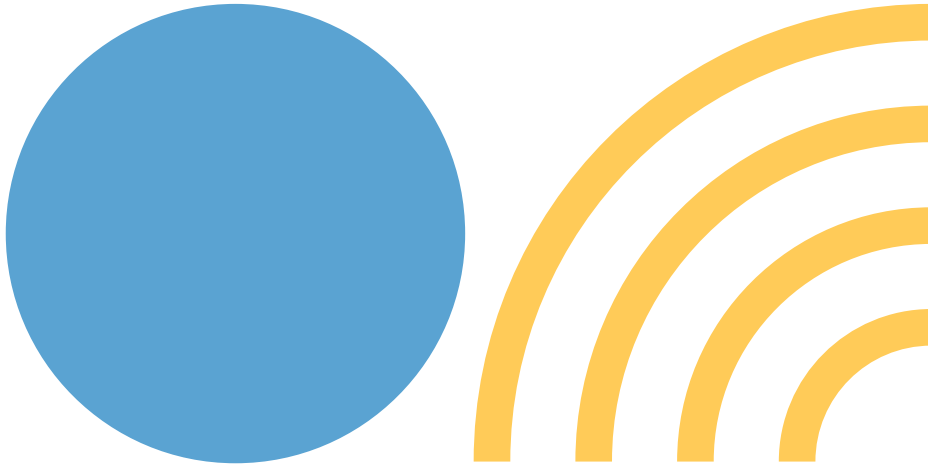
6.2 Funding Sources

There are a range of funding sources available for the implementation of the actions of the CCPP, as follows:

- Existing operational budget within Long Term Financial Plan
- Additions to the Long-Term Financial Plan
- Grant Funding and Advocacy
- City Brand – Aspiration Campaigns by attracting Private Investment
- Existing Cash in Lieu Reserve Funds
- Future Cash in Lieu Contributions
- City Centre Parking Infringement Revenue, and
- Renewals

Additionally, there are currently funds held in Reserve which have been provided within the City Centre precinct.

These funds could be utilised on the implementation of the recommendations of the CCPP, once a Payment in Lieu of Parking Plan has been developed.



Parking Plan 3 Recommendations

New or Upgraded Off Street Parking

New or Upgraded On Street Parking

1 Hour Parking

2 Hour Parking

3 Hour Parking

4 Hour Parking

All Day Parking

Parking Specific Wayfinding Signage



CITY OF MANDURAH

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Table 4 Implementation Table

Action 1: Wayfinding								
Project / Initiatives	**Location / Details**	**Funding Type**	**Year 1 (24/25)**	**Year 2 (25/26)**	**Year 3 (26/27)**	**Year 4 (27/28)**	**Year 5+ (28/29+)**	**Responsibility**
1.1 Update all Car Park Entry Signage. Identify opportunities to direct people to alternative parking locations	Seventeen (17) off-street car parks	Subject to consideration at next LTFP Review	$20,000	-	-	-	-	Lead: Development and Compliance Support: Corporate Communications; Traffic Maintenance
		Internal staff resources (est. hours required)	80	-	-	-	-	
1.2 GPS Integration of car park locations (such as Google Maps/Apple Maps) to ensure online wayfinding	Seventeen (17) off-street car parks	Within existing operating budget	-	-	-	-	-	Lead: Development and Compliance
		Internal staff resources (est. hours required)	5	-	-	-	-	
1.3 Investigate the development of a Parking App	Use of data that can be linked to sensors, loop systems or other counting technology to provide real time data on parking availability	Subject to consideration at next LTFP Review	-	-	-	-	$10,000	Lead: Development and Compliance
		Internal staff resources (est. hours required)	-	-	-	-	50	

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
1.4 Implement parking specific wayfinding signage, as part of wider wayfinding strategy, incorporating art into signage	Intersections of: • Sutton Street/Mandurah Terrace • Peel Street/Sutton Street • Pinjarra Road/Sutton Street • Mandurah Terrace (multiple) • Pinjarra Road/Old Coast Road/Mary Street	Subject to consideration at next LTFP Review	-	$50,000	$50,000	-	-	Lead: Transform Mandurah – City Centre Support: Strategic Planning and Urban Design; Corporate Communications; Traffic Maintenance
		Internal staff resources (est. hours required)	-	100	-	-	-	
1.5 Update and improve City Centre parking collateral material to ensure details of all accessible parking infrastructure is included	To assist in the promotion of available accessible parking options	Subject to consideration at next LTFP Review	$15,000	-	-	-	-	Lead: Ranger Services Support: Corporate Communications; Community Sector Projects
		Internal staff resources (est. hours required)	30	-	-	-	-	
1.6 Prepare a Peak Period Overflow and Events Parking Plan & Implementation		Subject to consideration at next LTFP Review	$10,000	$10,000	$10,000	$10,000	$10,000	Lead: Festivals and Events
		Internal staff resources (est. hours required)	20	20	20	20	20	


BOTANICAL H2O
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Action 2: Timed parking

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
2.1 Introduce Timed Restrictions on Sundays and public holidays and ensure consistency in applicable times and days	Updating of all signage at all public on and off-street parking bays. Includes a modification to all timed parking restrictions to cease at 5pm instead of 6 pm to support staff safety.	Subject to consideration at next LTFP Review	$20,000	-	-	-	-	Lead: Development and Compliance Support: Traffic Maintenance; Rangers
		Internal staff resources (est. hours required)	125	-	-	-	-	
2.2 Ongoing implementation of changes to timed parking arrangements	Incrementally on an 'as needed' basis, or when occupancy levels require.	Within existing operating budget	-	-	-	-	-	Lead: Development and Compliance Support: Traffic Maintenance
		Internal staff resources (est. hours required)	-	-	-	-	-	
2.3 Change a portion of Mewburn car park from four hour parking to All Day parking	Mewburn car park	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
2.4 Provide five x shorter timed bays (30 minutes) - northern strip of bays	Eastern Foreshore South	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	
2.5 Provide two additional short-term bays in this location. Change existing 15 minute bays to 30 minute bays.	Eastern Foreshore Central	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	
2.6 Change from four hour parking to three hour timed parking	Mandurah Terrace (west side - Gibson Street to Hackett Street)	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	
2.7 Change from three hour parking to two hour parking	Eastern Foreshore Central; Eastern Foreshore North	Within existing operating budget		To be undertaken in line with Waterfront Redevelopment works				Lead: Project Management Support: Traffic Maintenance
		Internal staff resources (est. hours required)						



Action 3: Staged Program for the Upgrade of Existing Car Parks

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
3.1 Detailed design for upgrade to Mewburn car park	Mewburn car park	Within existing operating budget	$50,000	-	-	-	-	Lead: Technical Services
		Internal staff resources (est. hours required)	50	-	-	-	-	
3.2 Delivery of Mewburn car park upgrade works	Mewburn car park	From existing Cash-in-Lieu Reserve and Subject to consideration at next LTFP Review	-	$1M	$1M	-	-	Lead: City Works
3.3 Detailed design for upgrade to Eastern Foreshore Central car park	Eastern Foreshore Central car park	Within existing operating budget	To be undertaken in line with Waterfront Redevelopment works					Lead: Project Management; City Works
3.4 Delivery of Eastern Foreshore Central upgrade works	Eastern Foreshore Central car park	Within existing operating budget		To be undertaken in line with Waterfront Redevelopment works				Lead: Project Management; City Works
3.5 Detailed design for upgrade to Eastern Foreshore North car park	Eastern Foreshore North car park	Within existing operating budget	To be undertaken in line with Waterfront Redevelopment works					Lead: Project Management; City Works

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
3.6 Delivery of Eastern Foreshore North car park upgrade works	Eastern Foreshore North car park	Within existing operating budget		To be undertaken in line with Waterfront Redevelopment works				Lead: Project Management; City Works
3.7 Detailed design for upgrade to Hackett Street East car park	Hackett Street East car park	Subject to consideration at next LTFP Review	-	-	$10,000	-	-	Lead: Technical Services
		Internal staff resources (est. hours required)	-	-	50	-	-	
3.8 Delivery of Hackett Street East car park upgrade works	Hackett Street East car park	Subject to consideration at next LTFP Review	-	-	-	$150,000	-	Lead: City Works
3.8 Detailed design for upgrade to MPAC/ Seniors car park	MPAC/Seniors Centre car park	Within existing operating budget	$50,000	-	-	-	-	Lead: Technical Services
		Internal staff resources (est. hours required)	100	-	-	-	-	
3.9 Delivery of MPAC/ Seniors car park upgrade works	MPAC/Seniors Centre car park	Subject to consideration at next LTFP Review	-	-	$950,000	-	-	Lead: City Works


NEW

Action 4: Upgrades to Existing Streetscapes

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
4.1 Design and delivery of streetscape upgrades to consider shade, footpaths, formalisation of on-street parking as an implementation of the City Centre Streetscape Concept Plan (see City Centre Master Plan Action M1.1)	1. Barracks Lane 2. Sholl Street (north of Gibson Street) 3. Cooper Street 4. Hackett Street	Subject to consideration at next LTFP Review	-	-	As per City Centre Master Plan Implementation			Lead: Strategic Planning and Urban Design Support: Technical Services
		Internal staff resources (est. hours required)	-	-	-	-	-	
4.2 Review existing land tenure along southern side of Barracks Lane	Enable one hour timed parking to be implemented in the on-street bays	Within existing operating budget	-	-	-	-	-	Lead: Strategic Planning and Urban Design Support: Legal and Property Services
		Internal staff resources (est. hours required)	-	20	-	-	-	

Action 5: Provision of Other Bay Types

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
5.1 Convert existing taxi rank to combined taxi rank / loading zone	Tuckey Street	Within existing operating budget	$300	-	-	-	-	Lead: Traffic Maintenance
		Internal staff resources (est. hours required)	4	-	-	-	-	
5.2 Increase ACROD bay numbers by converting four x standard bays	Eastern Foreshore Central; Eastern Foreshore North; Western Foreshore	Within existing operating budget	-	To be undertaken in line with Waterfront Redevelopment works		-	-	Lead: Project Management; Support: Traffic Maintenance
		Internal staff resources (est. hours required)	-	-	-	-	-	
5.3 Provide four x RV and Caravan Parking Bays	Western Foreshore South car park	Within existing operating budget	-	-	$4000	-	-	Lead: Traffic Maintenance; City Works
		Internal staff resources (est. hours required)	-	-	20	-	-	
5.4 Create additional set down/pick up areas	Eastern Foreshore Central; Eastern Foreshore North; Western Foreshore	Within existing operating budget	-	To be undertaken in line with Waterfront Redevelopment works		-	-	Lead: Project Management; Traffic Maintenance
			-			-	-	

Action 6: Staged Program for Provision of Additional At-Grade Parking

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
6.1 Acquisition of lots for the provision of additional at-grade, off-street parking provision	As identified in the City's Property Strategy (Acquisitions)	City Centre Acquisition Reserve	To be determined based on availability and market rate					Lead: Strategic Planning and Urban Design Support: Legal and Property Services; Statutory Planning and Lands
		Internal staff resources (est. hours required)	Ongoing					
6.2 Design and delivery of on-street parking as part of streetscape upgrade works in action 4.1	• Sholl Street • Cooper Street • Hackett Street	Subject to consideration at next LTFP Review	-	-	Included in Action 4.1			Lead: Technical Services; City Works
6.3 Design and delivery of on and off-street parking to service the Western Foreshore Leisure Precinct	Western Foreshore	Subject to consideration at next LTFP Review	-	$720,000	$825,000	-	-	Lead: City Works
6.4 Design and Delivery of on and off-street parking in association with Sutton Farm development	Sutton Farm	Within existing operating budget	$770,000	-	-	-	-	Lead: Technical Services Support: City Works



Action 7: Ongoing Monitoring

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
7.1 Install in-ground sensors in car bays (approx. 100 bays) as a trial	Eastern Foreshore South; Eastern Foreshore Central; Mandurah Terrace (between Pinjarra Road and Gibson Street)	Within existing operating budget	$40,000	-	-	-	-	Lead: Development and Compliance
		Internal staff resources (est. hours required)	30	-	-	-	-	Support: Systems and Projects
7.2 Review existing infrastructure used for parking bay occupancy monitoring. Assess the utility of various options in association with a parking app	All on and off-street public bays	Subject to consideration at next LTFP Review	-	$20,000	-	-	-	Lead: Development and Compliance
		Internal staff resources (est. hours required)	-	30	-	-	-	Support: Systems and Projects

Action 8: Strategic Recommendations								
Project / Initiatives	**Location / Details**	**Funding Type**	**Year 1 (24/25)**	**Year 2 (25/26)**	**Year 3 (26/27)**	**Year 4 (27/28)**	**Year 5+ (28/29+)**	**Responsibility**
8.1 Payment in Lieu of Parking Plan Preparation and Implementation	As required by the Planning and Development (Local Planning Schemes) Regulations 2015	Within existing operating budget	-	-	-	-	-	Strategic Planning and Urban Design
		Internal staff resources (est. hours required)	100	-	-	-	-	
8.2 Direct revenue from parking infringements to Reserve Fund for three years	Enable the money to be spent directly on the implementation of the short-term actions	Re-directed revenue	$192,000	$192,000	$192,000	-	-	Financial Services; Rangers Services
		Internal staff resources (est. hours required)	-	-	-	-	-	
8.3 Consolidate public parking on City owned or Crown land (Contingent on Mewburn car park upgrades)	Reduce expenditure on leasing land for public parking at commercial rates Providing public parking on private land presents a risk to ongoing supply due to lack of control over future use	Within existing operating budget	-	-	-	-	-	Legal and Property Services
		Internal staff resources (est. hours required)	5	-	-	-	-	

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
8.4 Monitor and review viability of decked parking	Based on objective data from occupancy monitoring and updated costing analysis	Within existing operating budget	-	-	-	-	-	Development and Compliance
		Internal staff resources (est. hours required)	-	-	-	-	10	
8.5 Monitor and review the parking ratios within the Local Planning Framework (as part of Mandurah Strategic Centre Precinct Structure Plan project)	To ensure that they reflect contemporary practice and remain fit for purpose	Within existing operating budget	-	-	-	-	-	Strategic Planning and Urban Design
		Internal staff resources (est. hours required)	40	-	-	-	-	
8.6 Review all existing parking agreements to improve consistency and incorporate reciprocal arrangement considerations, where possible	Over private land	Within existing operating budget	-	-	-	-	-	Rangers Services
		Internal staff resources (est. hours required)	40	-	-	-	-	
8.7 Review the provisions of the Parking and Parking Facilities Local Law 2015 to allow multiple motorbikes to find parking in the City Centre	Through allowing multiple motorbikes to be parked together in car parking bays	Within existing operating budget	-	-	-	-	-	Development and Compliance
		Internal staff resources (est. hours required)	10	-	-	-	-	

CITY OF MANDURAH

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