

# City Centre Master Plan

August 2024



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Record of Adoption

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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

Mandurah is transforming.

Over the decades, Mandurah has evolved into the biggest population centre in Western Australia outside of Perth. This journey has been remarkable, and we have now found ourselves at a pivotal time of transformation. The decisions we make today will determine the success of our city for generations to come.

There has been significant momentum and growth in Mandurah in recent years, marked by capital ventures like the Waterfront Transformation Project and projects at a community level, plus significant private developments in the pipeline.

As this momentum continues, it is crucial there is a planned approach so that we retain what is important to us and grow in a way that amplifies everything we love about Mandurah.

To that end, we have developed the City Centre Master Plan, a blueprint for the future that aims to transform our city into an even more vibrant, accessible, connected, and dynamic hub for all residents and visitors. This plan is the culmination of extensive community consultation, expert planning, and a shared vision for a thriving Mandurah.

The plan is not just about buildings and infrastructure; it is about creating a sense of place and belonging for everyone, which will foster deeper community connections. Our City Centre is the heart of Mandurah, and this plan continues our work in making it a place where people want to live, work, and play.

The City Centre Master Plan is a strategic investment in the future of Mandurah, designed to spur economic growth, attract private investment, and create jobs, all while preserving the character and charm that makes our city special. It reflects our commitment to building a future that honours our past while embracing innovation and growth.

As we head towards a population of 130,000 by the end of the next decade, this plan lays the foundations on which the next part of Mandurah's story is built, and I invite everyone to join us on this exciting journey ahead.

**Rhys Williams**

Mayor, City of Mandurah



# Executive Summary

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



## Activity

Always something to do



## Character

Celebrate Mandurah's point of difference



## Movement

An accessible city

### 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:<br>City Centre Core                | 33.86ha        |
| Precinct 2:<br>City Centre North               | 52.42ha        |
| Precinct 3:<br>Western Foreshore Precinct      | 31.41ha        |
| Precinct 4:<br>Marina Commercial / Residential | 19.51ha        |
| <b>Total:</b>                                  | <b>137.2ha</b> |

*All areas exclude water.*





## Precinct 1 City Centre Core

## Precinct 2 City Centre North

### Precinct 3 Western Foreshore Precinct

## Precinct 4 Marina Commercial / Residential



30 April 2024 | 21/CCMP/001E | 1:8000 @ A3



## 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**



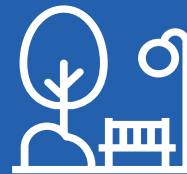
**Arts  
& Culture**



**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.

**1**

**Precinct Analysis / Literature Review**

**2**

**Data Collection**

**3**

**Community Engagement**

**4**

**Master Plan Preparation & Formulation**

**5**

**Council Endorsement**

**6**

**Formal Advertising of the Plan**

**7**

**Final Plan Adoption**



# Engagement Timeline

**Key  
Stakeholder  
Meetings**  
March 2022

**Business  
Drop In  
Sessions**  
June 2022

**Landowner &  
Further Key  
Stakeholder  
Meetings**  
September/October/  
November 2022

**Winjan  
Aboriginal  
Corporation**  
February 2023

**Council  
Endorsement  
of Final  
Documents**  
May 2024

**Values Survey**  
April 2022

**Community  
Pop Up's**  
July 2022

**Community  
Vision  
Workshops**  
October 2022

**Draft Master  
Plan and  
Parking Plan**  
Adopted for  
Advertising  
November 2023

## 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

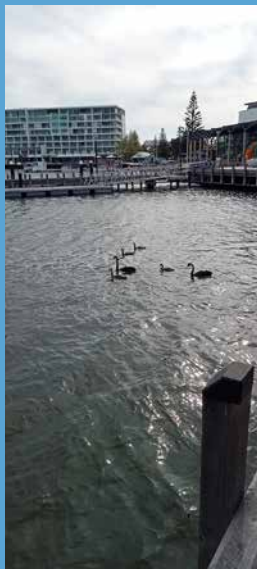
## Opportunities:

- 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



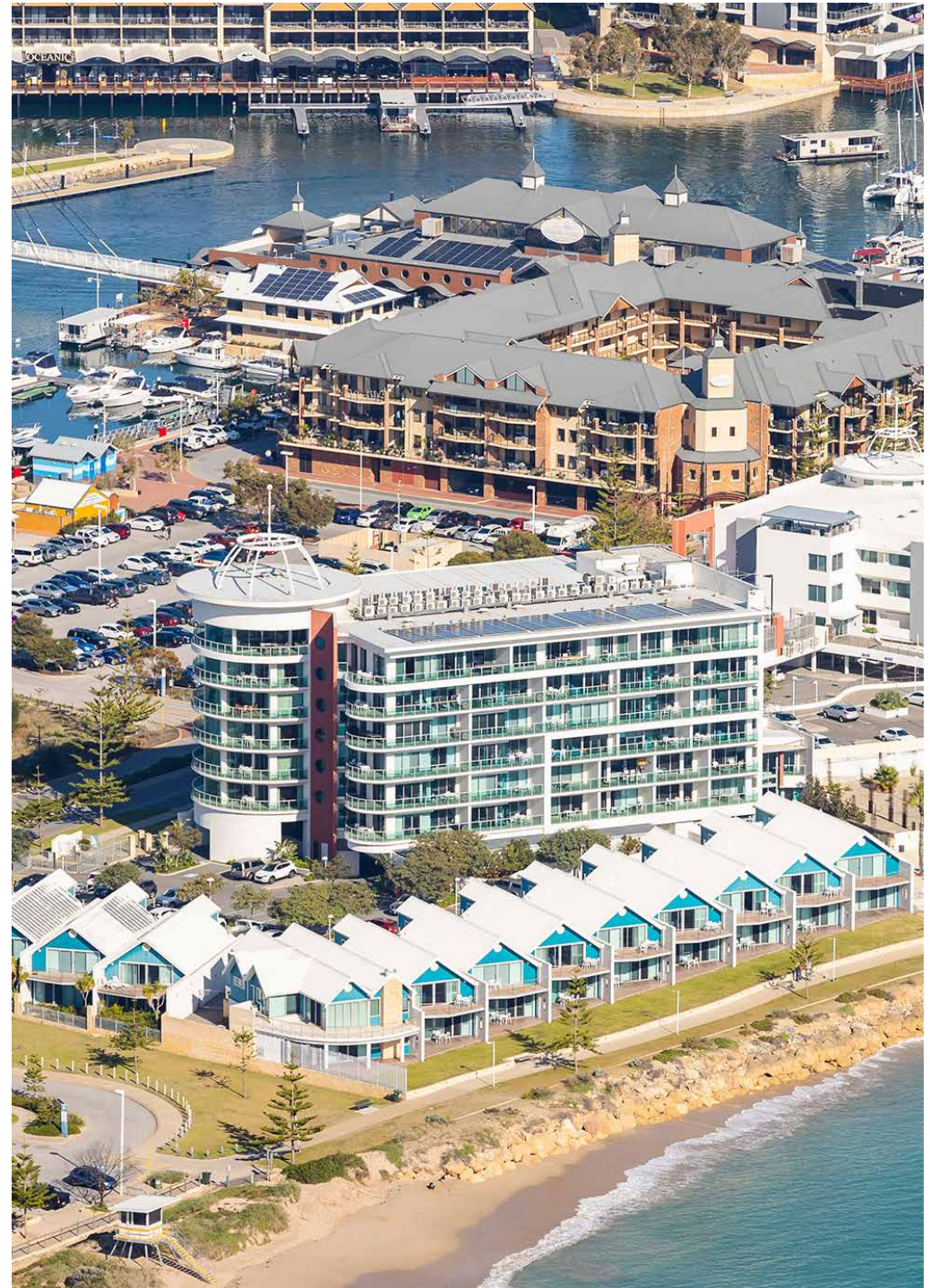


## Land Tenure and Land Ownership

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% |



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.



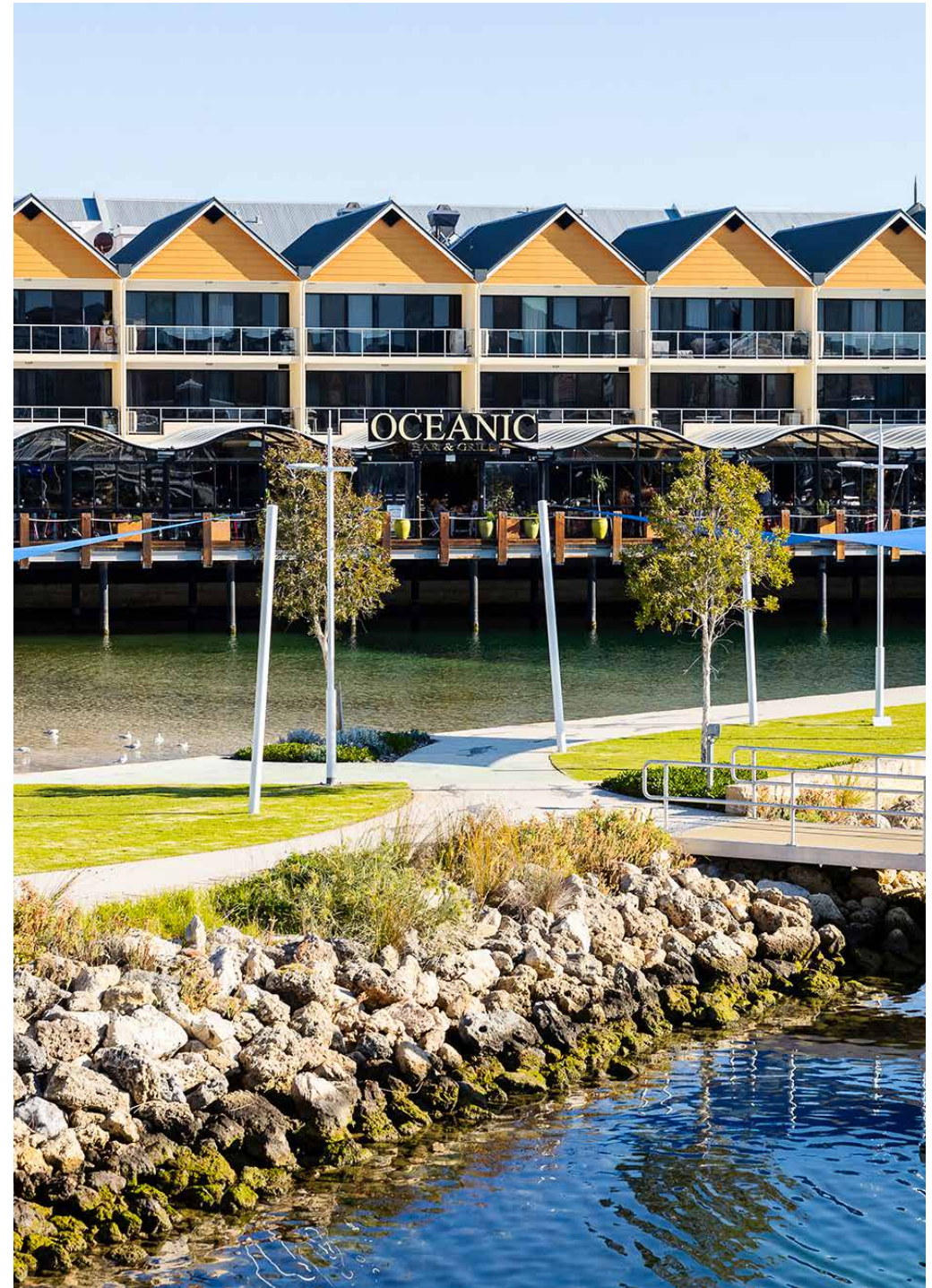
Ensure the City Centre provides activity throughout the day and night for workers, tourists, the broader community and local residents to provide an active and safe environment by investing in activities and experiences that reinforce a family friendly, relaxed holiday feel.

## 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.

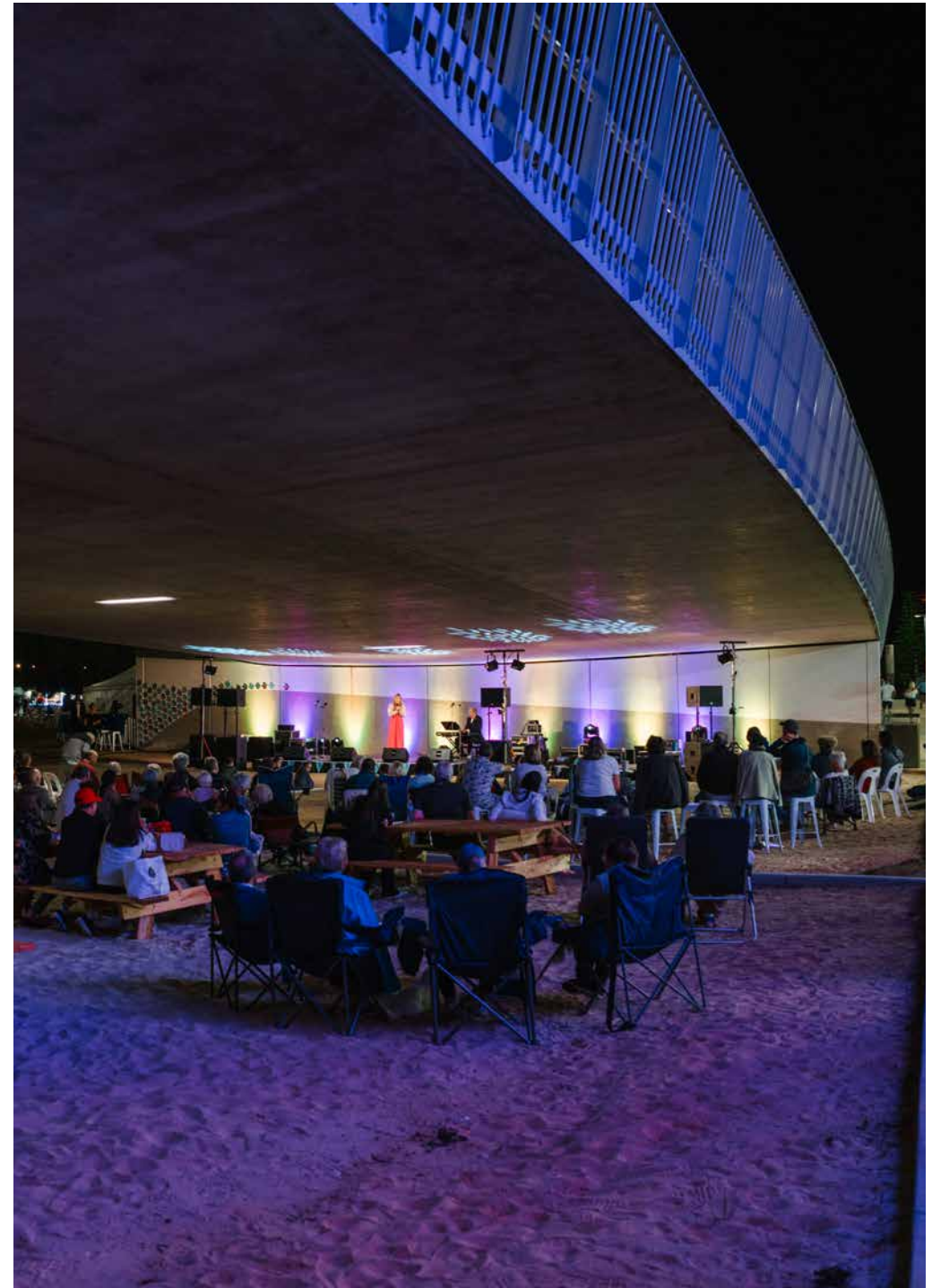
The promotion of other spaces creates depth to the City Centre, better access to car parking and creates activation of streets.

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 be 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

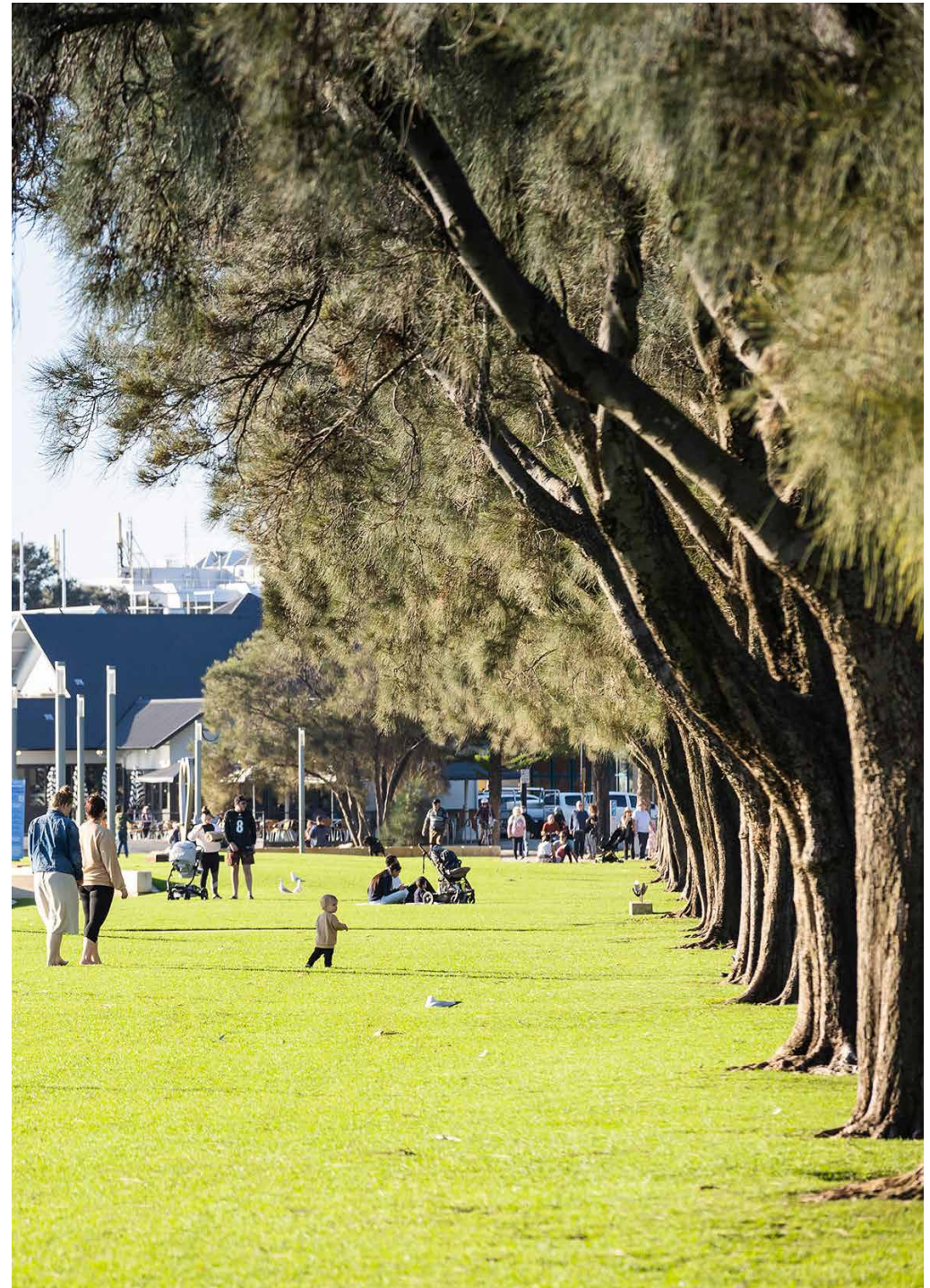
Mandurah is woven by waterways but also has other significant environmental attributes. Mandurah is a City built in nature, not on nature, in one of the world's biodiversity hotspots.

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 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

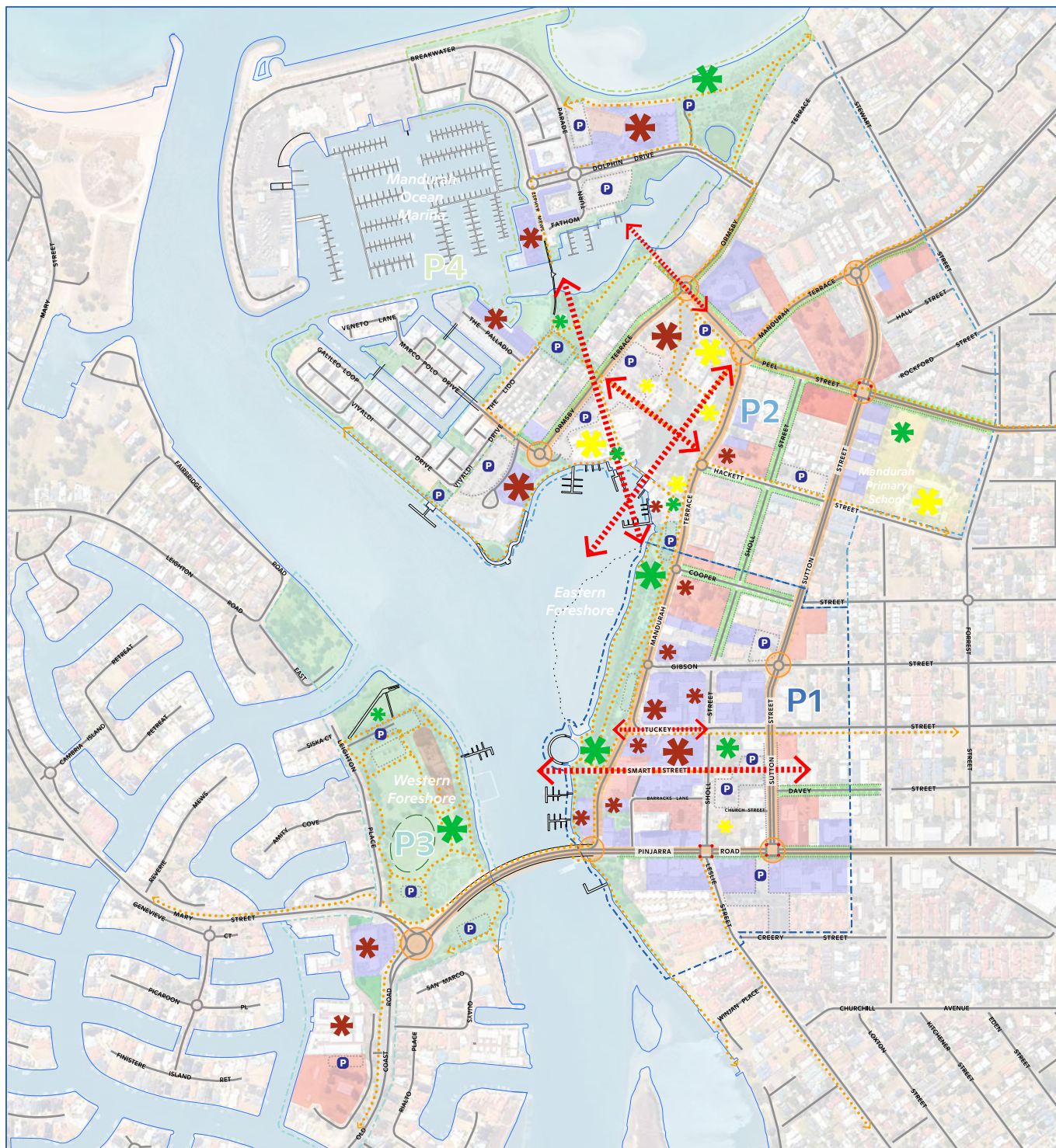
- *Place Design Guide*
- *Wayfinding Strategy*
- *Alfresco Dining, Outdoor Trading and Market Guidelines*
- *Commercial Trading Guidelines*
- *City Centre Signage Manual*
- *Landscape Design Manual*



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## Mandurah City Centre Master Plan







## 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.

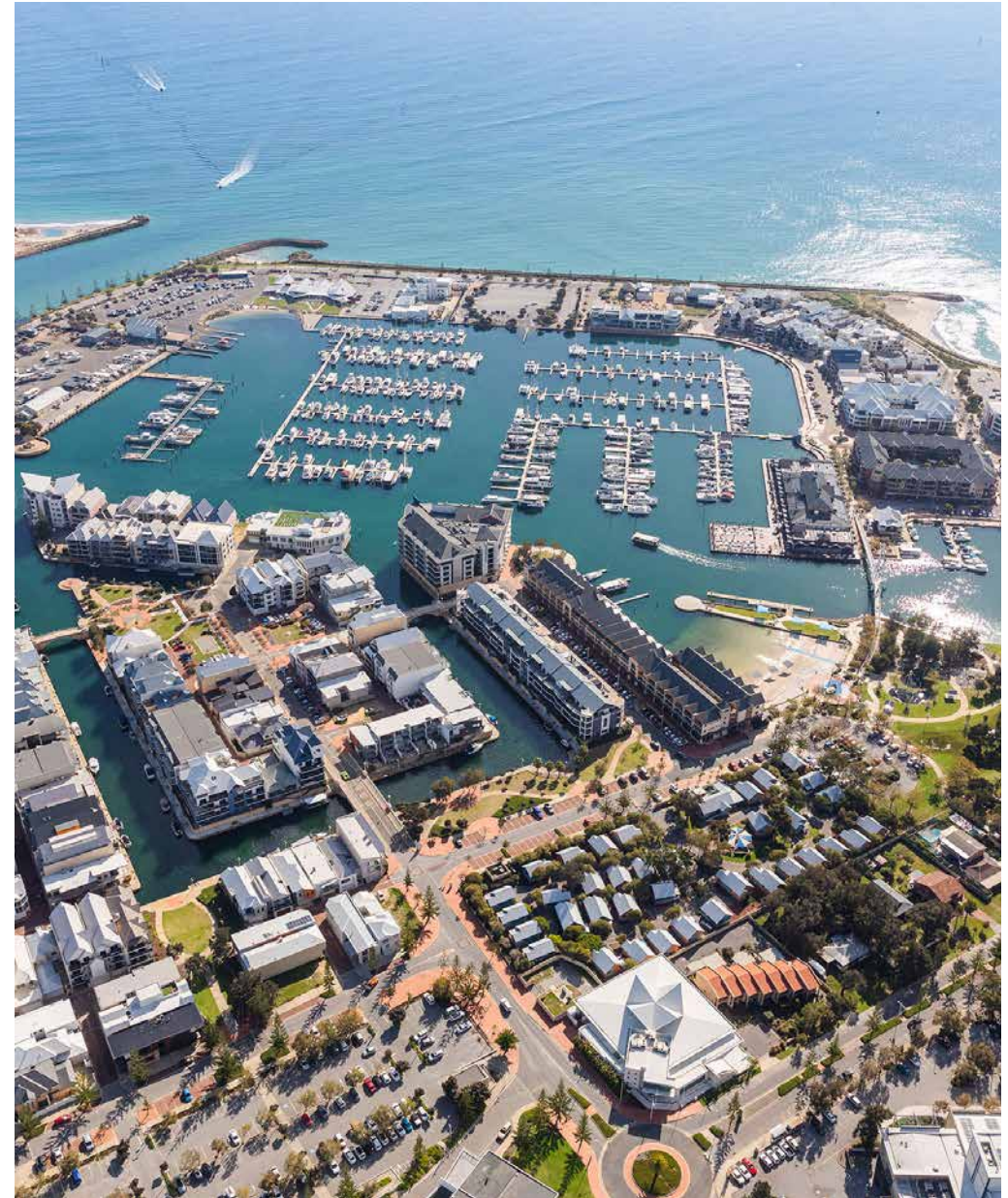
### What We Have

- **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.

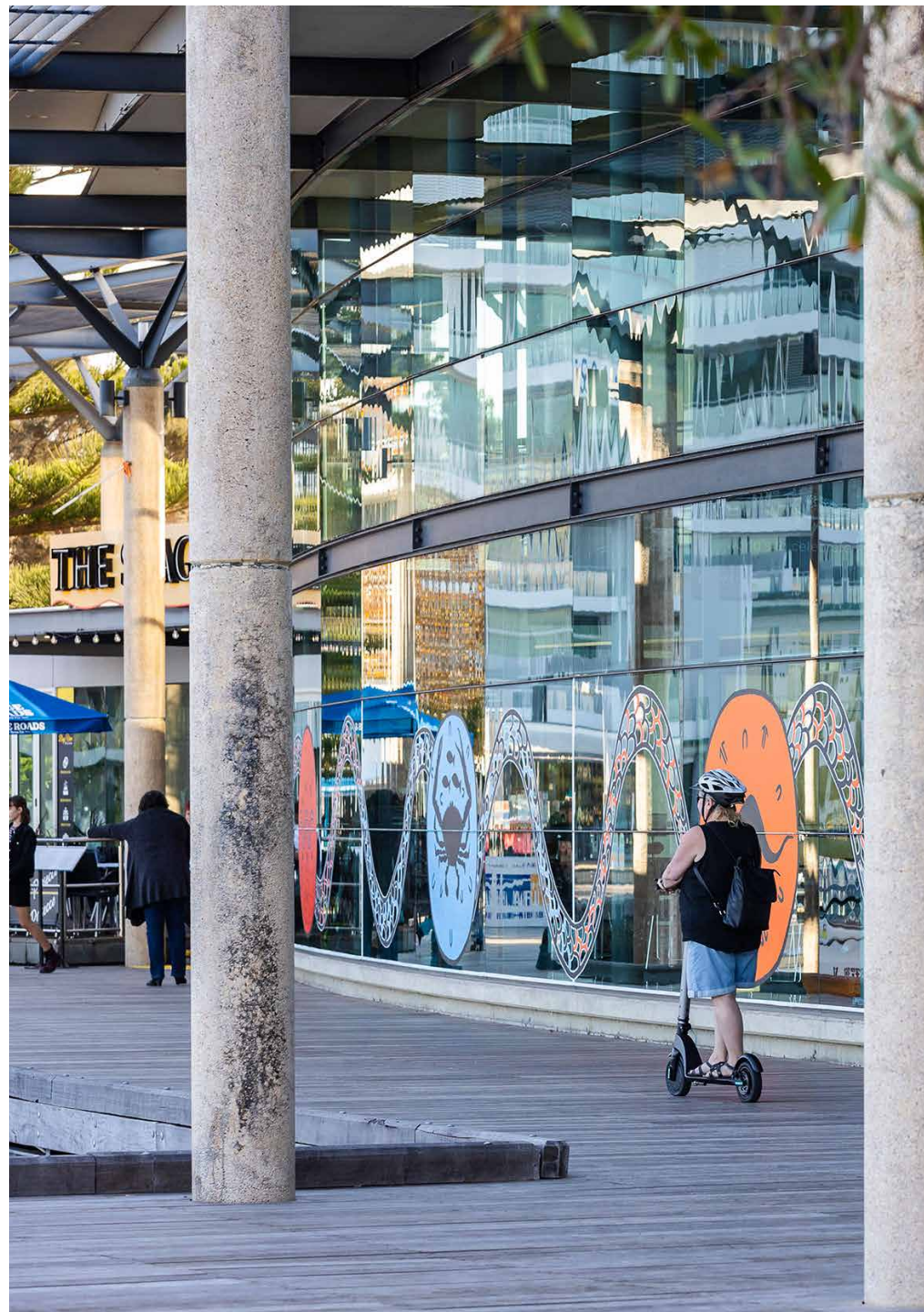
Similarly, Pinjarra Road and Sutton Street south are identified for upgrade as an outcome of the Master Plan. Pinjarra Road has been progressively upgraded from Mandurah Road in a westerly direction over the last five years. This upgrade represents the last stage, however the form and style of the improvements 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:

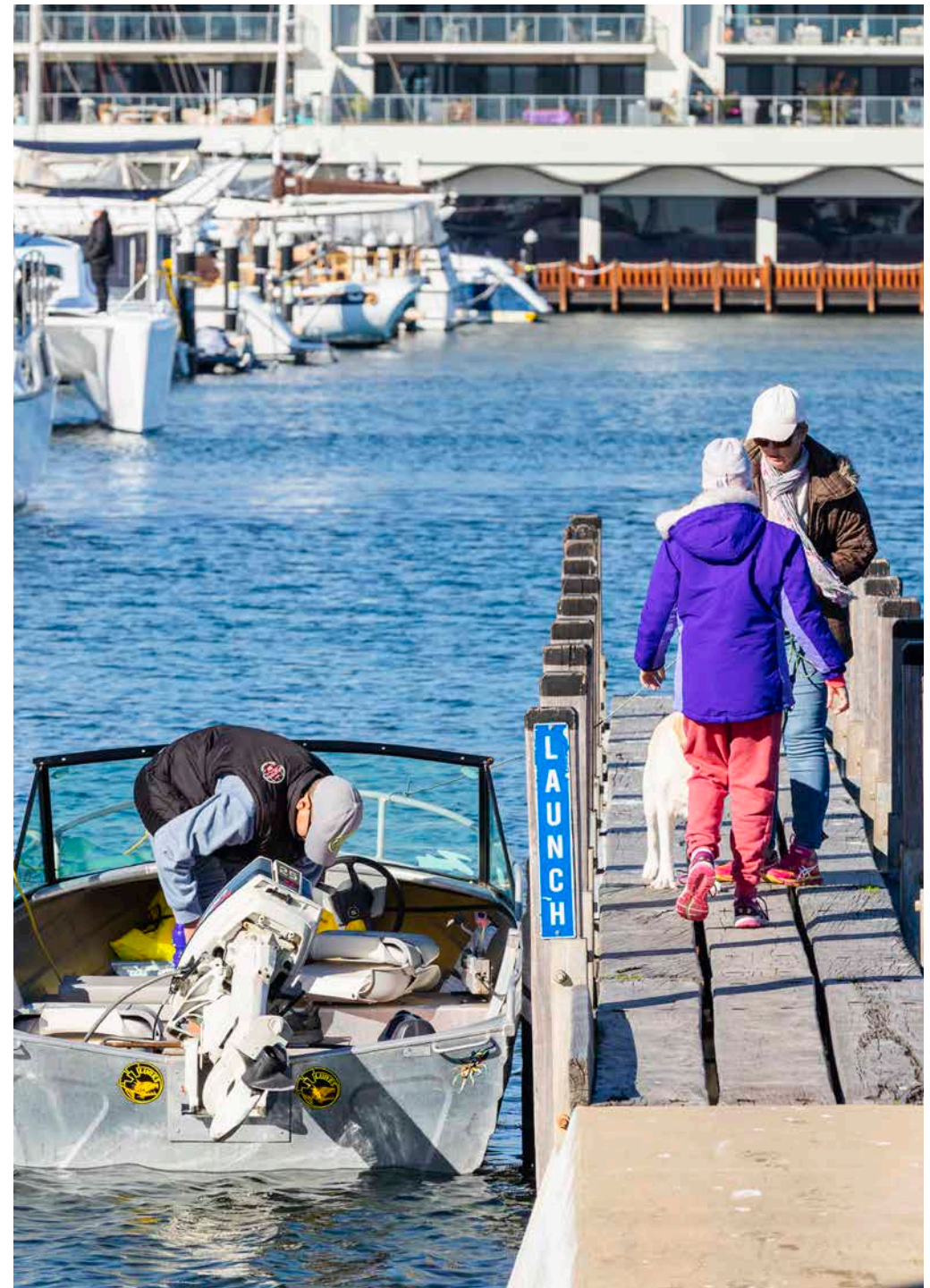
### Make the City Centre highly accessible via Boat

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 Treatments



### 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

**A** Peel Street to Marina **B** Sutton Street South



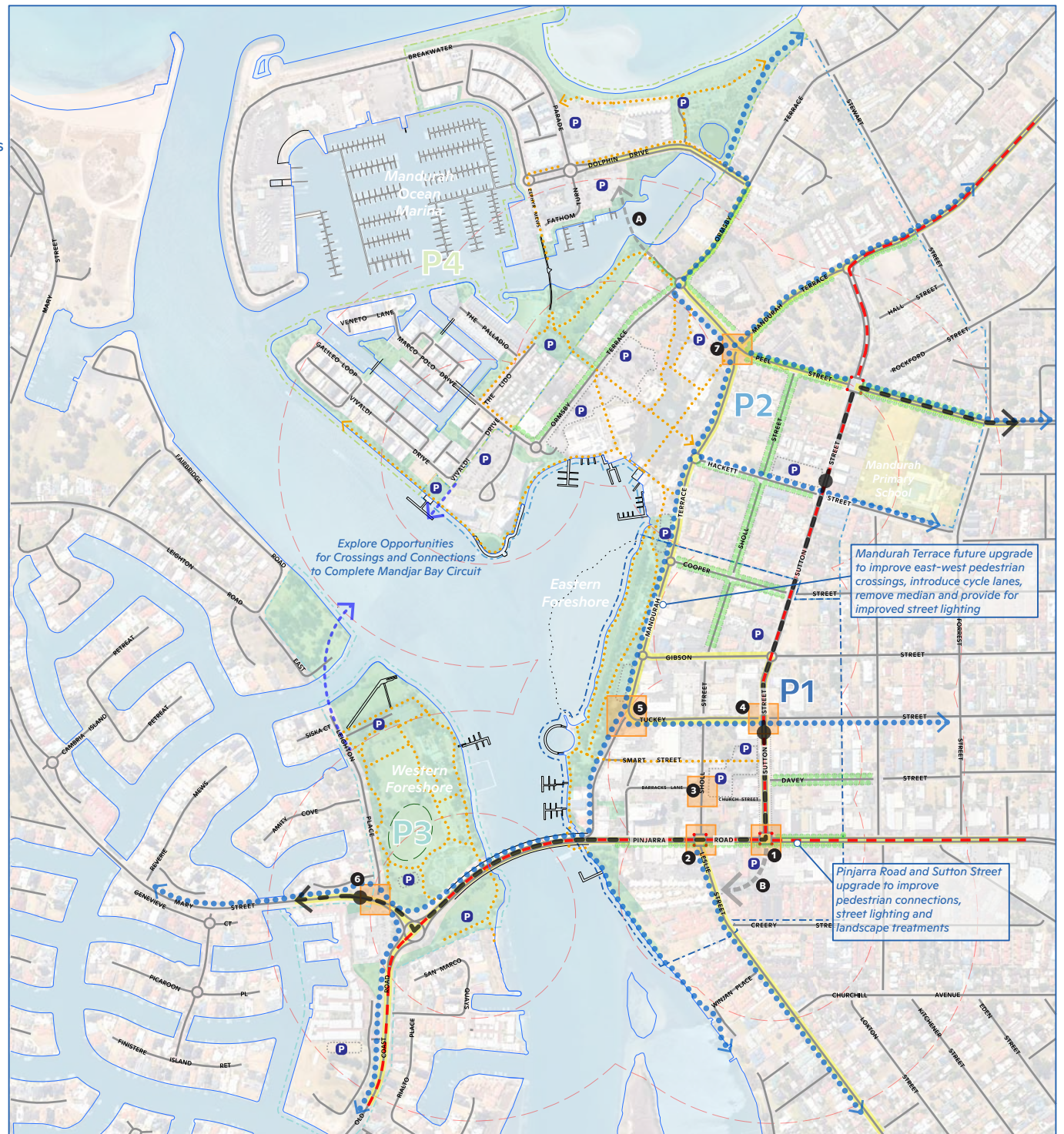
### Public Parking (Off-Street)

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;







## 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.

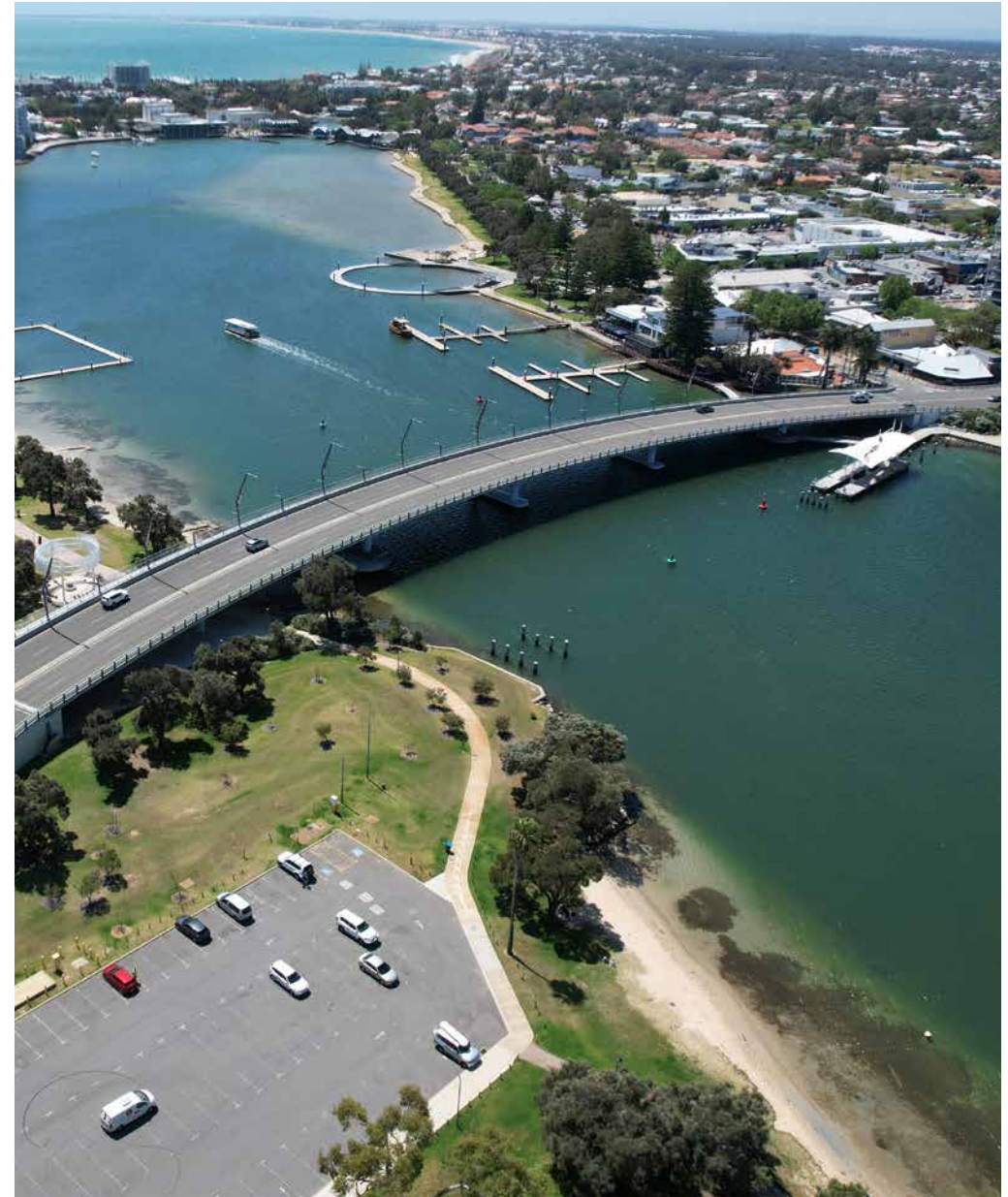
Each of the plans provide high level recommendations and key moves to identify opportunities and development as individual projects, pending funding, advocacy, private investments, and government partnerships. These plans set the framework for refinement and will be subject to further detailed design 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.





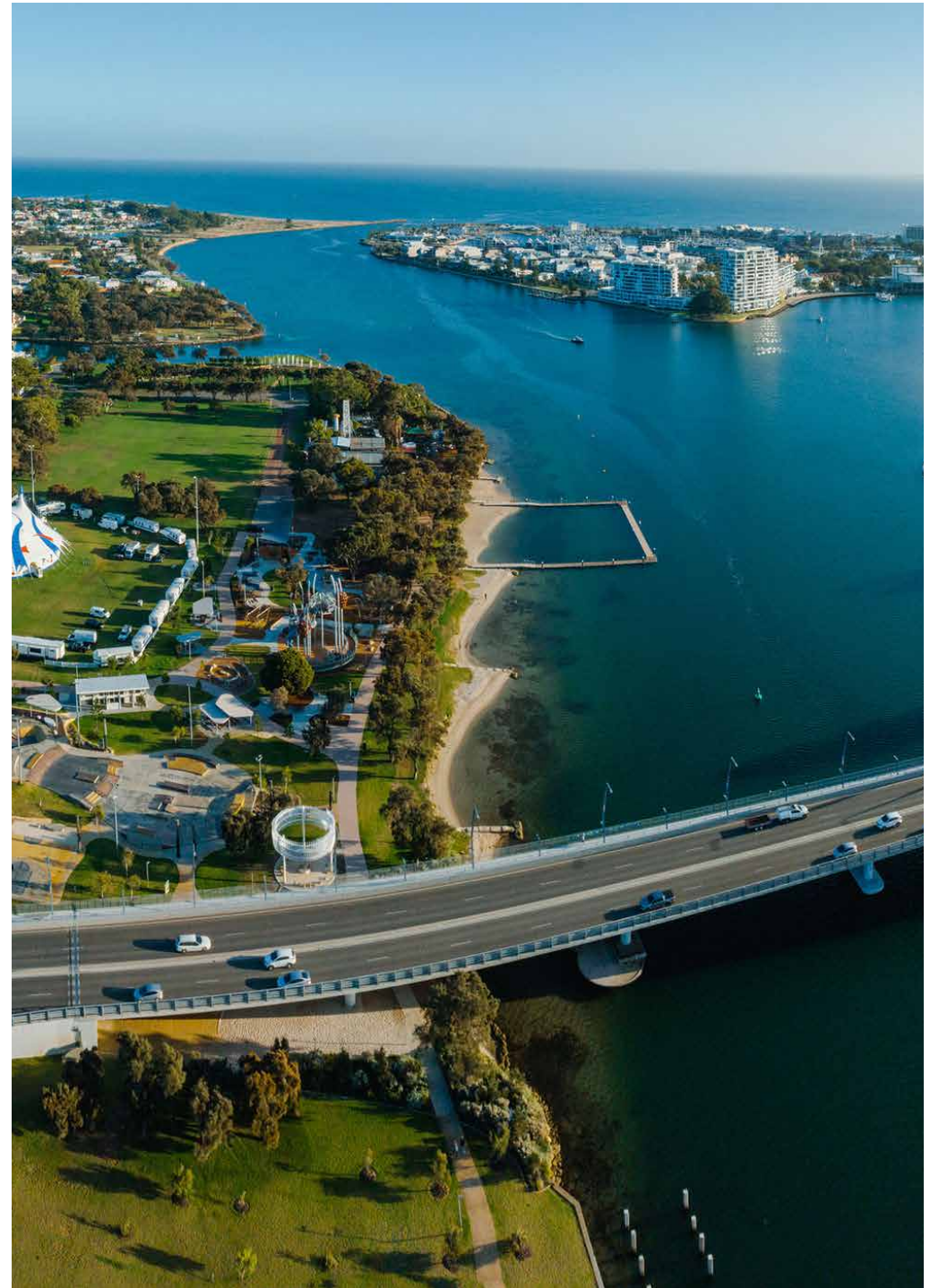
- **Waterways Waterfront Master Plan**

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, Administration Bay Upgrade
- 4 **Western Foreshore Leisure Precinct**  
Commercial Site, Parking, Activation, Paths, Water Edge Treatments
- 5 **Town Beach**  
Landscape, Playground and Access Upgrade
- 6 **Waterways Waterfront Master Plan**  
Indicative Designs for Future Water Based Infrastructure

### Projects Underway

- 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)**





## 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
- 7 Inclusion of loading zone

## Sutton Street

- 8 Relocate bus stop
- 9 Introduce double right turn onto Pinjarra Rd

## Pinjarra Road

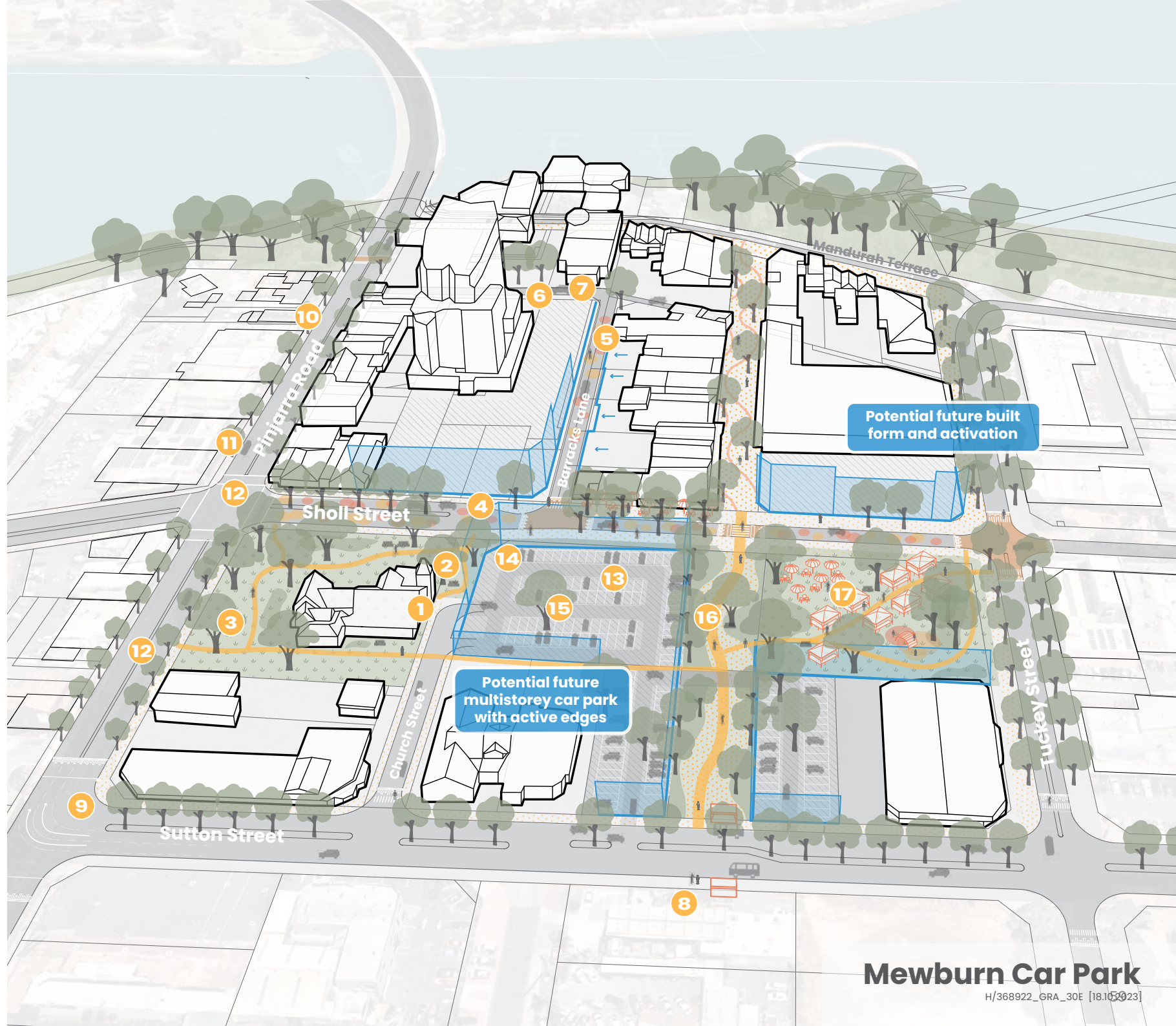
- 10 Undergrounding of power
- 11 Street trees
- 12 Creation of an improved pedestrian environment

## 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

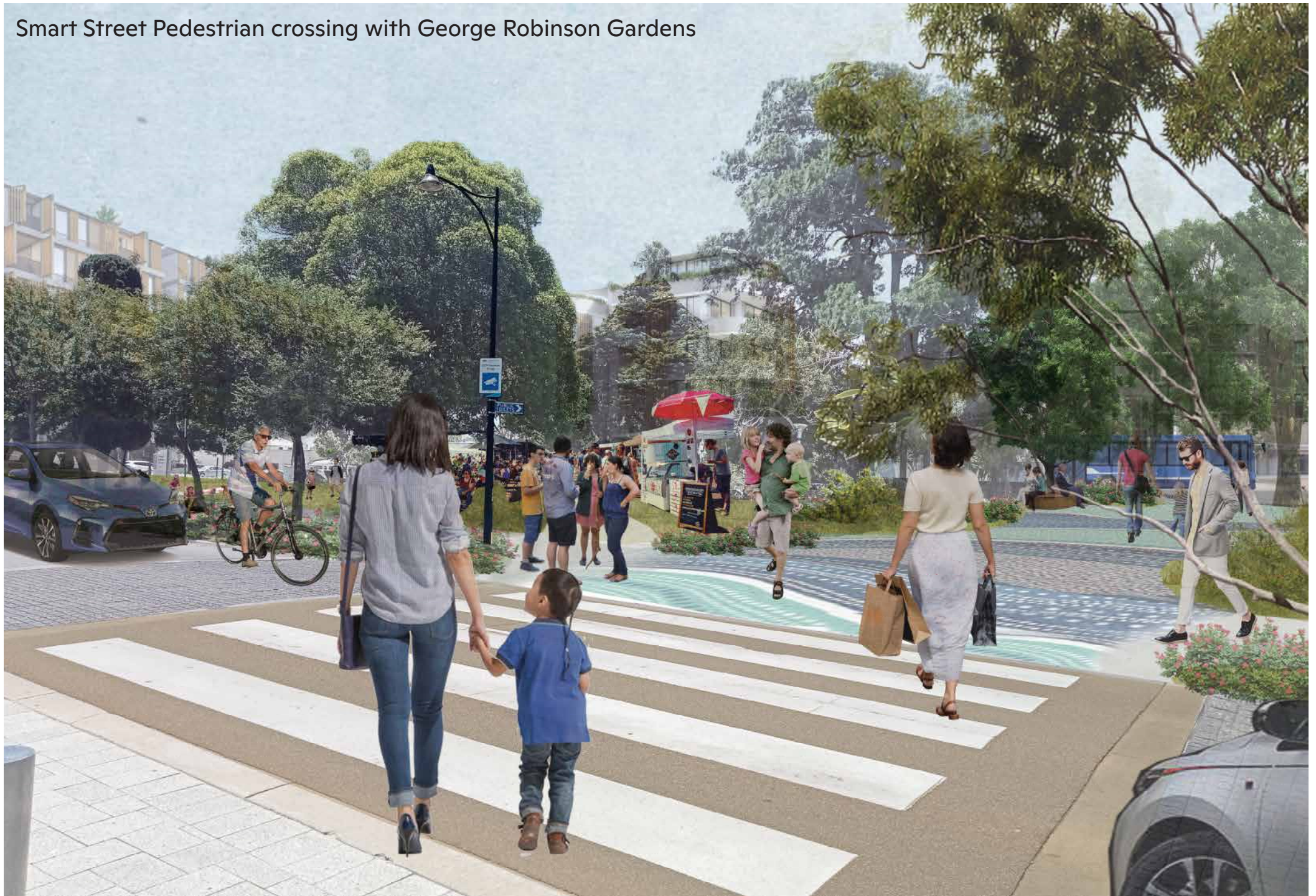


**Mewburn Car Park**

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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

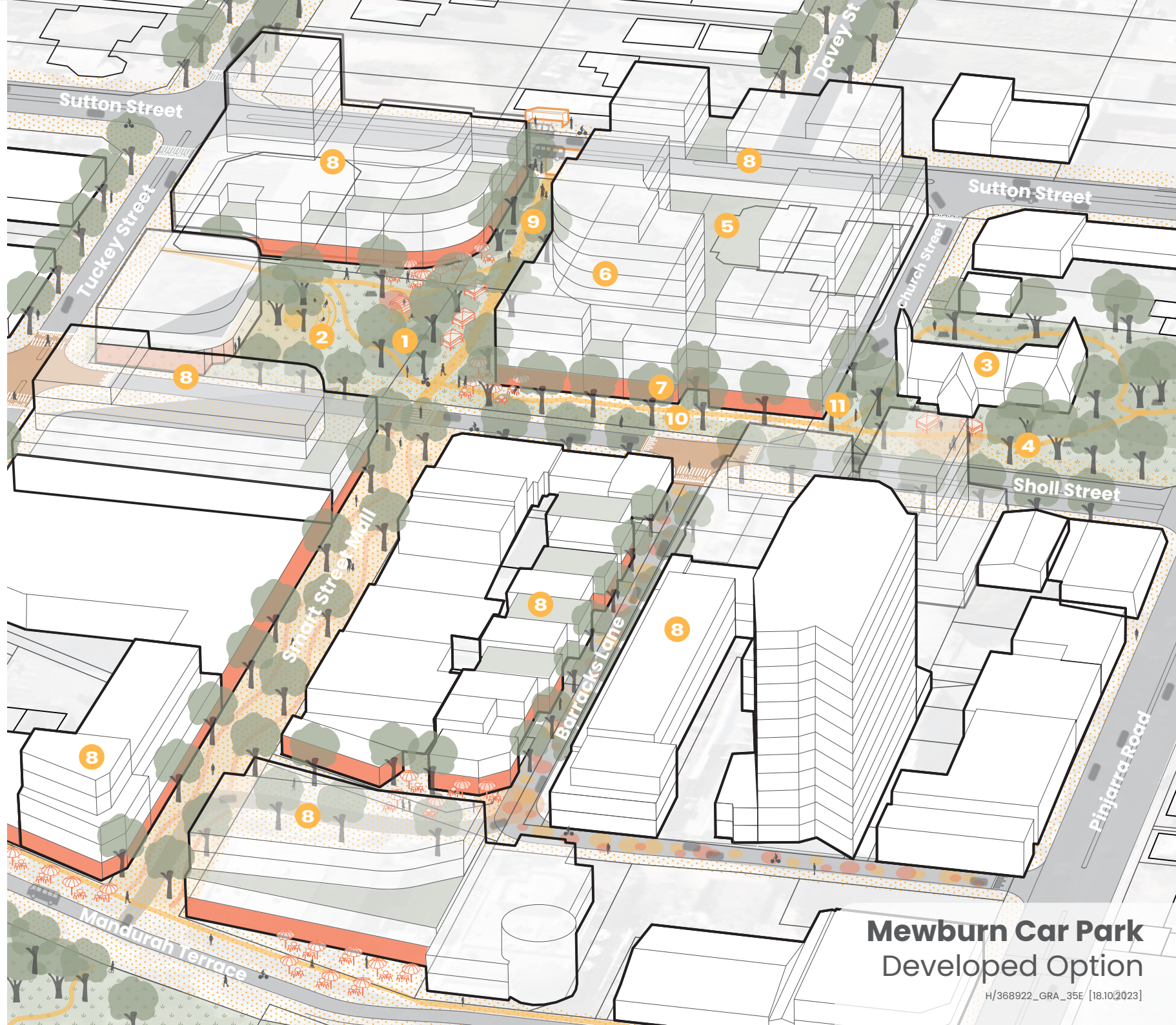
- 5 New multi-level car park
- 6 Development opportunities to help fund car park
- 7 New active built form edges sleeving car park

### 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





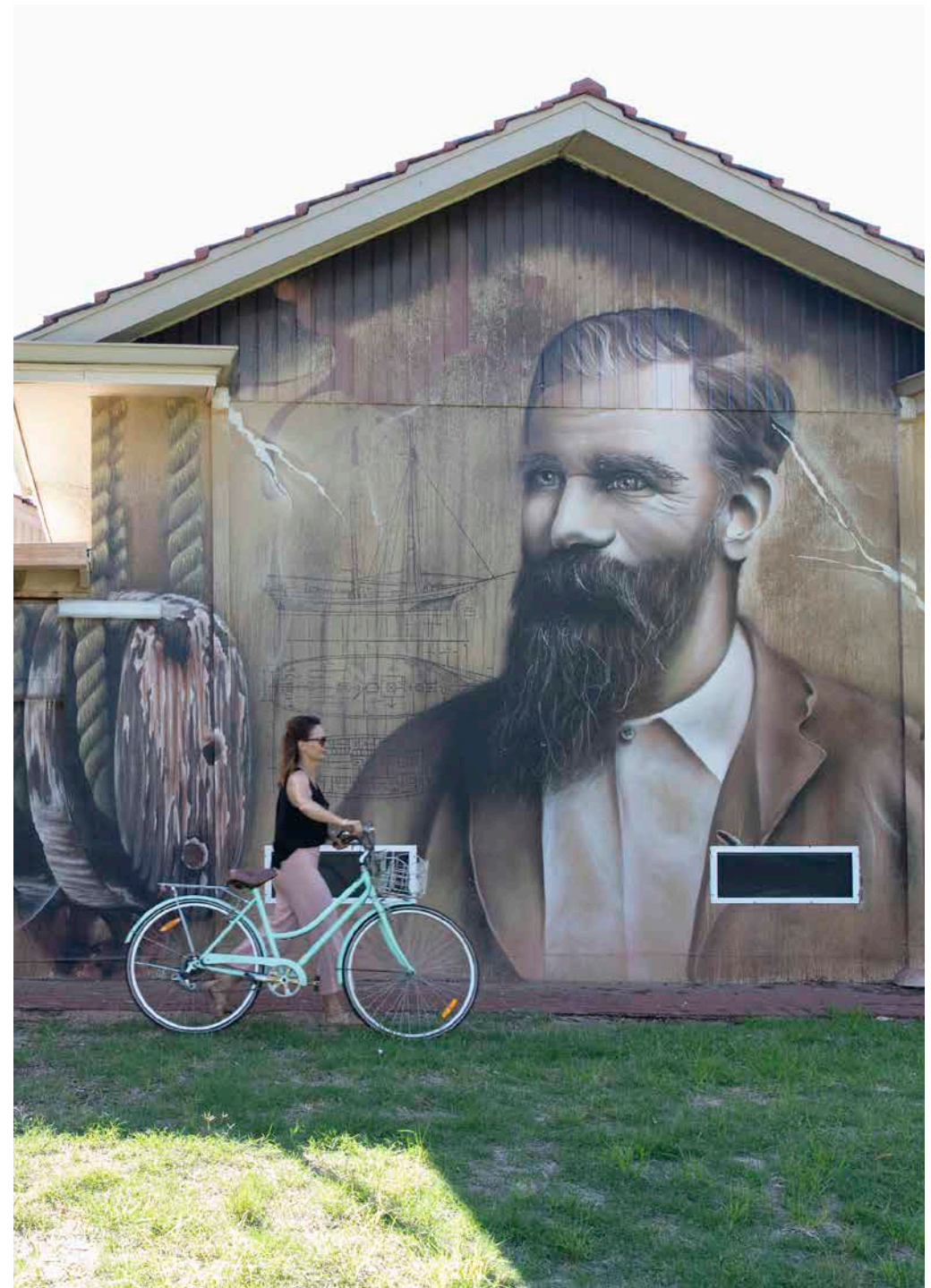
## Heritage Precinct

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 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 Administration 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



Important View Corridors  
be retained in development of  
new built form

**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.





## Legend

- Public Foreshore Areas**
- Large Format Event Spaces**
- Small Format Event Spaces**
- Public Parking Nodes**
- Commercial: Food and Beverage**
- Commercial: Recreation**
- T **Accessible Toilets**
- Shared Path Network (3.5m Width)**



**A** Markets / Events Space



**B** Under Bridge Events Space



**C** Village Green Event and Recreation Space



**D** On Water Commercial Opportunities



**E** War Memorial Image: Next Level Drone & Photography Services and Visit Mandurah



**F** Commercial / Recreational Boating Access



**G** All Abilities Paddle Launch Facilities



**H** Public Recreation Areas

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

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## Western Foreshore Leisure Precinct Concept 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.

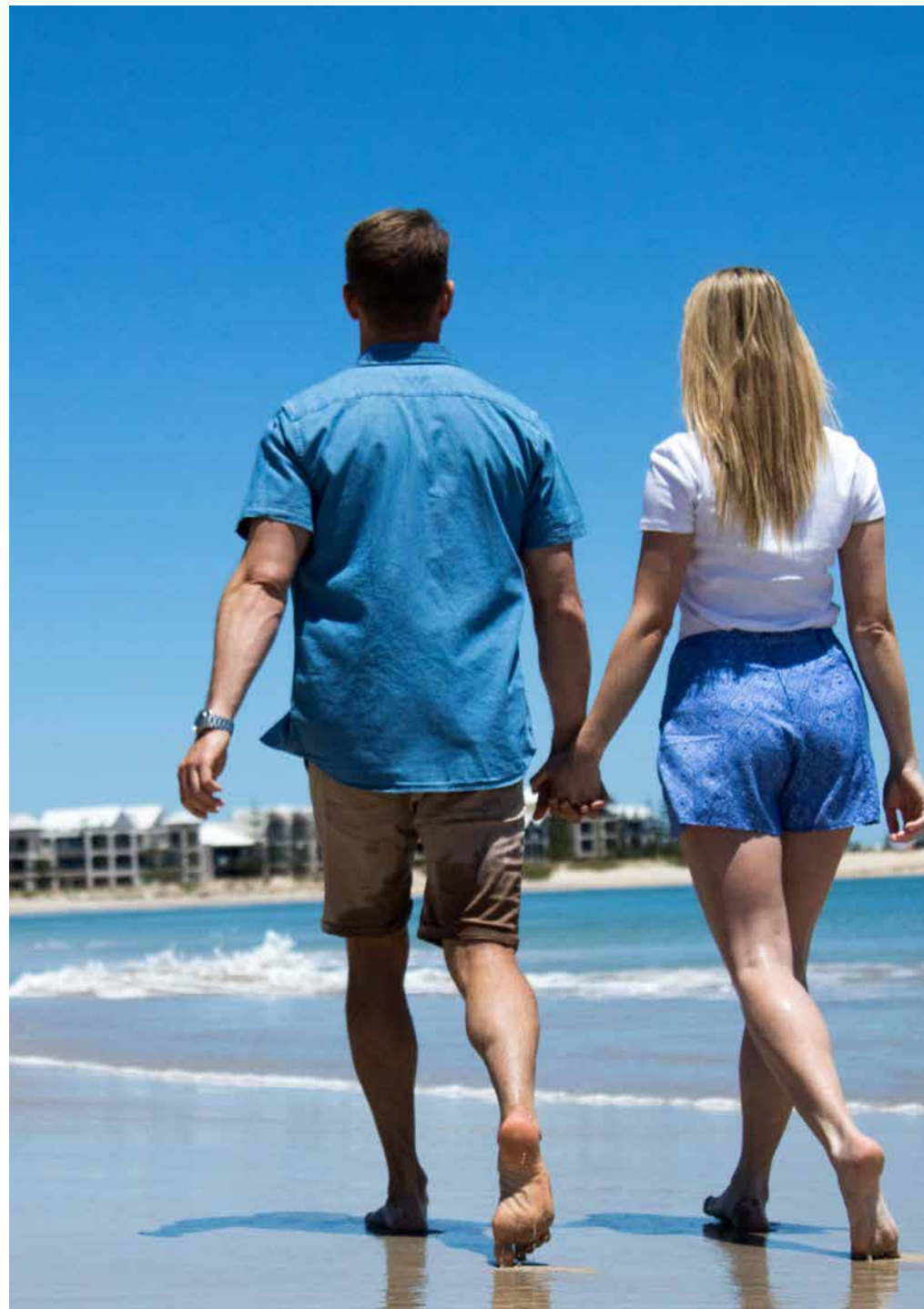
Given the planned growth of central Mandurah, it will also play an important role in providing locals with access to the ocean and forms part of an important open space network for these residents.

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 / Shipwreck 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)



30 April 2024 | H3608922\_3001\_B | 1:800 @ A3  
HATCH | RobertsDay Original 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<br>(24/25 – 25/26) | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +) | Responsibility  |
|--|--|---|------------------------------|---|-----------------------------|---|
| <b>Activity Outcome 1: Facilitate Catalyst Investment Opportunities</b>  |  |   |                              |   |                             |   |
| <b>A1.1 Office Space Development</b><br>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  |
| <b>A1.2 Short Stay Accommodation and Tourism Development</b><br>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<br><br>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<br>(24/25 – 25/26)                   | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +) | Responsibility   |
|--|---|--|--|---|-----------------------------|--|
| <b>A1.3 Student and Key Worker Accommodation</b><br>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<br><br>Strategic Planning and Urban Design                          |
| <b>A1.4 Noise Controls in Entertainment Precincts</b><br>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  |
| <b>Activity Outcome 2: Plan and deliver strategic community infrastructure within the City Centre to service the broader community</b>   |   |  |  |   |                             |  |
| <b>A2.1 Central Mandurah Library and Learning Facility</b><br>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<br><br>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<br><br>Project Management<br><br>Strategic Planning and Urban Design |

| Project / Initiatives  | Location / Details  | Action  | Years 1-2<br>(24/25 – 25/26)                   | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +)   | Responsibility  |
|--|---|---|--|---|---|---|
| <b>A2.2 Tertiary and Higher Education Facilities</b><br>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  |
| <b>A2.3 Mandurah Performing Arts Centre</b><br>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<br><br>Withing Existing Operating Budget | External funding required.<br><br>Delivery costs to be determined via Business Case.          |   | Arts & Culture<br><br>Project Management                      |
| <b>A2.4 Civic Precinct - Planning</b><br>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<br><br>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<br><br>Internal Staff Costs   | Costs subject to LTFP review if further research, investment, and infrastructure is required. | Strategic Planning and Urban Design<br><br>Project Management |



| Project / Initiatives  | Location / Details   | Action   | Years 1-2<br>(24/25 – 25/26)                             | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +)  | Responsibility |
|--|--|--|--|---|--|----------------|
| Activity Outcome 3: Grow and promote a strong and distinctive brand identity for the City Centre   |  |  |  |   |  |                |
| <b>A3.1 City Centre Brand Identity</b><br>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<br><br>New Operating                               | Future costs subject to LTFP review process.<br><br>Implementation will be delivered as part of the Wayfinding / Signage roll out plan. | Strategic Communications<br><br>Transform Mandurah<br><br>Arts & Culture |                |
| <b>A3.2 City Centre Activation and Business Support</b><br>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<br><br>Within Existing Operating Budget. | Ongoing   | Transform Mandurah   |                |
| <b>A3.3 Alfresco Dining and Outdoor Trading Guidelines.</b><br>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<br><br>Strategic Planning and Urban Design    |                |
| Activity Outcome 4: Activate and Promote Public Spaces   |  |  |  |   |  |                |
| <b>A4.1 Waterfront Redevelopment – Eastern Foreshore Central &amp; North</b><br>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<br><br>Within Existing Operating Budget.          | Ongoing asset maintenance.  | Project Management<br><br>Procurement & Contracts                        |                |

| Project / Initiatives  | Location / Details   | Action  | Years 1-2<br>(24/25 – 25/26)  | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +)   | Responsibility   |
|--|--|---|---|---|---|--|
| <b>A4.2 Seawall &amp; Boardwalk Replacement</b><br>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.<br><b>Section 1:</b><br>Town Jetty to Mandurah Bridge<br><b>Section 2:</b><br>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.<br><br>Section 1 Design & Construct   | \$2M est.<br><br>Section 2<br><br>Design & Construct  | N/A   | Project Management<br><br>Marina & Waterways   |
| <b>A4.3 Western Foreshore Leisure Precinct</b><br>Detailed design and delivery of the Western Foreshore Leisure Precinct works including: <ul style="list-style-type: none"> <li>• Car parking upgrades</li> <li>• War memorial upgrades</li> <li>• Commercial activation</li> <li>• Shared path, lighting and landscaping improvements</li> <li>• Recreation &amp; event activation</li> <li>• Public jetty installation</li> <li>• Road network improvements to include upgrade to the pedestrian/cycle crossing point on Mary Street</li> </ul> | 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<br>New Capital<br>Internal Staff Costs<br>For Skate Park Car Park and Leighton Place parking<br>\$30M in private investment. | \$2.125M<br>New Capital<br>Internal Staff Costs<br>To include:<br>\$825,000 War Memorial Car Park Upgrade and New in 26/27<br>\$550, 000 for Public Jetty Infrastructure in 26/27<br>\$750,000 Stage One Intersection Upgrades in 28/29 | \$750K<br>New Capital<br>Internal Staff Costs<br>For Stage Two Intersection Upgrades<br>Costs subject to LTFP review process. | Property Services<br><br>Transform Mandurah<br><br>Landscape Services<br><br>Technical Services<br><br>Marina & Waterways City Works<br><br>City Parks |



| Project / Initiatives  | Location / Details   | Action  | Years 1-2<br>(24/25 – 25/26)  | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +) | Responsibility   |
|--|--|---|---|---|-----------------------------|--|
| <b>A4.4 Annual Events Program</b><br>Continue to facilitate an Annual Events Program that celebrates and strengthens local pride and identity focusing on the following themes: <ul style="list-style-type: none"> <li>• Connection to country</li> <li>• Water and marine</li> <li>• Arts and culture (live music)</li> <li>• Sport and recreation</li> <li>• Health and wellbeing</li> </ul> | 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<br><br>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<br><br>Annual program  | Ongoing delivery  |                             | Festival and Events<br>Arts & Culture<br>Community Development                   |
| <b>A4.5 Market Activation Guidelines</b><br>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<br><br>Within Existing Operating Budget.                                      | N/A                         | Transform Mandurah<br><br>Festivals and Events                                   |
| <b>A4.6 Mewburn &amp; George Robinson Gardens Site</b><br>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<br><br>(Design 24/25)<br><br>\$1M<br><br>(Stage One Delivery 25/26) | \$1M<br><br>(Stage Two Delivery 26/27)<br><br>Costs subject to LTFP review process. | N/A                         | Technical Services<br><br>Landscape Services<br><br>City Works<br><br>City Parks |

| Project / Initiatives  | Location / Details   | Action  | Years 1-2<br>(24/25 – 25/26)                                  | Years 3-5<br>(26/27 – 28/29)   | Years 5 to 10+<br>(29/30 +)   | Responsibility   |
|--|--|---|---|--|---|--|
| <b>A4.7 Waterways Waterfront Master Plan</b><br>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: <ul style="list-style-type: none"> <li>• Boardwalks</li> <li>• Viewing and seating areas</li> <li>• New jetties</li> <li>• Floating platforms</li> </ul> | 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.<br><br>Within Existing Operating Budget.   | Delivery Costs subject to final Waterways Waterfront Master Plan.<br><br>Costs subject to LTFP review process.<br><br>External Funding required. |   | Landscape Services<br><br>Marina and Waterways   |
| <b>A4.8 Commercial Trading Licenses / Permits</b><br>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: <ul style="list-style-type: none"> <li>• Kayaking/canoes</li> <li>• Paddleboat hire</li> <li>• Inflatable water park</li> <li>• Waterside entertainment</li> </ul>   | 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<br><br>Within Existing Operating Budget. | Ongoing delivery   |   | Property Services<br><br>Transform Mandurah<br><br>Strategic Planning and Urban Design |
| <b>A4.9 Town Beach Redevelopment</b><br>Progress detailed design and implementation of the concept plan for Town Beach as the primary beach for the City Centre incorporating: <ul style="list-style-type: none"> <li>• Landscaping</li> <li>• Hospitality opportunities</li> <li>• Space for life-saving training</li> <li>• Event space</li> </ul>   | Town Beach in Precinct 4   | Undertake detailed planning and deliver upgrades.   | N/A   | N/A  | \$30K (Design)<br><br>\$2M (Development)<br><br>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<br>(24/25 – 25/26)  | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +) | Responsibility   |
|---|--|--|---|---|-----------------------------|--|
| <b>Character Outcome 1: Grow and promote a strong and distinctive brand identity for the City Centre</b>  |  |  |   |   |                             |  |
| <b>C1.1 City Centre Signage Manual</b><br>Prepare and implement a City Centre Signage Manual using the Wayfinding Strategy as a guide for its development and implementation. Signage Manual to include: <ul style="list-style-type: none"> <li>• Entry Statements</li> <li>• Wayfinding Statements</li> <li>• Directional Signage</li> <li>• Information Signage</li> <li>• Parking Signage</li> </ul> | <p>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.</p> <p>Process to include removal of unwanted existing signage; engagement with stakeholders and prepare detailed design and implementation.</p> <p>Entry statements to be undertaken in conjunction with streetscape upgrades in line with Movement Network improvements.</p> | <p>Develop a City Centre Signage Manual.</p> <p>Design, produce &amp; install.</p>                           | <p>\$50K (Design)</p> <p>Within Existing Operating Budget.</p> <p>Linked with City Centre Parking Plan.</p> | <p>\$250K per year for 3 years (Implementation)</p> <p>Costs subject to LTFP review process.</p> <p>Possible links with Arts &amp; Culture Strategy outcomes.</p> | N/A                         | <p>Strategic Planning and Urban Design</p> <p>Strategic Communications</p> <p>Transform Mandurah</p> <p>Arts &amp; Culture</p> <p>Development and Compliance</p> <p>Landscape Services</p> <p>City Traffic</p> |
| <b>Character Outcome 2: Ensure built form contributes/enhances to the character of Mandurah</b>   |  |  |   |   |                             |  |
| <b>C2.1 City Centre Lighting Plan</b><br>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 | <p>\$20K (Plan)</p> <p>Within Existing Operating Budget.</p> <p>Linked with City Centre Parking Plan.</p>   | <p>\$1M est. (Installation)</p> <p>Implementation across multiple years.</p> <p>Costs subject to LTFP review process.</p>   |                             | <p>Technical Services</p> <p>Landscape Services</p>  |

| Project / Initiatives   | Location / Details   | Action   | Years 1-2<br>(24/25 – 25/26)  | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +) | Responsibility  |
|---|--|--|---|---|-----------------------------|---|
| <b>C2.2 Landscape Design Manual</b><br>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<br><br>(Design Manual)<br><br>Implementation as part of asset renewal programs (existing assets) or subject to LFTP review process (new projects) |                             | Strategic Planning and Urban Design with Landscape Services                         |
| <b>C2.3 City Centre Built Form Guidelines</b><br>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<br><br>Within Existing Operating Budget  | N/A   | N/A                         | Strategic Planning and Urban Design   |
| <b>C2.4 Strategic Public Art Review and Audit</b><br>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<br><br>Within Existing Operating Budget |   |                             | Arts & Culture<br><br>Landscape Services<br><br>Strategic Planning and Urban Design |



| Project / Initiatives   | Location / Details  | Action   | Years 1-2<br>(24/25 – 25/26)   | Years 3-5<br>(26/27 – 28/29)   | Years 5 to 10+<br>(29/30 +) | Responsibility  |
|---|---|--|--|--|-----------------------------|---|
| <b>Character Outcome 3: Enhance, protect and celebrate the natural environment</b>  |   |  |  |  |                             |   |
| <b>C3.1 Streetscape Improvement Plans</b><br>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<br><br>Strategic Planning and Urban Design |
| <b>C3.2 Strategic Water Sensitive Urban Design</b><br>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)<br><br>\$2M est. (Development)<br><br>Costs subject to LTFP review process. |                             | Landscape Management<br><br>Engineering Services              |
| <b>Character Outcome 4: Celebrate Mandurah's Culture &amp; History</b>  |   |  |  |  |                             |   |
| <b>C4.1 Mandurah Arts Festival</b><br>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<br><br>Internal Staff Costs<br><br>Within Existing Operating Budget |  |                             | Arts & Culture  |

| Project / Initiatives  | Location / Details  | Action  | Years 1-2<br>(24/25 – 25/26)   | Years 3-5<br>(26/27 – 28/29) | Years 5 to 10+<br>(29/30 +) | Responsibility                      |
|--|---|---|--|------------------------------|-----------------------------|-------------------------------------|
| <b>C4.2 Arts &amp; Heritage Trail</b><br>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<br><br>Internal Staff Costs<br><br>Within Existing Operating Budget |                              |                             | Arts & Culture                      |
| <b>C4.3 Dual Naming</b><br>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<br><br>Internal Staff Costs<br><br>Within Existing Operating Budget |                              |                             | Community Development               |
| <b>Character Outcome 5: Wayfinding Strategy</b>  |   |   |  |                              |                             |                                     |
| <b>C5.1 Wayfinding Strategy</b><br>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.<br><br>Linked to Action C1.1                             | Implement the Wayfinding Strategy recommendations.  | Ongoing delivery<br><br>Internal Staff Costs<br><br>Within Existing Operating Budget |                              |                             | Strategic Planning and Urban Design |
| <b>Character Outcome 6: Place Design Guide</b>   |   |   |  |                              |                             |                                     |
| <b>C6.1 Place Design Guide</b><br>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.<br><br>Linked to Action C2.3 | Implement the Place Design Guide recommendation.  | Ongoing delivery<br><br>Internal Staff Costs<br><br>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<br>(24/25 – 25/26)          | Years 3-5<br>(26/27 – 28/29) | Years 5 to 10+<br>(29/30 +) | Responsibility  |
|--|---|---|---------------------------------------|------------------------------|-----------------------------|---|
| <b>Movement Outcome 1 and 2: Prioritise pedestrian and cyclist networks within the City Centre and Provide a Legible Street Network</b>  |   |   |                                       |                              |                             |   |
| <b>M1.1 Streetscape Upgrades Concept Plan</b><br>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<br><br>Technical Services |
| <b>M1.2 Mandurah Terrace South – Concept Master Plan</b><br>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<br><br>City Works                          |

| Project / Initiatives   | Location / Details  | Action  | Years 1-2<br>(24/25 – 25/26) | Years 3-5<br>(26/27 – 28/29)   | Years 5 to 10+<br>(29/30 +) | Responsibility  |
|---|---|---|------------------------------|--|-----------------------------|---|
| <b>M1.3 Key Street Improvements</b><br>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.<br><br>Submit funding applications.<br><br>Undertake works. | \$50K (Design)               | \$1.5M each year for 3 years (Delivery)<br><br>Partial funding from external sources.<br><br>Costs subject to LTFP review process. |                             | Strategic Planning and Urban Design<br><br>Technical Services<br><br>City Works |
| <b>M1.4 Pinjarra Road / Sutton Street South Streetscape Improvements</b><br>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).<br><br>Future costs subject to LTFP review process   | N/A                         | Strategic Planning and Urban Design<br><br>Technical Services<br><br>City Works |
| <b>M1.5 Barracks Lane Upgrades</b><br>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)<br><br>Partial funding from external sources.<br><br>Costs subject to LTFP review process.                  | N/A                         | Strategic Planning and Urban Design<br><br>Technical Services<br><br>City Works |



| Project / Initiatives   | Location / Details  | Action   | Years 1-2<br>(24/25 – 25/26) | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +)   | Responsibility  |
|---|---|--|------------------------------|---|---|---|
| <b>M1.6 Mandurah Terrace North Streetscape Improvements</b><br>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)<br><br>\$3M est. (Delivery).<br><br>Costs subject to LTFP review process.  | Strategic Planning and Urban Design<br><br>Technical Services<br><br>City Works |
| <b>M1.7 Long Term Cycle Network Upgrades</b><br>Seek external funding and deliver priority Long Term Cycle Network upgrades for the City Centre precinct: <ul style="list-style-type: none"> <li>Northern Coastal Cycle Path</li> <li>Mary Street</li> </ul>      | When current committed projects are progressed, prioritise these two routes for subsequent funding; together with resolving relevant land tenure issues.                                  | Develop detailed designs.<br><br>Submit funding applications.<br><br>Undertake works.  | N/A                          | \$50K (Design)<br><br>\$2M est. (Delivery)<br><br>Partial funding from external sources.<br><br>Costs subject to LTFP review process. |   | Strategic Planning and Urban Design<br><br>Technical Services<br><br>City Works |
| <b>M1.8 Mandjar Bay Pedestrian Bridge</b><br>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.<br><br>Subject to the outcomes of the Feasibility Study, develop a Project Funding Strategy and Advocacy Plan. | N/A                          | N/A   | \$100K (Business Case)<br><br>Delivery subject to outcomes of Business Case.<br><br>External funding required.<br><br>Costs subject to LTFP review process. | Technical Services<br><br>Strategic Planning and Urban Design                   |

| Project / Initiatives   | Location / Details  | Action   | Years 1-2<br>(24/25 – 25/26)  | Years 3-5<br>(26/27 – 28/29) | Years 5 to 10+<br>(29/30 +) | Responsibility  |
|---|---|--|---|------------------------------|-----------------------------|---|
| Movement Outcome 3: Improved Public Transport   |   |  |   |                              |                             |   |
| <b>M3.1 Mid-Tier Public Transport Network</b><br>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<br><br>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<br><br>Technical Services |
| <b>M3.2 High Frequency Bus Services</b><br>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<br><br>Ongoing advocacy                                    |                              |                             | Strategic Planning and Urban Design<br><br>Technical Services |
| Movement Outcome 4: Ongoing Management of Parking Supply and Occupancy  |   |  |   |                              |                             |   |
| <b>M4.1City Centre Parking Plan</b><br>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.<br><br>Costs subject to LTFP review process. |                              |                             | Development & Compliance                                      |



| Project / Initiatives   | Location / Details  | Action   | Years 1-2<br>(24/25 – 25/26) | Years 3-5<br>(26/27 – 28/29)  | Years 5 to 10+<br>(29/30 +) | Responsibility     |
|---|---|--|------------------------------|---|-----------------------------|--------------------|
| <b>Movement Outcome 5: Make the City Centre highly accessible by boat</b>   |   |  |                              |   |                             |                    |
| <b>M5.1 Waterfront Waterways Master Plan</b><br>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.<br><br>Costs subject to LTFP review process. |                             | Project Management |









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