

- 1 POTENTIAL LONG TERM COMMERCIAL EXPANSION
- 2 POTENTIAL TO UTILISE CARAVAN PARK FOR SHORT TERM ACCOMMODATION OF CONSTRUCTION WORKFORCE
- 3 REDEVELOPMENT POTENTIAL (WILL REQUIRE REZONING & SOME CLEANING)
- 4 SHIRE TO DEVELOP VACANT LAND ASSETS
- 5 REZONE, REMEDIATE AND DEVELOP FOR RESIDENTIAL ONCE DISTRICT RELOCATES
- 6 PROMOTE RELOCATION OF ROAD HOUSE TO VACANT TOWN CENTRE LAND EAST OF WILLIAM STREET
- 7 ENCOURAGE ACTIVE LAND USES (SHOPS/CAFES ETC) TO LOCATE IN VACANT COMMERCIAL LOTS ALONG VICTORIA ROAD
- 8 MEDIUM TERM REZONING TO RESIDENTIAL IN RECOGNITION OF EXISTING FUNCTION
- 9 ENCOURAGE APPROPRIATE INFILL DEVELOPMENT ALONG MIDLANDS ROAD
- 10 FLOODING ISSUES TO BE ADDRESSED TO ALLOW FOR DEVELOPMENT OF UNDERUTILISED LAND
- 11 POTENTIAL HERITAGE TRAIL LINKING VICTORIA & MIDLANDS ROADS
- 12 SHIRE TO DEVELOP VACANT MUSEUM LAND (POTENTIALLY FOR AGED PERSONS ACCOMMODATION)
- 13 LIAISE WITH DEPARTMENT OF WATER REGARDING POTENTIAL AMENDMENT OF PDWSA BOUNDARIES
- 14 MEDIUM TERM RURAL RESIDENTIAL EXPANSION AREA (ENSURE VIEWS OF MINGENUE HILL ARE PRESERVED)
- 15 SERVICE COMMERCIAL & LIGHT INDUSTRIAL USES TO LOCATE IN PROXIMITY TO MIDLANDS ROAD
- 16 MEDIUM TERM INDUSTRIAL EXPANSION AREA (WILL REQUIRE POLYCLOSE RELOCATION & REZONING)
- 17 LONG TERM INDUSTRIAL EXPANSION AREA (WILL REQUIRE REZONING)
- 18 PROPOSED HEAVY HALLAGE BYPASS
- 19 REZONE TO 'SPECIAL USE' FOR LIVE-WORK AREA
- 20 SHIRE TO ACQUIRE & REDEVELOP UNALLOCATED CROWN LAND
- 21 INCREASE TOURISM AWARENESS OF WILDFLOWER DEMONSTRATION PLOT
- 22 POTENTIAL FOR ABORIGINAL HERITAGE TOURISM SITE ON 'LITTLE HILL' RESERVE

- LEGEND
- PRECINCT 1 - MAIN STREET
 - PRECINCT 2 - RESIDENTIAL TOWN
 - PRECINCT 3 - RURAL SURROUNDS
 - PRECINCT 4 - INDUSTRIAL
 - PRECINCT 5 - CBH / WORK - LIVE
 - PROPOSED FOOTPATH EXTENSIONS
 - PUBLIC DRINKING WATER SOURCE AREA

FINAL

Townsite Strategy Map Shire of Mingenew

SCALE 1:7500 @ A3

25m



FINAL MINGENEW TOWNSITE STRATEGY

SHIRE OF MINGENEW



ROWEGROUP

OUR REF: 7500 29/08/2014

DOCUMENT CONTROL

Printed ~~09 September 2015~~~~29 August 2014~~ 7500_14Aug01R_as

| Version | File Name | Prepared by | Approved by | Date |
|---------|------------------|-------------|--------------|------------|
| 1 | 7500_14Aug01R_as | Rowe Group | Alan Stewart | 29/08/2014 |
| | | | | |
| | | | | |
| | | | | |

This report has been authorised by:



Alan Stewart Senior Planner

Stephanie Crosby Quality Control

CONTACT PERTH OFFICE

p 9221 1991 e info@rowegroup.com.au w rowegroup.com.au a 3/369 Newcastle Street, Northbridge 6003

Although all care has been taken on the compilation of this document Greg Rowe Pty Ltd and all parties associated with its preparation disclaim any responsibility for any errors or omissions. The right is reserved to change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Greg Rowe Pty Ltd for any loss or damage which may be sustained by any person acting on this document.

© ~~2015~~~~2014~~ Greg Rowe Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to Greg Rowe Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Greg Rowe Pty Ltd.





CONTENTS

| | |
|--|-----------|
| Executive Summary | i |
| Glossary of Terms | ii |
| 01 Introduction | 1 |
| 1.1 The Purpose of the Strategy | 1 |
| 1.2 Objectives..... | 1 |
| 1.3 Methodology..... | 2 |
| 02 Description of Study Area | 3 |
| 03 Literature Review | 6 |
| 3.1 Regional Planning Framework | 6 |
| 3.1.1 Draft Mid West Regional Planning and Infrastructure Framework 2011 | 6 |
| 3.1.2 Mid West Investment Plan | 6 |
| 3.1.3 Draft Country Sewerage Policy 2003..... | 7 |
| 3.1.4 Draft Government Sewerage Policy 2011..... | 7 |
| 3.2 Local Planning Framework | 8 |
| 3.2.1 Mingenew Strategic Community Plan | 8 |
| 3.2.2 Plan for the Future 2010-2013 | 11 |
| 3.2.3 Local Planning Strategy | 11 |
| 3.2.4 Mingenew Townscape Plan 1989..... | 12 |
| 3.2.5 Water Source Protection Plan - Mingenew Town Water Supply 2001 | 13 |
| 3.2.6 Mingenew Town Drainage Preliminary Report 2001..... | 14 |
| 3.2.7 Summary | 15 |
| 04 Analysis: Opportunities and Constraints | 16 |
| 4.1 Introduction..... | 16 |
| 4.2 Opportunities | 16 |
| 4.2.1 Availability of Community Services and Facilities..... | 16 |
| 4.2.2 Residential Land Supply | 18 |
| 4.2.3 Surplus Commercial and Industrial Land | 18 |
| 4.2.4 Surplus Civic and Cultural Land..... | 20 |
| 4.2.5 Architectural Heritage..... | 20 |



| | | |
|------------|---|------------------|
| 4.2.6 | Architectural Style..... | 23 |
| 4.2.7 | Midlands Road and Victoria Road..... | 25 |
| 4.2.8 | Tourism - Making Mingenew a Place to Visit..... | 25 |
| 4.2.9 | The Prospect of Mining..... | 26 |
| 4.2.10 | Heavy Vehicle Bypass..... | 27 |
| 4.2.11 | Land Tenure..... | 27 |
| 4.3 | Constraints..... | 28 |
| 4.3.1 | Projected Population Decline..... | 28 |
| 4.3.2 | Public Drinking Water Source Area..... | 29 |
| 4.3.3 | Barriers to Industrial Expansion..... | 30 |
| 4.3.4 | Effluent Disposal..... | 30 |
| 4.3.5 | Land Subject to Inundation..... | 31 |
| 4.3.6 | Water and Power Supply..... | 31 |
| 4.3.6.1 | Water Supply..... | 31 |
| 4.3.6.2 | Power Supply..... | 31 |
| 4.3.7 | A Divided Town..... | 31 |
| 4.3.8 | Amenity Impacts of Existing Industrial Development..... | 31 |
| 4.3.9 | Aboriginal Heritage..... | 32 |
| 05 | Consultation Outcomes..... | 34 |
| 5.1 | Councillor Presentation..... | 34 |
| 5.2 | Community Workshop..... | 34 |
| 06 | Townsite Strategy..... | 37 |
| 6.1 | Vision..... | 38 |
| 6.2 | Sub-Precinct 1 - Main Street..... | 38 |
| 6.3 | Sub-Precinct 2 - Residential Town..... | 40 |
| 6.4 | Sub-Precinct 3 - Rural Surrounds..... | 42 |
| 6.5 | Sub-Precinct 4 - Industrial..... | 43 |
| 6.6 | Sub-Precinct 5 - CBH and Work-Live Buffer Area..... | 45 |
| 6.7 | Movement Network..... | 46 |
| 6.8 | Pedestrian / Cyclist Connectivity..... | 47 |
| 6.9 | Servicing..... | 48 47 |



| | |
|--|------------------|
| 6.9.1 Sewerage | 48 47 |
| 6.9.2 Water Supply | 48 |
| 6.9.3 Power Supply..... | 48 |
| 6.10 Signage | 48 |
| 6.10.1 Information Bay | 48 |
| 6.10.2 Town Entry Signage..... | 50 |
| 6.10.3 Commercial Signage | 52 |
| 6.11 Promotion of Tourism..... | 53 |
| 6.11.1 Tourism Opportunities in the Mingenew Townsite..... | 53 |
| 6.11.2 Regional Tourism Opportunities | 54 |
| 6.12 Housing Choice | 54 |
| 6.12.1 Aged Persons Accommodation | 54 |
| 6.12.2 Key Workers Accommodation | 55 |

FIGURES

1. Regional Location
2. Study Area Boundary
3. Townsite Attributes
4. Opportunities and Constraints Plan
5. Vacant Land
6. Places of State Significance
7. Land Tenure Plan
8. Topographic Map
9. Vacant Lots Without Reticulated Water
10. Updated Opportunities and Constraints Plan Following Workshop
11. Sub-Precincts
12. Footpaths
13. Mingenew Townscape Plan





APPENDICES

1. Workshop Outcomes Report
2. Strategy Map





Executive Summary

The Mingenew Townsite Strategy (MTS) provides a vision for the development of the Mingenew town site and a vision for the Shire's relationship with the Midwest for the next 15 years.

The MTS has been developed taking into consideration Mingenew's key attributes including the townscape, heritage and tourism. The community's vision for Mingenew both past and present has been incorporated into the Strategy. This MTS has been developed in the recognition of infrastructure constraints, the desire to halt population decline and land use issues. Based on these attributes and constraints the MTS identifies a number of goals and key objectives for the urban consolidation of the Mingenew townsite and how these can relate to the wider Mid West region.

The MTS goals and objectives have been based around a geographical framework where the town has been divided into five sub-precinct areas. The objectives and planning provisions for each sub-precinct are vital to realising the MTS goals and vision for the town.

In relation to the townsite the MTS highlights strengths that should be promoted to attract investment into the town. The MTS responds to the demands of the infrastructure constraints in regard to sewerage and includes recommendations to enhance infrastructure. Finally the MTS provides guidance on how to enhance the town's character, build community interaction and ensures that a range of housing types are available that are consistent with the demographic trends for the town.

The MTS recommendations will be implemented through the Shire and relevant associations. MTS is intended to be a dynamic document and the recommendations are not exhaustive nor to the exclusion of other economic, social or other such initiatives. The planning provisions contribute to realising objectives for the town while being part of the wider planning framework that includes the Shire's Local Planning Strategy and Strategic Plan.



Glossary of Terms

| | |
|--------|---|
| ATU | Aerobic Treatment Units |
| DEC | Department of Environment and Conservation |
| CSP | Draft Country Sewerage Policy |
| DoW | Department of Water |
| GSP | Government Sewerage Policy |
| HCWA | Heritage Council of Western Australia |
| LPS | Local Planning Strategy |
| MTP | Mingenew Townscape Plan |
| MTPC | Mingenew Tourist & Promotions Committee |
| MTS | Mingenew Townsite Strategy |
| MWIP | Mid West Investment Plan |
| MWRPIF | Mid West Regional Planning and Infrastructure Framework |
| PDWSA | Public Drinking Water Source Area |
| PF | Plan for the Future |
| SCP | Strategic Community Plan |
| TDPR | Town Drainage Preliminary Report |
| TWA | Tourism Western Australia |
| WSPP | Water Source Protection Plan |
| WAPC | Western Australian Planning Commission |



01

Introduction

1.1 The Purpose of the Strategy

Mingenew faces important challenges in attempting to halt population decline and to reinforce its commercial future. In response, the MingeneW Townsite Strategy (MTS) extends beyond the usual scope of an 'Expansion Strategy' in its search for actions to specifically address these challenges.

Whilst prior documents like the Local Planning Strategy related to the Shire as a whole, this Strategy relates solely to the MingeneW townsite.

This MTS outlines strategies to guide the development of the MingeneW townsite over the next 10 – 15 years. It incorporates and reviews the Shire's Local Planning Strategy and the Strategic Community Plan in order to provide recommendations for the future.

The MTS identifies a range of detailed actions aimed at facilitating townsite growth consistent with the Shire's core strategic objectives, and defines a set of planning policies and principles intended to make better use of the existing MingeneW townsite infrastructure. Each action is accompanied by a description and has been prioritised according to the following categories:

- ▲ Short -Term Priority - 0-24 months;
- ▲ Medium -Term Priority - 12-36 months; and
- ▲ Long -Term Priority - 3 years or more.

1.2 Objectives

The objectives of the MingeneW Townsite Strategy are to:

- ▲ Provide guidance to the Shire of MingeneW in planning for the development of the town over the next 10 -15 years;
- ▲ Focus on urban consolidation encouraging development within the existing urbanised areas and to make more efficient use of services in these areas;
- ▲ Provide a framework for changes to the statutory and strategic planning framework, to facilitate the form and extent of development sought by the MingeneW community;
- ▲ Give direction to both the Shire and the Western Australian Planning Commission (WAPC) in the consideration of future development applications, subdivision applications, town planning scheme amendments and local structure plans;
- ▲ Provide guidance on the allocation of land uses to ensure that growth in the town occurs in a consolidated and sustainable manner and that the short, medium and long term needs of the community are satisfied;
- ▲ Provide guidance on streetscape, infrastructure, movement networks and urban design; and
- ▲ Provide a basis for coordinated decision-making by the Shire of MingeneW and servicing authorities in determining future servicing requirements for town.

1.3 Methodology

The preparation of the MTS included the following tasks:

- ▲ Site visits and townsite photographs;
- ▲ Review of available literature including background reports, existing strategic planning and mapping;
- ▲ Identification of opportunities, constraints and issues;
- ▲ Reconciliation of predicted land use and development needs with available land availability and zoning;
- ▲ Incorporation of Shire aims and objectives;
- ▲ Confirmation of townsite objectives, opportunities and constraints through a community consultation process; and
- ▲ Identification and description of associated actions.



It is integral to the success of the MTS that its outcomes best reflect the needs and aspirations of its key stakeholders – including residents, landowners, businesses and local community groups.

Accordingly the methodology for the project provided for community input particularly in assessing opportunities and constraints as well as articulating aspirations for growth. Consultation has been implemented through a briefing with elected Shire Councillors to refine opportunities, constraints and understand Shire objectives. The local community have been consulted at an open workshop where they identify opportunities and constraints. Further community and stakeholder input will be considered through the formal public advertising period which will be part of the adoption process for the MTS.

02 Description of Study Area

Mingenew is located in the Irwin River basin approximately 380km north of Perth and 100km south east of Geraldton. The town is described as the 'entrance to the Midwest wheatbelt' (Strategic Community Plan, 2012). Refer Figure 1 – Regional Location.

The Study Area boundary is shown at Figure 2. This includes the main residential, commercial and industrial areas of the town, including the CBH grain handling facility and fringing rural land.

The Midlands Road serves as the 'Main Street' of the Mingeneu townsite. Midlands Road runs east-west, and is the most trafficked road. It is fringed by a number of buildings/services such as agricultural supplies, bakery, supermarket, bank, service station and hotel, as well as a tourist information bay and vehicle parking area. Victoria Road and William Street are also important to the function of the Mingeneu townsite and run north-south through the centre of the town. Victoria Road and William Street provide frontage to a range of civic uses including churches, museum, Shire offices, public toilets, town hall, police station and primary school.

The agricultural industry is important to the local economy of the town, with the CBH Grain receival point to the east of the urban area is a dominant feature in the townsite (Strategic Community Plan 2012). The CBH facility has the distinction of being the largest inland grower-fed grain receival point in the Southern Hemisphere.

The town is divided into northern and southern sectors by the Midlands Road and parallel abutting railway line. An industrial area is located north of the rail line with residential and commercial land (the main urban centre) located to the south.

An extensive recreation area is located to the south east of the town site area and supports a number of sporting clubs, including tennis and bowls at the northern end of the recreation area. Further south east of the town centre is the Mingeneu golf course and horse racing track. Football, cricket, hockey and netball facilities surround the centrally located recreation centre buildings.

The visual landscape of Mingeneu is characterised by the Mingeneu Hill, located just north west of the townsite and serves as a popular tourist attraction. At the base of Mingeneu Hill is an area known as 'Drover's Rest' where seating and tables are provided for visitors. The Mingeneu Nature Reserve is located on the south-western portion of the Hill and is managed by the Department of Parks and Wildlife.

These features are shown in Figure 3.

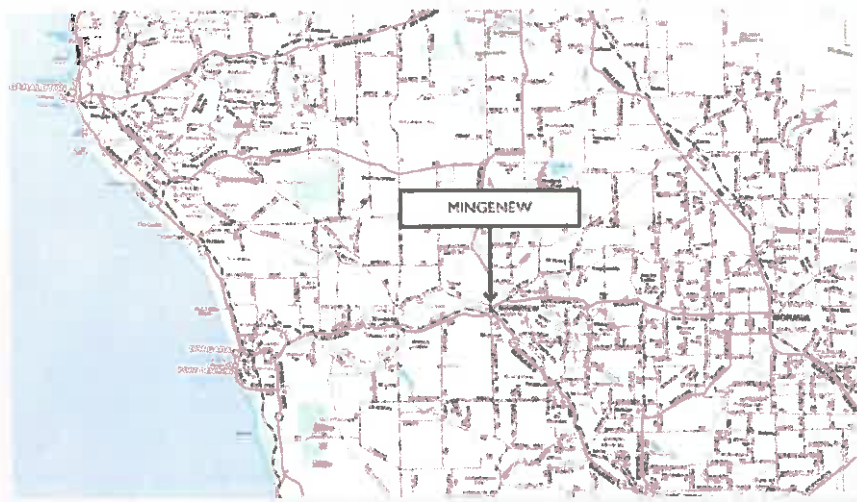


Figure 1 Regional Location



Figure 2 Study Area Boundary



Figure 3 Townsite Attributes

03 Literature Review

3.1 Regional Planning Framework

3.1.1 Draft Mid West Regional Planning and Infrastructure Framework 2011

The Draft Mid West Regional Planning and Infrastructure Framework ('MWRPIF'), released by the WAPC in 2011, incorporates 17 local governments within the Mid West region including the Shire of Mingenew. The intent of this document is to be recognised as a regional strategy under State Planning Policy 1. The MWRPIF provides an update to the previous Mid-West Infrastructure Analysis (2008). The objectives of the MWRPIF are to:

- ▲ Provide the regional context for land-use planning in the Mid West;
- ▲ Provide an overview of major regional economic, social, cultural and environmental issues;
- ▲ Identify the priority actions required to enable comprehensive regional and sub-regional planning; and
- ▲ Identify the priority regional infrastructure projects to facilitate economic and population growth in the Mid West.

The MWRPIF divides the Mid West into three sub-regions being the Batavia Coast, the North Midlands (which includes the Shire of Mingenew) and the Murchison. The primary challenge identified for the North Midlands is to retain and grow its population share, whilst both servicing and benefiting from the economic growth that is expected to be generated from nearby iron ore projects. Future planning may involve the development of sub-regional growth strategies for these sub-regions.

The MWRPIF also designates activity centres throughout the region, with Mingenew classified as a 'Local Centre'. Local Centres are defined under the MWRPIF as offering a level of service that can deal with the daily needs of their service population but with a lower level of choice than 'Regional Centres'. The role of Local Centres within the North Midlands Region (such as Mingenew) is described as *"often but not always serving functions including civic administration, limited retail, primary school, limited health. Generally supports the agricultural, tourism and fishing sectors."*

3.1.2 Mid West Investment Plan

The Mid West Investment Plan ('MWIP') was developed by the Mid West Development Commission in conjunction with local government and various stakeholders. It outlines and prioritises over 300 potential infrastructure projects worth in excess of \$19 billion. The MWIP is intended to be used in conjunction with the MWRPIF to secure and guide public and private investment into the Mid West Region.

Several of the outcomes of the MWIP are relevant to the MTS including:

- ▲ Sustainable increase in population;
- ▲ A refreshed and revitalised Mid West;
- ▲ Improved regional infrastructure to facilitate coastal and inland development;
- ▲ Diversified and enhanced minerals and energy industries;
- ▲ Continued expansion of the tourism industry;
- ▲ Establishment of new and innovative industries and services; and
- ▲ A valued and protected natural and built environment.

3.1.3 Draft Country Sewerage Policy 2003

The Department of Health's draft Country Sewerage Policy ('CSP') was prepared with the objective of protecting public health, the environment and the State's water supply. It emphasises that, where possible, all subdivision and density development should be connected to a reticulated sewerage system. However, the CSP recognises that in some areas reticulated sewerage is unlikely to be available for a long time. In these cases, the CSP provides development standards to which subdivisions and density development must adhere.

Part 5.4 of the CSP states that for towns without sewerage (as in Mingenew), subdivision and residential density development are subject to the following development standards:

- ▲ R10 or 1000m² is the minimum size that will be accepted for new residential lots;
- ▲ No individual proposal exceeding 25 lots or dwellings; and
- ▲ A total town expansion to 'no more than 100 lots or dwelling units' for unsewered areas.

Mingenew is listed in Schedule 2 of the Country Sewerage Policy i.e., "*Locations with public health and/or environmental constraints for onsite wastewater disposal*." For towns in Schedule 2 it states that detailed information and detailed assessment by statutory and consultative authorities may be required in assessing the acceptability of proposals. This is not considered to prohibit townsite expansion opportunities for Mingenew but the lack of sewerage is an important issue that needs to be addressed by the Shire and developers.

The MTS has considered advice from the Water Corporation as to whether the Mingenew townsite would be connected to a reticulated sewerage system over the lifetime of the Strategy. The Water Corporation advised that no forward planning has been done to support 'infill sewerage' in Mingenew, and that if this were to occur, the cost of the installation of such system would have to be borne externally, i.e. by the Shire or through alternative sources of funding. The Water Corporation is planning to review and prioritise its water scheme planning programme for the Mid West Region in 2015.

The MTS is based on the assumption that Mingenew will remain unsewered, and therefore future development will provide for on-site effluent disposal systems and be constrained in some regard by the provisions of the CSP.

3.1.4 Draft Government Sewerage Policy 2011

The draft Government Sewerage Policy ('GSP') has been advertised for public submissions in April 2012. Once adopted the GSP will supersede both the CSP and the Government Sewerage Policy – Perth Metropolitan Region.

The MTS has considered advice from the Department of Health which advised that a revised draft of the GSP will be advertised for public comment in the near future. The provisions of the 2011 draft GSP are subject to change, although it is worthwhile to examine notable aspects of the 2011 draft GSP.

The aim of the draft GSP is to promote reticulated sewerage for all new developments and subdivision and where this is not achievable, to establish alternative requirements. The draft GSP recommends that in unsewered areas minimum lot sizes be determined by soil type, with Table 2 below outlining the recommended minimum sizes under this system. Soil categories 4, 5 or 6 would most likely apply to Mingenew, which would mean a minimum lot size of 2000m² would be required.



| Soil Category | Soil Texture | Minimum Lot Size |
|---------------|-----------------------|--------------------|
| 1 | Gravels and sand | 1000m ² |
| 2 | Sandy loams | 1000m ² |
| 3 | Loams | 1000m ² |
| 4 | Clay loams | 2000m ² |
| 5 | Light clays | 2000m ² |
| 6 | Medium to heavy clays | 2000m ² |

Table 2 Draft GSP – Minimum Lot Sizes Per Soil Category

The Department of Health has advised that Table 2 may be subject to change.

In addition to the above size restrictions, where on-site effluent disposal is proposed, the GSP requires applicants to provide the following information to the satisfaction of approval agencies:

- ▲ Demonstration of site suitability for on-site effluent disposal;
- ▲ Site assessments for each lot by a qualified person;
- ▲ A signed guarantee by the site evaluator/soil assessor;
- ▲ Disposal to occur within the lot boundary; and
- ▲ Apparatus for sewerage disposal to be approved by the Executive Director, Public Health.

Should these policy requirements be adopted, it may make it difficult for individual developers in Mingenew to proceed with projects given the costs to be incurred by commissioning technical investigations to accompany proposals for on-site effluent disposal. Given this, it is important for the Shire to continue to monitor the progress of the draft GSP and, if necessary, to make a submission on the revised draft during the advertising period.

3.2 Local Planning Framework

3.2.1 Mingenew Strategic Community Plan

The Shire of Mingenew Strategic Community Plan ('SCP') identifies the Mingenew community's visions and is the Shire's principal strategic guide for future planning and services. Given its currency, the MTS has been prepared to be consistent with the vision and objectives of the SCP. The SCP identifies four key objectives, associated outcomes and performance measures which are summarised in Table 3:

| | Objectives | Outcomes | Key Performance Measures |
|------------------|---|--|--|
| Economic | To be a diverse and innovative economy with a range of local employment opportunities. | <ul style="list-style-type: none"> - Increase the number of visitors and extend the tourism season within the region. - Increased availability of serviced residential, commercial and industrial land. - To maintain and increase the number of local businesses, industries and services that will provide a range of employment opportunities for the people of Mingenew. - Protect and enhance economic infrastructure. - Ensure the provision of adequate services to support economic growth. | Population statistics. No. of business licences. Vacancy rates (business and residential). No. of building approvals. |
| Environment | A sustainable natural and built environment that meets current and future community needs. | <ul style="list-style-type: none"> - Our natural environment is enhanced, promoted, rehabilitated and leveraged so it continues to be an asset to our community. - Our indigenous and cultural heritage is acknowledged. - To retain Mingenew as an attractive town that is a comfortable and welcoming place to live and visit, and reflects our lifestyle values. - To provide recognition and retention of places of heritage. - Safe and functional road and ancillary infrastructure. - Efficient usage of resources. | Percentage of waste placed in landfill. Energy usage statistics. |
| Social | A safe and welcoming community where everyone has the opportunity to contribute and belong. | <ul style="list-style-type: none"> - Maintain and increase population. - Maintain the provision of high quality community infrastructure. - Affordable housing options that respond to community needs. - Improved community health and well-being. - Improved capacity of education and training. - Community events continue to be supported. - Maintain a safe community environment. | Crime rates. Community participation rates. Community satisfaction levels. No. of cultural events. |
| Civic Leadership | A collaborative and innovative community with strong and vibrant leadership. | <ul style="list-style-type: none"> - A well informed and engaged community that actively participates. - An open and accountable local government that is respected, professional and trustworthy. - Improved partnerships. - Long term planning and strategic management. - Achieve a high level of compliance. | Financial ratios. Long-term financial viability. Asset sustainability ratios. Employee retention levels. Volunteer levels. |

Table 3 SCP Objectives, Outcomes and Performance Measures



Some of the outcomes associated with these four objectives are particularly relevant to this MTS in that they recognise that opportunities exist for Mingenew over the next decade to retain and increase the population base. In achieving this aim there is a need to ensure that services and infrastructure are maintained and developed into the future. The objectives of this MTS are to:

- ▲ Increase the number of visitors and extend the tourism season within the region;
- ▲ Increase the availability of serviced residential, commercial and industrial land;
- ▲ Maintain and increase the number of local businesses, industries and services that will provide a range of employment opportunities for the people of Mingenew;
- ▲ Ensure the provision of adequate services to support economic growth;
- ▲ Ensure that our indigenous and cultural heritage is acknowledged;
- ▲ Retain Mingenew as an attractive town that is a comfortable and welcoming place to live and visit, and reflects our lifestyle values;
- ▲ Provide recognition and retention of places of heritage;
- ▲ Safe and functional road and ancillary infrastructure;
- ▲ Maintain and increase population;
- ▲ Maintain the provision of high quality community infrastructure; and
- ▲ Allow for affordable housing options that respond to community needs.

To reflect these objectives, the MTS recommends the following actions:

- ▲ Provide good quality tourism facilities such as rest areas and toilets;
- ▲ Investigate and develop options for additional tourism and service worker accommodation;
- ▲ Install interpretive trails and signage, including the CBH receival point and indigenous heritage;
- ▲ Ensure there are adequate land options available for residential, commercial, and industrial purposes;
- ▲ Investigate and facilitate community investment in the relocation of the roadhouse;
- ▲ Increased availability of electricity;
- ▲ Maximise the effective use of water resources within the Shire;
- ▲ Continue to implement the Town Centre Beautification Plan;
- ▲ Maintain the current high standard of presentation;
- ▲ Develop and implement a Footpath Plan;
- ▲ Provide accommodation for service workers and housing seniors; and
- ▲ Develop new housing for the aged through a joint venture program.

3.2.2 Plan for the Future 2010-2013

The Plan for the Future 2010-2013 ('PF') was prepared by the Shire to "assist Council in establishing priorities and to better serve the needs of the community." The PF is to function as a strategic plan for the future to help guide decision making, determination of priorities and organise funding arrangements across the full range of functions and services of the Shire.

The PF outlines objectives, strategies and actions related to the environment, economy and social spheres. The following actions are relevant to the MTS:

- ▲ Undertake a study of drainage issues within the Mingenew townsite with a view to improving water runoff;
- ▲ Develop footpath improvement program in line with Asset Management Plan and include a bicycle/dual use path options;
- ▲ Develop improved truck parking along the main street of Mingenew;
- ▲ Develop a Tourism Strategy to support and encourage tourists and to provide the appropriate facilities in consultation with the Tourist & Promotions Committee;
- ▲ Restoration/repair to old railway station building;
- ▲ Continue with planning and implementation of further industrial and residential land developments; and
- ▲ Progress development of additional aged persons units with a joint venture with the Department of Housing and Works.

3.2.3 Local Planning Strategy

The Local Planning Strategy ('LPS') provides the framework for the control of land use and development, creates procedures for the assessment and determination of applications and sets out the Shire's planning aims for the District.

The LPS covers the entire Shire area although the focus is on the Mingenew townsite. The majority of the planning issues and development demands are centred around the Mingenew townsite.

Part 8 of the LPS sets out 'Scheme Proposals' that include:

- ▲ Provide for future land use needs and town site expansion;
- ▲ Identify future residential land to meet the needs of the private sector;
- ▲ Encourage new industries and business;
- ▲ Encourage tourism opportunities;
- ▲ Provide for mining activities; and
- ▲ Preserve, protect and enhance the Mingenew townscape and historic buildings.

These aims are reiterated where relevant throughout this MTS.

Some of the notable 'Scheme Proposals' identified in the LPS include the following:

- ▲ The LPS recommends a 1000m² minimum lot size in accordance with the CSP. However, TPS3 subsequently applied a R12.5 density coding to the 'Residential' areas of the townsite, which allows for a 700m² minimum lot size. This is unlikely to be supported by the Department of Health under the CSP;

- ▲ The LPS provides an industrial subdivision plan for the 'General Industry' zone which appears to be partially complete. As several of the smaller lots are vacant, the lot sizes proposed may not suit the needs of industrial users;
- ▲ The LPS established a case for the re-alignment of Midlands Road. The re-routing seeks to minimise traffic conflict on Midlands Road, allow it to focus more on a residential and tourist function, and allow for a greater pedestrian movement;
- ▲ The LPS recognises the need to concentrate activity within the 'core' Town Centre rather than extending it along the main street, resulting in gaps and dilution of main street identity and function; and
- ▲ The LPS recognises the need to protect the heritage of the Town. This is reflected in Clause 7.5 of TPS3.

3.2.4 Mingenew Townscape Plan 1989

The Mingenew Townscape Plan ('MTP 1989'), although over 20 years old, identifies many townscape issues that remain highly relevant. The MTP 1989 contained two parts; 1) a Townscape Improvement Program that included a character study of the town, and 2) a Landscape Report.

The Townscape Improvement Program

In terms of the 'townscape' the MTP identifies a number of landmarks throughout the town encompassing both built form and the natural landscape. The MTP notes that the town entry points, view corridors, historic buildings, advertising, parking and open space are all important components of the overall streetscape image. The MTP concludes that the overall streetscape image of the town is tired.

Other significant landmarks identified are the Mingenew Hill, the wheat bins and the railway. These landmarks are highly visible and form an integral part of the backbone of the town. The MTP concludes that these important landmarks are not adequately promoted.

The MTP also provides advice on zoning changes for Mingenew. It recommends a Town Centre Area to be concentrated in a linear form from Bride Street west to William Street. It further recommends that this area be the focus of activity including retail land uses. It also recognises the importance of both the Midlands Road and Victoria Road in providing a number of important local services for residents.

The Midlands Road is described as being *"...characterised by a variety of building forms, differing setbacks and a number of very unattractive commercial frontages"*. The MTP recommends that in the short term the Midlands Road area could be improved by minor repairs to the shop frontages, improved signage and landscaping. In the medium term a re-emergence of verandahs along the street was recommended and in the long term infill development and the redevelopment of existing buildings in a building form that contributes to the appearance of the streetscape was suggested.

Victoria Road comprises a number of building styles where the historic buildings and private residences are well maintained and presented, though there are a number of unkempt or vacant lots that detract from the appearance of the street. The recommendations for Victoria Road focus on the longer term and the redevelopment of vacant lots. Both commercial and residential lots need to be redeveloped to high standard.

The illustrations included in the MTP provide an indication for the vision for the streetscape that would still be relevant today.

Finally the MTP provides comment on both vehicular circulation through the town, parking provision and the provision of pedestrian areas. These issues will be addressed and considered as part of the MTS.

Landscape Report

The intent of the landscape report was to identify existing landscape and open space resources and provide recommendations for improvements with the aim of improving the town aesthetically and protect the local micro-climate.

One of the key recommendations was adopting a 'theme' plant for Mingenew. The Bird Beak Hakea (*Hakea orthorhyncha*) was recommended as the symbolic theme plant for the town as it is an important local plant. It was recommended that the Bird Beak Hakea be planted at town approaches and open space precincts.

The landscape report divided the town into 6 areas and provided detailed recommendations for planting, street furniture and general aesthetic improvements. The landscape report provided recommendations on key entry statements into the town that addressed both landscaping and the entry statement locations.

The significance of the MTP is that it highlights that in facilitating any further growth of the town needs to adhere to the broader objective of improving and maintaining the townscape and appearance of Mingenew. The MTP emphasises the role that both the built environment and landscaping can play in enhancing the appearance of the town for both residents and visitors.



Plate 1 Bird Beak Hakea

3.2.5 Water Source Protection Plan - Mingenew Town Water Supply 2001

The Waters and Rivers Commission (now the Department of Water) prepared the Water Source Protection Plan ('WSPP') in regards to the Mingenew town water supply.

The Mingenew town water supply comes from four Water Corporation production bores that extract groundwater from the semi-confined aquifer of the Parmelia Formation. The Mingenew Water Reserve was declared in December 1983. The intent of the WSPP is to provide a management plan for the protection of groundwater resources in the Mingenew Water Reserve. The plan also establishes a basis for the promotion of compatible, non-polluting land uses within the reserve.

The Department of Water develops policies for the protection of public drinking water source areas based around three levels of priority classification. The Mingenew Water Reserve is classified for a Priority 2 (P2) source protection and aims to ensure there is no increased risk of pollution to the water source. P2 areas are declared over land uses where low density development (such as rural) already

exists. Protection of public water supply is a high priority in these areas. One of the key management strategies in regard to land use planning relates to the assessment of development proposals with respect to water quality protection.

In the case of Mingenew this P2 protection area lies to the south west of the urban area south of Phillips Road and to the west of the Midlands Road. It primarily includes land zoned 'Rural/Mining' under LPS3 as well as the Mingenew Recreation Centre and Golf Course, along with a small area of Rural Residential zoned land.

The WSPP includes a table showing land use compatibility with the Department of Water's *Water Quality Protection Note 25 – Land Use Compatibility in Public Drinking Water Source Areas*. For P2 areas the table shows that further subdivision is not generally compatible with these areas – refer to Table 4 below.

| Subdivision | | | |
|---|--------------|-----------------|-----------------|
| Land Use | Priority 1 | Priority 2 | Priority 3 |
| Rural subdivision to a minimum lot size of 4ha | Incompatible | Compatible | Compatible |
| Rural subdivision to a lot size less than 4ha | Incompatible | Incompatible | Incompatible |
| Special rural subdivision to a minimum lot size of 2ha | Incompatible | Conditional 8,9 | Conditional 8 |
| Special rural subdivision to a lot size between 1 and 2ha | Incompatible | Incompatible | Conditional 8,9 |
| Special rural subdivision to a lot size less than 1ha | Incompatible | Incompatible | Incompatible 9 |
| Urban subdivision | Incompatible | Incompatible | Compatible 6 |
| Industrial subdivision | Incompatible | Incompatible | Conditional 6 |
| Note: Subdivision of lots to any size within Priority 1 areas is incompatible | | | |

Table 4 Land Use Compatibility in Public Drinking Water Source Areas

Special Rural lots above 2 hectares may be considered subject to certain provisions which include:

8. Lots should only be created where land capability allows effective on-site soakage disposal of treated wastewater. Conditions apply to siting of wastewater disposal systems in areas with poor land drainage and/or a shallow depth to groundwater, animals are held or fertiliser is applied. Alternative wastewater treatment systems, where approved by the Health Department, may be accepted with maintenance requirements.

9. An average rather than minimum lot size may be acceptable if the proponent can demonstrate that the water quality objectives of the source protection area are met, and caveats are placed on titles of specified blocks stating that further subdivision cannot occur."

The Department of Water advised that the P2 classification is in force for the Mingenew Public Drinking Water Source Area. Therefore intensification of land use to the south of the existing townsite is significantly constrained.

3.2.6 Mingenew Town Drainage Preliminary Report 2001

Greenfield Consulting was previously engaged by the Shire of Mingenew to undertake a study of the existing drainage infrastructure in Mingenew to identify recommendations for improving drainage.

The Town Drainage Preliminary Report ('TDPR') identified that whilst drainage systems are generally designed to cater for a one in five year storm event, eight out of nine pipe runs within the townsite of Mingenew had insufficient capacity to cater for a one in two year storm event. This means the TDPR anticipates that for nearly 90% of the existing infrastructure, there will be at least one storm every two years where run-off flows will exceed drain capacity and result in stormwater discharge into the street. A programme to upgrade existing infrastructure to increase effectiveness was also included in the TDPR along with indicative costings.

The TDPR also identifies particular areas where surface water flows are problematic, such as along Oliver Street where excess runoff discharges into privately owned land and flows towards the caravan park. This MTS has considered the town drainage with respect to infill development of underutilised land.

3.2.7 Summary

The literature review of the regional and local planning framework for Mingenew highlights several key considerations that form the strategic recommendations of this MTS. These include:

- ▲ Within the North Midlands sub region Mingenew is envisaged to remain as a 'Local Centre', providing functions including civic administration, limited retail, and a primary school;
- ▲ As Mingenew does not have a reticulated sewerage service, future development will be influenced by the provisions of the draft CSP and draft GSP;
- ▲ The Mingenew community has aspirations for continued economic growth, particularly in the tourism and mining sectors, and wants to make sure this growth can be accommodated through the provision of serviced residential, commercial, and industrial land;
- ▲ The strategic recommendations of the LPS, particularly with respect to the placement of 'Industrial' and 'Rural Residential' land need to be reviewed;
- ▲ Much work has been done previously through the MTP with respect to built form, streetscape and landscaping and these issues remain relevant today;
- ▲ Land immediately south of the Mingenew townsite is contained within a Priority 2 Public Drinking Water Source Area ('PDWSA'). Based on Department of Water policy this means that the potential for further subdivision in this area is significantly constrained; and
- ▲ Existing drainage infrastructure in areas of the town is ineffective leading to overland flooding at least once every two years. This is a further constraint to development in localised areas.

04

Analysis: Opportunities and Constraints

4.1 Introduction

This section of the MTS identifies the key attributes of the town examining both opportunities and constraints for future development and change. Understanding the positive attributes and challenges of the existing urban form provides a basis for the strategic recommendations in Part 6.0.

An Opportunities and Constraints Plan was prepared prior to the community workshop, and is included as Figure 4. The elements of the Opportunities and Constraints Plan are elaborated upon in Sections 4.2 and 4.3, below.

4.2 Opportunities

4.2.1 Availability of Community Services and Facilities

Mingenew offers a variety of community services and facilities to residents of the town and its surrounding hinterland. These services and facilities help people feel engaged in their community. This is important for both the retention of existing residents and for encouraging migration to the Town.

The community services and facilities currently available to Mingenew residents include:

- ▲ Shire Council;
- ▲ Library;
- ▲ Mingenew Pre-School/Primary School;
- ▲ Post Office;
- ▲ Community Hall;
- ▲ Recreation facilities including playing fields and race course;
- ▲ Police Station;
- ▲ Community Resource Centre;
- ▲ Museum;
- ▲ Various community groups such as playgroup, patchwork, Historical Society, etc.;
- ▲ Silver Chain Medical;
- ▲ St Josephs Church and Mingenew Anglican Church of Resurrection;
- ▲ Day Care;
- ▲ Tourist Information Centre; and
- ▲ Various sporting clubs including bowls, golf, football, netball, hockey, tennis, cricket.

4.2.2 Residential Land Supply

Mingenew currently has 122 vacant 'Residential' zoned lots capable of supporting single dwellings. In addition, there are 'Residential' lots capable of further subdivision, although many of these lots are currently occupied by single dwellings which can affect the likelihood of subdivision occurring. Figure 5 shows current vacant land and land with subdivision potential.

The Residential Design Codes density coding applied to the 'Residential' zone in Mingenev is R12.5, for which a minimum lot size of 700m² and an average lot size of 800m² is applicable. Under the CSP further subdivision into lots less than 1000m² is unlikely to be supported by the Department of Health. Therefore in calculating the future subdivision potential of existing 'Residential' zoned land a lot size of 1000m² has been utilised. On this basis, an additional 48 residential lots could be achieved if all land capable of subdivision was subdivided and subsequently developed to its fullest extent.

The 2011 Census data states that the average number of persons per dwelling in the Mingenev locality is 2.3 [Australian Bureau of Statistics, 2011]. At this household size, the townsite has the capability to support an additional 292 persons on currently vacant land, and a further 115 persons on potentially subdividable land. The addition of 407 persons would more than double the town's current population of 275 persons [Australian Bureau of Statistics, 2011].

Infill development and subdivision on currently vacant land within the townsite is a preferable option to greenfield expansion on the periphery of the townsite for several reasons, including:

- ▲ It would avoid the 'donut' effect of an underutilised town centre surrounded by new/developing land on the fringe;
- ▲ It would allow for a consolidation of land within the town, adding to diversity, vibrancy and completeness;
- ▲ It would minimise infrastructure/development costs associated with the extension of services and roads, leading to a more efficient use of any existing infrastructure that currently supports the town; and
- ▲ It would provide opportunity for existing landowners to capitalise on any growth in demand for subdivision/development that will in turn generate further opportunity for spending and investment for the town.

Notwithstanding the above, it is noted that in some cases there are site specific constraints which will hinder the full complement of vacant land supply being developed. These constraints will be further discussed in Section 4.3 of the MTS.

The only exception to the preference for infill development is where land is required to facilitate greater housing choice in the town through the provision of 'Rural Residential' lots. Subdivision of this kind cannot be accommodated within the existing townsite.

4.2.3 Surplus Commercial and Industrial Land

There are 14 vacant lots within the Mingenev townsite zoned 'Commercial' that have the potential to support new commercial development. There is also one commercial lot capable of further subdivision into two lots, although this lot is occupied which may affect the likelihood of subdivision occurring [Refer Figure 5]. The existing 'Commercial' zone extends south from the Midlands Road to King Street between William Street and Bride Street, and that the majority of developed land within this area comprises residential dwellings rather than commercial buildings.

There is currently one vacant building in the 'Commercial' zone, a shed on the corner of Midlands Road and Mingenev-Morawa Road.

Given that there is considerable surplus Commercial zoned land within the town centre, it is recommended that infill commercial development is promoted over any expansion of additional Commercial land in the short and medium term. New commercial development to the 'Main Street' (i.e. Midlands Road) will add to diversity, vibrancy and completeness, as this currently contains gaps in development.

Within the 'General Industry' zoned area there are 20 vacant lots which do not contain substantial improvements. Of these lots, three lots are used for gravel hard stand storage associated with trucking companies. The 'General Industry' zoned area also contains six larger lots consisting of approximately 9.91 hectares, which could be further subdivided should demand require (Refer Figure 5). However, subdivision into smaller lots is not recommended (down to 1000m², similar to those on Donald Street), as it appears from the lack of development in this section that such lots are too small to accommodate industrial development. There are also two non-conforming dwellings located along Donald Street and it is envisaged that at some time in the future these lots will convert to industrial use. There are no vacant industrial buildings in the area at present.

Whilst further subdivision of the existing 'General Industry' zoned land is possible in some instances, it is also considered that additional industrial land supply may be required, particularly for industrial uses which require larger lots.

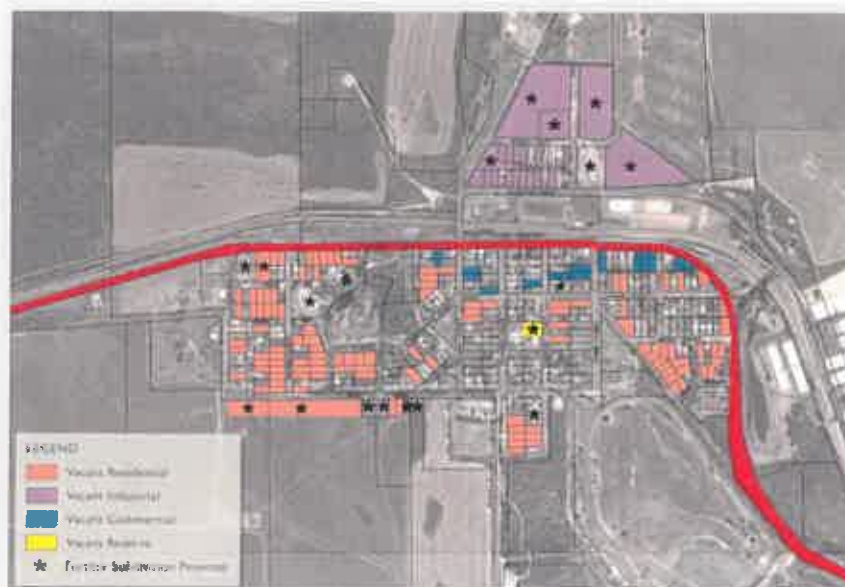


Figure 5 Vacant Land

4.2.4 Surplus Civic and Cultural Land

At present there are a number of sites that are reserved for civic and cultural purposes under TPS3 which may have further development potential. Both Lot 66 Victoria Road (R26455) and Lot 71 Spring Street (R30466) are Crown Reserves with management orders in favour of the Shire of Mingenew for the purposes of 'Municipal Depot.' Whilst the southern portion of Lot 66 Victoria Road appears to be occupied, there may be some opportunity to further develop the northern portion, if it is not going to be required for municipal purposes in future. Additionally, the Shire Depot is situated across Lot 71 as well as the adjacent lots 114-117 Linthorne Street, which are a mixture of Shire and private ownership. It is understood that the depot will ultimately be relocated to the industrial area, and this will provide an opportunity to remediate and develop this land for residential use.

Should further residential land be required, there is the potential to investigate the development of the southern portions of Lot 268 Midlands Road (which is held in freehold ownership by the Shire of Mingenew) and Lot 1 Midlands Road (which is held in freehold ownership by the 'Upper Irwin Roads Board') adjacent to the Mingenew Caravan Park, as these areas are currently vacant and may be able to be developed for residential purposes.

4.2.5 Architectural Heritage

Mingenew has a large number of important and picturesque heritage buildings. These buildings span various eras and styles and reflect the local building materials for this region. The buildings accommodate a range of uses from civic, retail and tourism, for example, Mingenew Commercial Hotel (see Plate 5) and the Shire Administration Office (see Plate 3).

There is currently one building in Mingenew that is registered on the State Heritage Office's State Register of Heritage Places – the Police Residence at 31 William Street. There are also numerous places of local significance which have been recognised through the Shire's Municipal Heritage Inventory, with several of these also listed on the State Heritage Office's InHerit database.

The Local Planning Strategy lists the following buildings as having State heritage significance (although with the exception of the Police Residence none of these are included on the State Register):

- ▲ Commercial Hotel - Railway Street;
- ▲ Post Office Quarters - Railway Street;
- ▲ Church of the Resurrection - Victoria/Irwin Street;
- ▲ St Joseph's Presbytery - William Street/Irwin Street;
- ▲ Shire Office and Former Hall - Victoria Road;
- ▲ Old Roads Board Office - Victoria Road; and
- ▲ Police Residence - William Street.

The above-mentioned places are identified on Figure 6 which show that the majority are located in and around the historic centre of the town being Victoria Road and Midlands Road.

These heritage places are extremely important as they provide a reference to the historic development of the town over time. The buildings are central to Mingenew's identity, are an integral part of the townscape and crucial to its sense of place and history.

Many of the most significant historic buildings are located on Victoria Road and visitors passing through Mingenew via the Midlands Road would generally not be aware of their presence. There is an opportunity to improve advertising along Midland Road as part of a tourism strategy for the town.



Plate 2 Church of the Resurrection



Plate 3 Shire of Administration Office





Plate 4 Historical Society Office



Plate 5 Commercial Hotel



Figure 6 Places of State Significance

4.2.6 Architectural Style

Architectural style refers to a combination of factors that influence building construction, such as built form, construction materials and local character. Architectural styles evolve over time and reflect the historic context and growth of an area. The local architecture of Mingenew spans many eras from the 1890s to the present, and there are still common elements from different periods that can, when possible, be incorporated into new development. Older development in Mingenew is characterised by the usage of local stone, gabled roofs and fenestration detail (see Plates 6 and 7).

Early residences incorporate hipped roofs and large verandahs (see Plate 6).

Present day residential development is characterised by houses with little to no roof pitch, constructed of weatherboard, corrugated iron and/or Colorbond sheeting (see Plate 8). Some newer homes have returned to passive climate responses typical of earlier housing and incorporate eaves and verandahs into the design detail. In keeping with the rural nature of the community many homes have open style fencing, larger sheds and outbuildings, rain water tanks and other modern improvements.

To promote flexibility and encourage new residential development, it is not recommended that any design controls be implemented for residential dwellings, however developers will be encouraged to draw from the architectural palette of traditional homes in the townsite when planning new development.

Commercial buildings along the Midlands Road vary in style depending on when they were constructed. A common feature amongst the older buildings is a nil setback to the street with parking located either on-street or to the rear of the building.

Newer commercial buildings are generally constructed of tin and steel and are the typical 'shed' design. These buildings generally have a greater setback from the Midlands Road and may provide parking and / or a display area in the front setback.

In order to perpetuate the 'Main Street' character of the Midland Roads there is an opportunity to impose some level of built form control for new buildings within the Town Centre – particularly with respect to setbacks and location of parking.



Plate 6 Historic Residence



Plate 7 Police Residence



Plate 8 Contemporary Residence

4.2.7 Midlands Road and Victoria Road

Midlands Road and Victoria Road together form the heart and spine of Mingenew. Victoria Road accommodates administrative and community functions, as well as a number of significant heritage buildings. Midlands Road is the predominant location for commercial land uses and is most likely to capture the passing trade. There are opportunities with both land use and built form to improve the appearance and function of both of these roads.

4.2.8 Tourism - Making Mingenew a Place to Visit

There are a range of opportunities to improve and promote tourism in Mingenew. A key objective for the Shire is to provide a diverse and innovative economy with a range of local employment opportunities of which tourism could make a contribution. There is a desire to increase the number of visitors and extend the tourism season within the region. Retaining Mingenew as an attractive town that is a welcoming place to live and visit is a high priority for the Mingenew community.

Mingenew is set in an undulating landscape characterised by open plains and rugged hills. This landscape hosts significant wildflower blooms that are a tourist attraction throughout the winter season. The town is in proximity to places of natural beauty, as it is overlooked by the Mingenew Hill (see Plate 9) and located approximately 34 kilometres south of the Coalseam Conservation Park.

Within Mingenew buildings display creative elements, at Drover's Rest and the 'big ears' in Cecil Newton Park (see Plate 10), which add visual interest and promote the history of the town.



Plate 9 Mingenew Hill



Plate 10 'Big Ears'



Plate 11 Tourist Signage

4.2.9 The Prospect of Mining

The Local Planning Strategy (LSP) indicates that whilst there is presently no mining activity within the Shire, a number of historic and mapped tenements exist. There are a number of explorations active in the area seeking coal, oil and gas, heavy mineral sands, limestone and limesands, and industrial minerals. With respect to the potential impacts that a significant mining discovery could have on the town, LPS states *'...a mineral or gas discovery could mean new employment and infrastructure opportunities within the Shire.'*

Depending on the significance of a new mining project, the impacts on the town could include:

- ▲ Additional industrial land required to accommodate affiliated business growth rather than risk losing those businesses to other towns with greater (or better) industrial land supply;
- ▲ Short term residential land required to accommodate start-up/construction work force;
- ▲ Longer-term residential requirements for operational staff to avoid losing residents to nearby towns; and
- ▲ The need to address servicing constraints such as lack of reticulated sewer.

This MTS aims to examine areas which may be suitable to accommodate short-term needs (such as for construction workforce) as well as long term growth.

4.2.10 Heavy Vehicle Bypass

The Shire has undertaken investigations into the provision of a heavy vehicle bypass which will divert truck movements away from the commercial centre of town along the Midlands Road. It is envisaged that the bypass will utilise the existing Boolinda Road, Eleanor Street and Mingenew-Morawa Road. For this to occur, it is likely that Boolinda Road and Eleanor Street will require widening and re-sealing, and that substantial intersection upgrades will be required to the Boolinda Road – Midlands Road intersection and the Eleanor Street – Mingenew-Morawa Road intersection. Further liaison with Main Roads WA is required to ensure all necessary road safety standards are met, and signage will have to be installed to direct vehicles to the bypass.

4.2.11 Land Tenure

Land tenure mapping for Mingenew demonstrates that the majority of vacant land is held in freehold title with single owners. This can be both an opportunity and constraint as it means that infill development will need to be undertaken largely by individual landowners. A land tenure plan is included as Figure 7.

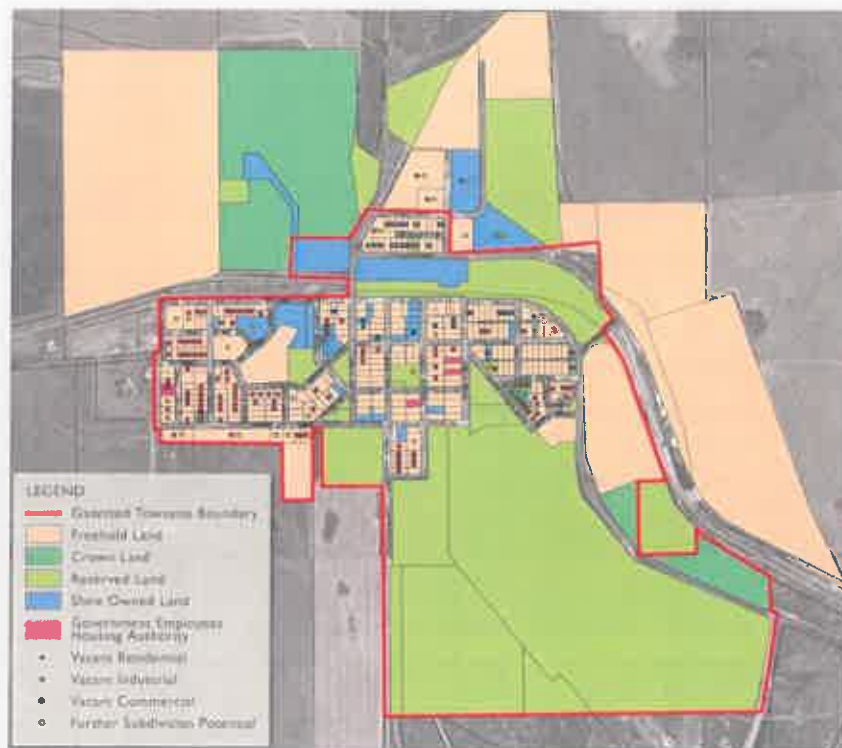


Figure 7 Land Tenure Plan

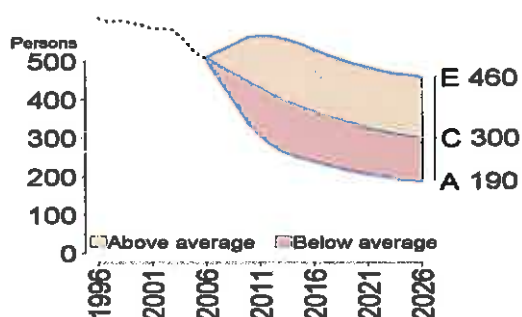
4.3 Constraints

The following section outlines some of the key constraints affecting future expansion and development opportunities for Mingenew.

4.3.1 Projected Population Decline

The recent census data for the Shire of Mingenew recorded a total of 480 persons, with the Mingenew townsite accommodating 275 persons (2011 Census). This is a slight increase on a Shire wide level from the 2006 Census figures, which showed a Shire population of 471 persons, however the townsite experienced a slight decline over the same period from a 2006 population of 283 persons. As the rate of change over the past 5 years has been minimal, it can be considered that the population of Mingenew is at present static.

In 2012 the Department of Planning released the Western Australia Tomorrow Population Report No. 7, 2006-2026 ('WA Tomorrow'). WA Tomorrow includes five different simulations, with Band A being the lowest simulation and Band E being the highest. Table 5 shows the population projections for the Shire of Mingenew which are also visually depicted in graphical form.



| | BAND A | BAND C | BAND E |
|------|--------|--------|--------|
| 2006 | 510 | 510 | 510 |
| 2007 | 460 | 490 | 530 |
| 2008 | 420 | 480 | 540 |
| 2009 | 380 | 460 | 550 |
| 2010 | 340 | 450 | 560 |
| 2011 | 310 | 430 | 570 |
| 2012 | 290 | 420 | 570 |
| 2013 | 270 | 400 | 560 |
| 2014 | 260 | 390 | 550 |
| 2015 | 250 | 380 | 540 |
| 2016 | 240 | 370 | 530 |
| 2017 | 230 | 360 | 520 |
| 2018 | 220 | 350 | 510 |

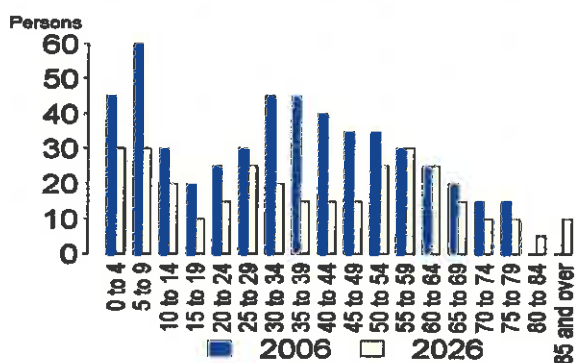
| | | | |
|------|-----|-----|-----|
| 2019 | 220 | 340 | 500 |
| 2020 | 210 | 340 | 490 |
| 2021 | 210 | 330 | 490 |
| 2022 | 200 | 320 | 480 |
| 2023 | 200 | 320 | 470 |
| 2024 | 190 | 310 | 470 |
| 2025 | 190 | 310 | 460 |
| 2026 | 190 | 300 | 460 |

Table 5 WA Tomorrow Population Forecasts 2006-2026 (WAPC 2012)

It is noted that even the 'high growth' scenario, or Band E, under WA Tomorrow predicts that the population of the Shire of Mingenew will decline over the next 20 years. Band C, which is intended to be the moderate scenario, predicts a decline of 210 persons.

Based on the above, stemming population decline is an important issue for Mingenew. According to WA Tomorrow there are some key demographic gaps in Mingenew at the moment, most notably between the ages of 15-19 and 20-24. This appears to be a common issue in country areas as young people leave the district for secondary and tertiary education opportunities and fail to return.

Another gap at present is elderly residents aged 80 and over. Whilst the 2006 Census did not record any people in this demographic group in the Shire of Mingenew, WA Tomorrow predicts that by 2026 there will be a small proportion of such residents. Making provision for high quality aged persons accommodation an important issue for the Mingenew community.



4.3.2 Public Drinking Water Source Area

A Public Drinking Water Source Area (PDWSA) is located to the south of the existing townsite and has a P2 classification. The purpose of the P2 classification is to ensure there is no increased risk of pollution to the water source. The compatibility of various land uses within a PDWSA is discussed in the Department of Water's *Water Quality Protection Note 25*. In short, urban and 'Rural Residential' subdivision is generally not supported within a P2 PDWSA. Additionally, the Department of Water has advised that a rezoning of land within the PDWSA from 'Rural/Mining' to a zone that would support

more intensive development would not be supported. The only exception that the Department of Water may entertain is a further subdivision of Lot 5 Nelson Pearce Street, which is currently zoned 'Rural Residential,' into lots down to 1 hectare in accordance with the provisions of TPS3. This could potentially yield up to four 'Rural Residential' lots.

Within the PDWSA further expansion of the Mingenew townsite southward is extremely unlikely. The only way this situation would change is if the boundaries of the PDWSA were realigned. Whilst this could occur, the process is protracted as amendments to a gazetted PDWSA under the *Country Areas Water Supply Act 1947* must be approved by the Minister and endorsed by both houses of Parliament. Requests to amend the boundaries of a PDWSA are generally initiated through recommendations and technical investigations undertaken by the Department of Water, which is meant to review its Water Source Protection Plans [WSPP] every five years. Whilst the adopted Mingenew Water Reserve WSPP was prepared in 2001, the Department of Water does not have any immediate plans to review the document. The cost of a second party undertaking such a review (i.e. such as a developer) is considered to be cost prohibitive.

As a result, it is recommended to concentrate investigations into the potential expansion of the townsite to other areas.

4.3.3 Barriers to Industrial Expansion

To the north of the 'General Industry' zone is a large triangular shaped lot (Lot 2 Ernest Street) which is currently zoned 'Rural Residential' and occupied by a single dwelling. This lot is not considered desirable for future residential or rural residential development as it is isolated from the town centre and adjacent to industrial uses. The current zoning also constrains industrial expansion to the north, which would be desirable as it would direct industrial development further away from the more sensitive residential uses in the town centre. This MTS recommends that consideration be given in the medium to long term to rezoning this area to 'General Industry' to allow for future industrial expansion.

4.3.4 Effluent Disposal

Mingenew is not connected to a reticulated sewerage system. The Water Corporation has also advised that Mingenew is not currently on its infill sewerage program list, and consequently there are no plans to provide reticulated sewerage to the town.

The *Water Services Act 2012* allows the Economic Regulation Authority to issue licences to independent providers of water and sewerage services. In theory, an independent provider could apply for a license to supply reticulated sewerage to Mingenew, however it is unlikely that this would be financially viable. Therefore it is unlikely to occur without significant funds from outside sources such as the State Government or Federal grants.

Under the CSP and draft GSP it is not possible to increase the residential density in Mingenew through grouped, multiple dwellings or mixed use development, as the minimum lot size the Department of Health will support per dwelling is 1000m². This may also limit the provision of aged persons accommodation (as this form of accommodation is usually of a higher density), as well as the creation of short-term accommodation for any sudden population influx, such as a construction workforce associated with a new mining project.

There is the potential to investigate alternative forms of effluent disposal beyond traditional septic systems, such as Aerobic Treatment Units ('ATUs') or small scale on-site treatment plants which may allow for a slight variation to the provisions of the CSP. These investigations should be undertaken in cooperation with the Department of Health.

4.3.5 Land Subject to Inundation

The Opportunities and Constraints Plan shows certain areas of the Mingenew townsite that are subject to inundation during periods of heavy rainfall, particularly along Shenton Street between King and Irwin Street, Oliver Street between Lee Steere Street and Phillip Street, and Lee Steere Street north and west of the caravan park. There are several vacant lots in these areas which locally are not considered attractive for development because of this issue.

Figure 8 shows a topographic map of the townsite.

The effects of inundation are further exacerbated by the clay soils and high water table, which minimise infiltration. Given these constraints, the operation of traditional septic/leach drain systems is heavily compromised.

4.3.6 Water and Power Supply

4.3.6.1 Water Supply

The Water Corporation has advised that the majority of the vacant existing lots within the Mingenew townsite can be provided with a water supply, regardless of whether or not they have a water meter connected. However, there are approximately 30 existing lots, which do not currently have water supply available, as water reticulation infrastructure does not extend down that part of the street. This will constrain development in these areas.

Figure 9 shows the vacant lots which are not currently provided with a reticulated water supply.

The Water Corporation have advised that until water scheme planning is done for Mingenew, it should not be assumed that there is capacity in the scheme to service lots that are not currently connected (including new lots). Any with proposals to extend reticulation are to be assessed on a case by case basis as they are received.

4.3.6.2 Power Supply

All new forms of development will put additional pressure on the generation of electricity. Electricity supplies within the region have historically had issues with reliability and any new development will exacerbate this. To date, Western Power has been unable to supply detailed information with respect to the current capacity.

4.3.7 A Divided Town

Midlands Road and rail line provide a physical separation between the northern and southern sections of the Mingenew townsite. This division is enhanced by the fact that industrial development has been concentrated north of the railway, with residential, commercial and civic development located to the south.

The LPS indicates that the width of Midlands Road is less than the 60m desired by Main Roads WA, and will require an upgrade. The LPS makes no recommendations on this upgrade in the short or medium term.

4.3.8 Amenity Impacts of Existing Industrial Development

Existing industrial development in proximity to the Mingenew townsite, particularly the CBH grain receival point, is considered by residents to have some off-site amenity impacts, such as noise and dust. As a result the vacant residential land south of Ikewa Street and north of View Street is not seen locally as being attractive for development.

There may be an opportunity to consider a live / work investigation area (i.e. for home based businesses and workshops) in this section of Mingenew.

4.3.9 Aboriginal Heritage

There are no identified registered aboriginal sites located within the townsite of Mingenew although we are aware of the locally significant cultural site south of the CBH site on the west side of Midlands Road known as the "Littlewell" Reservation. There is also a registered site located to the north west of the townsite encompassing Depot Hill known as Lockyer River being a significant water source. Any rezoning or subdivision of land within proximity to these sites will likely require archaeological and ethnographic investigations to be undertaken to ensure the proposal complies with the Aboriginal Heritage Act which can be costly and time consuming although it is considered that in most cases initial consultation and advice from the Department of Indigenous Affairs as part of the referral process can resolve these issues.



Figure 8 Topographic Map



Figure 9 Vacant Lots Without Reticulated Water

05

Consultation Outcomes

5.1 Councillor Presentation

A presentation was held for Shire staff and Councillors in September 2012 to brief local elected members on the aims and objective of the MTS. It was an opportunity to introduce a preliminary yield analysis, opportunities and constraints, which were then tabled for discussion. The feedback gained from the elected members was incorporated into the community workshop.

5.2 Community Workshop

A community workshop was held in October 2012. An Outcomes Report was prepared further to this workshop which is included as Appendix 1 to this MTS. Table 6 below provides a summary of the feedback gained from the community workshop, and actions arising from the workshop which have been addressed by this MTS.

| Comments | Actions |
|---|--|
| Residential <ul style="list-style-type: none"> - The currently zoned residential area which is undeveloped to the south of the townsite is on the edge of the PDWSA, therefore does this constrain further residential expansion in this area? - Many of the vacant residential lots are passed down through families with no incentives to develop. - Do the caveats to build within a timeframe work? Do they result in poor quality buildings? - Current vacant residential land within the townsite is located in areas with poor drainage and frequent flooding therefore restricting development. - The large volume of vacant land within the CBH buffer potentially could become a home business/workshop area to provide variety (work/live investigation area). | <ul style="list-style-type: none"> Investigate uses within PDWSA with DoW Strategy/investigate how to get housing built Investigate drainage with Shire engineer/DoW Make area a work/live investigation area in MTS |
| Commercial <ul style="list-style-type: none"> - Investigate if the area between the railway and Midlands Road can provide commercial development. - Commercial land uses should extend along the Midlands Road east and west. - Could Commercial land uses extend along Midlands Road west without encouraging existing houses to relocate? | <ul style="list-style-type: none"> Investigate the area between the railway and Midlands Road for commercial Investigate opportunities for Commercial expansion in MTS |
| Industrial <ul style="list-style-type: none"> - Industrial development should be expanded away from the town to cater for larger lots rather than within proximity to the town and containing the townsite. - There is no area for heavy industrial uses therefore an investigation into an expansion area is warranted, possibly north of CBH although taking into account access, wind, buffers etc. - The sale yards need to remain, as they are currently being utilised. - Who would undertake the industrial expansion development? | <ul style="list-style-type: none"> Investigate industrial expansion areas away from the town for larger lots and heavy industry |

| | |
|---|---|
| Rural Residential <ul style="list-style-type: none"> - The area south of the townsite should not be rural residential expansion as it will limit any future expansion of residential. - Rural Residential is better suited north of the townsite near Drovers Rest to ensure this area remains an attractive tourist area. | Investigate other areas for Rural Residential development |
| Infrastructure <ul style="list-style-type: none"> - Investigate the PDWSA and compatible uses as well as the soil type, contour and flow. - Investigate flooding within the townsite. - Could alternative septic sources be utilised within the PDWSA in this sensitive area? - Investigate the process and timing to ensure sewer is developed in the future in Mingenew. - Is development constrained by water and power capacity? | Investigate with DoW Investigate with Department of Health/Water Corp Investigate with Western Power and Water Corp |
| Additional Issues/Discussions <ul style="list-style-type: none"> - Entry statements and promotions of Drovers Rest in a static display are proposed by the Business Development Group to be located at the Caravan dump site. - There is no 2km warning and facilities sign. This has also been identified by the Business Development Group. - The wildflower route is planning more signage and information along the Midlands Road from Moora to Geraldton. - Opportunity to have a cultural site south of the CBH site on the west-east side of Midlands Road known as the "Littlewell" Reservation. To become an Aboriginal traditional Learning area and potentially a tourist point of interest. - Tourism trails - make use of history/promotion. - A railway crossing near the rest stop and opposite the bakery would link the industrial area to town centre facilities. | Ensure this is reflected in MTS Investigate with Main Roads WA Investigate what is proposed for Mingenew Ensure this is reflected in the MTS Investigate railway crossing |

Table 6 – Summary of Workshop Outcomes

The amended Opportunities and Constraints Plan (refer Figure 10) incorporates the workshop comments. This MTS has taken into account all the opportunities and constraints indicated on Figure 10.

It is noted that the draft MTS will be publicly advertised and through this process, workshop attendees and other residents will be able to confirm that it reflects their aspirations for the townsite.

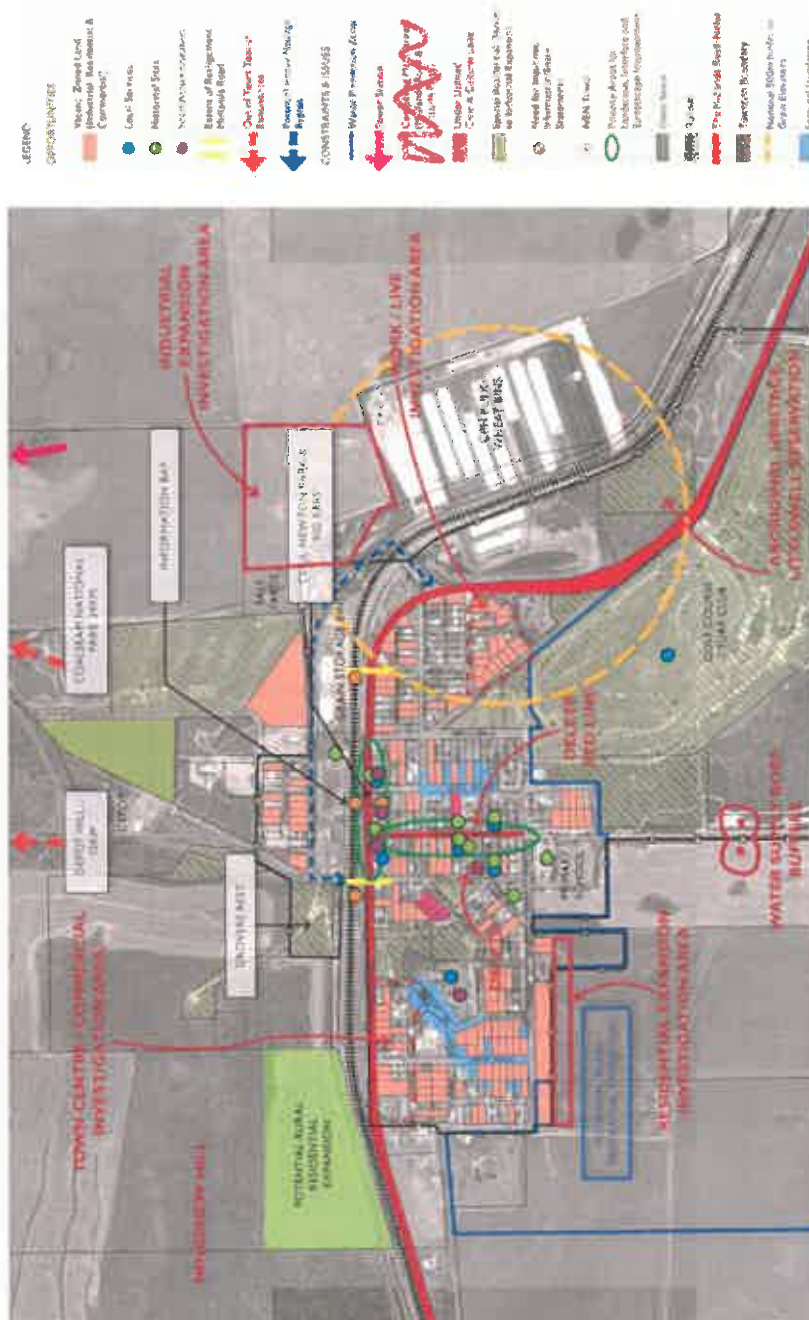


Figure 10 Updated Opportunities and Constraints Plan Following Workshop

06 Townsite Strategy

The MTS divides Mingenew into five distinct sub-precincts (refer Figure 11). The following sections introduce the strategic planning intentions for each sub-precinct including key objectives.

The MTS is a framework document to guide the assessment of subdivision, development applications and amendments to TPS3. Specific guidelines have been incorporated for each sub-precinct to ensure that new development and land uses are suitable for the character of that sub-precinct. The MTS sets out the Shire's broad strategic planning intentions for the town, with a focus on encouraging new development opportunities throughout.

This MTS does not replace the LPS, its intention is to refine the recommendation of the LPS with respect to development within the townsite.

The MTS does not intend to impose a new set of statutory controls over development and all new development is to be generally in accordance with the provisions of TPS3 unless explicitly stated otherwise.

Where appropriate, the recommendations of this section have been depicted visually on the Strategy Map. The Strategy Map is included as Appendix 2 to this report.

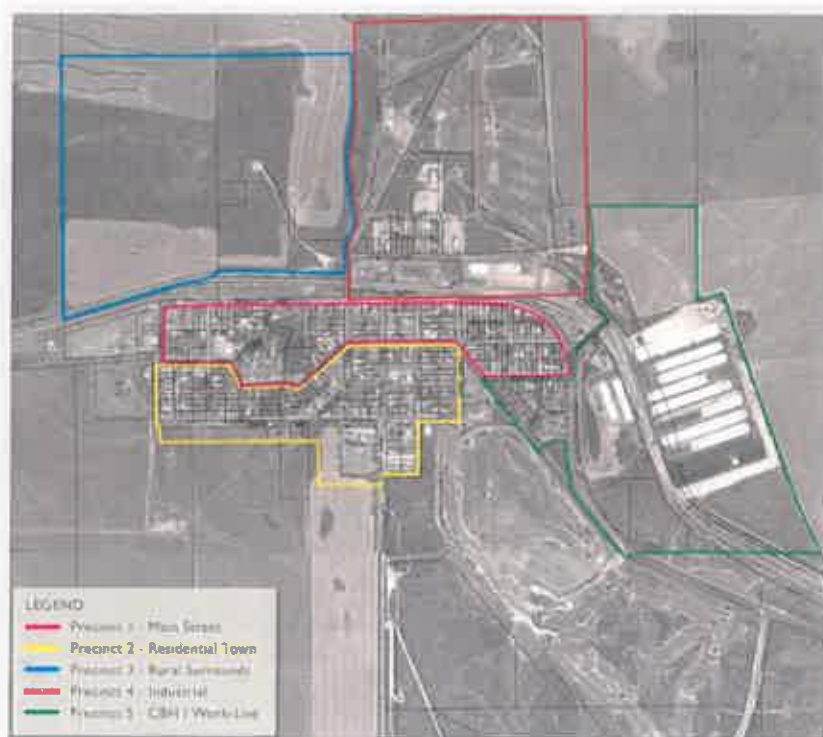


Figure 11 Sub-Precincts



6.1 Vision

The MTS vision is:

"The Shire of Mingenew will seek to facilitate new urban growth in a considered and sustainable manner which meets the needs of the Mingenew community"

The MTS will provide a framework for the improvement of the Mingenew urban form in regards to land use, infrastructure, traffic, urban design and streetscape.

Key outcomes of this MTS are to:

- ▲ Diversify and expand employment opportunities, services and facilities for the benefit of residents and tourists;
- ▲ Ensure that Mingenew will have a high standard of residential amenity and social infrastructure;
- ▲ Ensure that existing established residential areas will take advantage of being close to amenities and community facilities;
- ▲ Encourage infill development to enhance existing residential and commercial areas, where feasible, in recognition of the fact that urban residential expansion outside the current townsite footprint is highly constrained;
- ▲ Prioritise housing for aged persons and key workers;
- ▲ Identify new rural residential areas, strategically located to capitalise on the location of existing services and to maintain residential amenity via separation from incompatible uses;
- ▲ Existing and proposed recreational facilities will be maintained and linkages improved through improved pedestrian pathways;
- ▲ Develop a transport network for Mingenew that limits heavy haulage vehicles to a defined route and protects both residential amenity and the commercial character of the 'Main Street,' being Midlands Road;
- ▲ Promote the Town Centre history through the character and style of the heritage buildings. The character will be displayed to tourists through a heritage trail including interpretive signage and continued promotion from the tourist information centre;
- ▲ Aboriginal heritage will be recognised and celebrated through tourism opportunities at the "Littlewell" Reserve; and
- ▲ Provision will be made for additional 'Industrial' zoned land, to assist in business development and promote Mingenew as an attractive place for investment. New industrial development will offer larger lot sizes than what is presently available.

6.2 Sub-Precinct 1 - Main Street

It is intended that the commercial nature of Sub-Precinct 1 continue, with the encouragement of more tourist, commercial and service land uses. Some of the buildings within this sub-precinct are of historical significance and should, where possible, be preserved and adapted for uses appropriate to the area.



Plate 12 Boyland's Bakery

Suitable new commercial development may be permitted and encouraged along the western edge of the sub-precinct that is currently zoned residential and contains vacant lots. This area is not suitable for residences, given the proximity of the Midlands Road, and alternative land uses should be encouraged. New development should be of a scale and built form that blends with the traditional 'Main Street' character, with nil setbacks to the Midlands Road, a high level of streetscape articulation and car parking located to the rear of buildings. Encouraging high quality architecture in this prominent location is important as Midlands Road is the main entry point to the town and a frequented tourist route.

Consideration should be given to rezoning the 'Commercial' zoned land to the south of Midlands Road to 'Residential,' in recognition of the dominant development pattern on these lots, and to further encourage commercial consolidation along the Main Street. The exception to this would be along Victoria Road, where shops, cafes and other uses could be supported.

| Objectives | Planning Provisions | Priority Level |
|---|--|----------------|
| Land Use O1.1 To provide for an appropriate mix of land uses that are compatible with the commercial character of this sub precinct. | P1.1 For new development within the Town Centre, active land uses (e.g. shopfronts, restaurants, cafes and retail) should be encouraged at ground level to promote movement and interaction and to enhance the vitality and vibrancy of the streetscape. | SHORT TERM |
| | P1.2 Encourage the renovation and reuse of vacant residential dwellings along Midlands Road to allow for tourist or commercial land uses. Such uses may include but not be limited to, small scale offices, retailing or tourist accommodation such as B&Bs / guest houses. | SHORT TERM |
| | P1.3 Allow for caretakers dwellings in the Town Centre subject to the planning provisions of TPS3. An amendment to the zoning table of TPS3 will be required. | SHORT TERM |
| | P1.4 Shire of Mingenew to consider developing vacant land assets on Lots 119 and 120 Spring Street and Lots 40, 42, and 43 Shenton Street for residential housing. | SHORT TERM |
| | P1.5 Rezone the 'Commercial' zoned land along Bride, Shenton and William Streets that has no direct frontage to Midlands Road to 'Residential'. | MEDIUM TERM |

| | | |
|---|--|-------------|
| | P1.6 Encourage 'Residential' zoned land along the Midlands Road between Lee Steere Street and Nelson Pearse Street to be rezoned to 'Commercial' to support an expanded linear Town Centre. | LONG TERM |
| Key Sites 01.2 To maximise the opportunities for infill development and urban consolidation. | P1.7 Encourage new enterprises in need of short term accommodation for construction staff to locate within the townsite, rather than in temporary camps in the rural hinterland. The caravan park on Lee Steere Street should be investigated as a first option for temporary style accommodation. | SHORT TERM |
| | P1.8 Promote relocation of the roadhouse on Lot 107 Midlands Road and Lot 109 Williams Street to either the vacant service station location on Lot 50 Midlands Road or to other vacant land in the Town Centre. | MEDIUM TERM |
| | P1.9 Investigate the potential to subdivide and develop the southern portion of Lots 268 and 1 Midlands Road for residential housing. Potential yield of 3-4 lots. | MEDIUM TERM |
| | P1.10 Investigate the potential to develop Lots 114-117 Lintnorne Street and Lot 71 Spring Street for residential once the depot site relocates. Potential yield of 5 new dwellings. | LONG TERM |
| Urban Design 01.3 To provide for a built form along Midlands and Victoria Roads that enhances and promotes the commercial, tourism and cultural role of the sub-precinct and complements the existing architectural character. | P1.11 Roof shapes and structure to reflect and complement adjacent roof forms in the streetscape. P1.12 Building materials and colours should be co-ordinated – brick finish is desirable to provide a consistency to the streetscape. P1.13 Encourage the continuity of awnings to the footpath. P1.14 Height controls – any redevelopment does not exceed two storeys in height above ground level. P1.15 Car parking to be provided at the rear of buildings. P1.16 Infill development shall reflect the historic pattern of development and building along Midland Road. Nil setbacks are preferred. P1.17 Any signage on the road frontage to Midlands Road should be in a style that is in keeping with other signage throughout the Town to provide an integrated theme within Mingenew. | |

Planning and Urban Design Provisions for Sub-Precinct 1

6.3 Sub-Precinct 2 - Residential Town

Sub-Precinct 2 is primarily residential in nature and character. Properties are predominantly single storey homes set within substantial gardens. The sub-precinct contains the primary school, a triangular portion of public open space and a concentration of historic properties towards the northern end of Victoria Road.



Plate 13 Former Catholic Church Residence

A number of the residential zoned lots are vacant due largely to flooding issues associated with this part of the town. It is intended that development in this sub-precinct focus on addressing the flooding issues and preserving the historical properties on Victoria Road. Whilst housing styles are mixed in Sub-Precinct 2, the use of poor quality second hand transportable dwellings is strongly discouraged.

There is an opportunity to achieve more comprehensive redevelopment of larger residential lots that include different forms and types of housing choice, for example, aged care. This would require the use of small scale package treatment plants. Buildings of historical significance should be preserved and adapted for uses appropriate to the area. All new development in Victoria Road should be of a scale, built form and detail which complements the existing street character.

| Objectives | Planning Provisions | Priority Level |
|---|---|----------------|
| Land Use 0.2.1 To maximise the development potential of existing residential land through encouraging innovative methods of effluent disposal to allow for higher density. | P2.1 Address flooding issues along Lee Steere, Broad, Oliver, and Shenton Streets associated with the low lying nature of the area. Consider solutions such as the addition of fill and provision of sub-surface drainage infrastructure in consultation with the Department of Water. | SHORT TERM |
| | P2.2 Given the proximity to existing community facilities (e.g. school, retail), encourage a mix of housing types in appropriate locations, such as larger residential lots that are accessible by vehicular traffic and not constrained by flooding. | SHORT TERM |
| | P2.3 Proposals for higher residential densities will be subject to detailed assessment and must demonstrate a built form that provides a high standard of amenity. | SHORT TERM |
| | P2.4 Lobby with Water Corporation to prioritise water scheme planning for Mingenew in its review of the Mid West Regions Programme. | SHORT TERM |
| 0.2.2 Encourage the preservation and use of historical properties along Victoria Road. | P2.5 Development on Victoria Road shall create visual and physical linkages between this part of the town and Midlands Road to the north. | SHORT TERM |
| | P2.6 Establish a pedestrian tourism trail that links key historical buildings from Midlands Road south along Victoria Road. | MEDIUM TERM |
| | P2.7 Encourage a range of active land uses (e.g. shops, restaurants, cafes) to be established along vacant lots in Victoria Road to promote pedestrian and vehicular activity in this area. Encourage land uses that will add to the vitality and vibrancy of this part of the sub-precinct. | MEDIUM TERM |

| | | |
|--|--|-------------|
| 02.3 Investigate opportunities to amend the boundaries of the Public Drinking Water Source Protection Area to allow for residential expansion to the south. | P2.8 Liaise with the Department of Water regarding a review of the Mingenew Water Reserve WSP and the potential to amend the PDWSA boundaries to allow for limited residential expansion. | SHORT TERM |
| Key Sites 02.3 Transition under-utilised civic land to residential infill. | P2.9 Investigate opportunities to acquire and develop excess land on the museum site (Lot 66 Victoria Road). May be suitable for higher density accommodation such as aged persons. Alternative methods of effluent disposal will need to be investigated with Department of Health to facilitate higher density. | MEDIUM TERM |
| Urban Design 02.4 Encourage the preservation and use of the historical properties along Victoria Road. | P2.10 New development in Victoria Road should complement existing historic buildings in the precinct with building design considering architectural scale, building elements, roof forms, verandahs, materials and colour. P2.11 Any signage on the road frontage to Victoria Road should be in a style that is in keeping with other signage throughout the Town to provide an integrated theme within Mingenew. | |
| 02.5 Encourage a consistent pattern in the orientation, scale, and siting of residential development. | P2.12 In the case of residential redevelopment new buildings and development proposals shall respect the predominant orientation, scale and size of buildings and regular street pattern. New development is not to be sited in a way that would create an undesirable pattern of development for the area. P2.13 Where there is an existing pattern of uniform setbacks, any new buildings, residential or commercial, shall be sympathetic to this continuity. Where adjoining buildings abut the street frontage, new development should preferably also abut the street frontage. P2.14 Roof materials for residential areas should include corrugated galvanised iron, zincalume coated steel and other material that are in keeping with the surrounding pattern of residential development. P2.15 Ancillary buildings or outbuildings should generally be located to the rear of allotments. | |

Planning and Urban Design Provisions for Sub-Precinct 2

6.4 Sub-Precinct 3 - Rural Surrounds

Sub-Precinct 3 is characterised by open undulating farmland and Mingenew Hill which is an area of landscape significance. Mingenew Hill is a tourist lookout point dedicated to the pioneers of the District. Drovers Rest is sited off the Mingenew-Morawa Road adjacent to the scenic drive to Mingenew Hill. The Sub-Precinct is a mixture of private freehold land, crown land (which has been leased in the past) and a Parks and Recreation Reserve owned by the Shire.

There is an opportunity to achieve Rural Residential development in this area. Any future development would need to complement and retain the views associated with Mingenew Hill. Department of Water would need to be consulted with regards to flooding.

| Objectives | Planning Provisions | Priority Level |
|--|---|---|
| Land Use 03.1 Rural Residential development to be considered while maintaining the rural character of the area. 03.2 Enhance the tourist value of Mingenew Hill | <p>P3.1 Consider the opportunity for Rural Residential development in the southern portion of Lot 800. The potential for flooding will need to be discussed in conjunction with the Department of Water.</p> <p><u>Consider the opportunity for Rural Residential development over the southern portion of Lot 800 and all of Lot 11976.</u></p> <p><u>Provisions to be introduced to the Local Planning Scheme to guide future subdivision and development of land for Rural Residential purposes. Scheme provisions should address</u></p> <ul style="list-style-type: none"> - <u>Drainage to mitigate potential flooding.</u> - <u>Protection of views to and from Mingenew Hill</u> - <u>Access to and from the Trigonometrial Station; and</u> - <u>Development Staging.</u> <p>P3.2 Any subdivision and subsequent development should ensure that the views to and from Mingenew Hill are protected.</p> <p>P3.3 Install upgraded signage from key access routes to the site off both Midlands Road and the Mingenew-Morawa Road.</p> | <p>MEDIUM TERM</p> <p>MEDIUM TERM</p> <p>SHORT TERM</p> |
| Urban Design 0.3.4 Ensure new Rural Residential development does not detract from the landscape value of Mingenew Hill. | <p>P3.4 The hilltop and ridge line should be protected from visual impacts by sensitive design that softens the built form. Opportunities to obtain views from outlook areas as part of any subdivision design may be considered.</p> | |

Formatted: Table Bullets, Space Before: 0 pt, Hyphenate, Adjust space between Latin and Asian text, Adjust space between Asian text and numbers, Font Alignment: Auto

Planning and Urban Design Provisions for Sub-Precinct 3



Plate 14 Mingenew Hill

6.5 Sub-Precinct 4 - Industrial

Sub-Precinct 4 is located on the northern side of the railway line and Midlands Road separated from the main town to the south. The character of Sub-Precinct 4 is distinct from the rest of the townsite in terms of the land uses and General Industry zoning. The area is currently partly developed with old,

light industrial corrugated iron sheds. There are some issues in relation to non-conforming land uses (i.e. residences) that will need to be addressed in the longer term.



Plate 15 Old Railway Station

The eastern edge of this sub-precinct includes a Parks and Recreation Reserve that is owned by the Shire of Mingenew and currently used for polocrosse. To the north of the industrial area is an area zoned 'Rural Residential.' Both these land use zones are an impediment to both industrial growth and town expansion and need to be reviewed. There is an opportunity to rationalise the land use in this part of the town to allow for industrial growth where there is currently good access to the Midland Road and Mingenew-Morawa Road.

Any redevelopment should provide a transition from service and light industrial activities to the south with heavier industrial situated to the north once land is suitably rezoned. Any industrial land uses that are visible from the Midlands Road are to be designed, located and managed to achieve high visual built form and low emissions. Landscaping should be incorporated as part of any redevelopment to visually screen and soften development from adjoining sub-precincts. A pedestrian crossing is recommended to be installed across the railway to increase accessibility between the sub-precinct and the Main Street.

| Objectives | Planning Provisions | Priority Level |
|--|--|----------------|
| Land Use O4.1 Development will be predominantly industrial in nature with incompatible uses encouraged to relocate. | P4.1 Any subdivision of larger existing parcels of industrial land should incorporate a variety of lot sizes as part of any subdivision design. Particularly larger lots than what is currently available along Eleanor and Donald Streets. | SHORT TERM |
| | P4.2 Service Commercial and Light Industrial land uses are to be encouraged to locate in close proximity to the Midlands Road. | SHORT TERM |
| | P4.3 To encourage further General Industrial expansion, consideration should be given to the rezoning, subdivision and redevelopment of the Parks and Recreation Reserve on Lot 12092 Ernest Street for industrial land uses. This would necessitate the relocation of the polocrosse facility. | MEDIUM TERM |
| | P4.4 Future demand for General Industry expansion should be encouraged on Lots 2 and 3 Ernest Street. Some incentive may be | LONG TERM |

| | | |
|---|--|--|
| | required to facilitate the relocation of the existing residences. This option would require the rezoning to industry. Further Rural Residential subdivision in this location should be discouraged. | |
| Urban Design Q4.2 High quality built form is to be encouraged, notably in areas that are visible from Midlands Road. | <p>P4.5 Building scale and bulk for industrial development is minimised through the use of a series of buildings rather than one or two larger building footprints.</p> <p>P4.6 New industrial development is encouraged to be constructed to a high standard and ensure the buildings facing the street maintain an attractive facade enhancing the visual amenity of the streetscape.</p> <p>P4.7 Landscape buffering is to be provided particularly along the Eleanor Road and Midlands Road frontages. Landscaping details to be encouraged to be locally themed and of a species that is well represented throughout Mingenew.</p> <p>P4.8 Any redevelopment proposals for Lot 4 Eleanor Street should incorporate the preservation and re-use of the old railway station.</p> <p>P4.9 Any proposed new road intersection from Eleanor Street to Midlands Road to create a heavy haulage bypass will need to be designed to be visually linked with the existing road network. It shall incorporate street planting or design features that provide an integrated theme for this part of the town.</p> <p>P4.10 A pedestrian railway crossing is to be constructed across from the bakery and rest area to link the industrial area to the Main Street.</p> | |

Planning and Urban Design Provisions for Sub-Precinct 4

6.6 Sub-Precinct 5 - CBH and Work-Live Buffer Area

Sub-Precinct 5 is mixed in character and is visually distinct due to the size and scale of the CBH Bulk wheat bins that provide the backdrop to this sub-precinct. The area is characterised by a mix of vacant residential lots to the south-west of Midlands Road, an area of Light Industrial zoned land and the substantial CBH wheat bins.



Plate 16 CBH Facility

There is an opportunity to create a live / work area on existing vacant residential lots. This may include new mixed business or small scale light industrial land uses constructed in association with a residence. This may encourage the development of these lots, which have been previously considered

undesirable given the proximity of the CBH wheat bins which result in dust and noise impacts. This part of the sub-precinct may be attractive for mixed business use as it has easy access to Midlands Road.

Sub-Precinct 5 is intended to provide a transition from residential uses in nearby Sub-Precinct 1 and the light industrial uses associated with the CBH wheat bins. Land uses are to be designed and located to achieve high visual presentation and low emissions particularly at the interface with the Mingenew recreation centre and nearby residential areas in Sub-Precinct 1. Sub-Precinct 5 also contains two sites with tourism potential - the existing Wildflower Demonstration Plot on Lot 72 View Street and the 'Littlewell' Reservation on Lot 9671 Midlands Road. Lot 9761 has a Management Order favouring the Shire of Mingenew for the purpose of recreation and may be able to be utilised for tourist opportunities associated with Aboriginal Heritage.

This MTS does not recommend further industrial expansion north of the CBH wheat bins, due to the prevailing winds and possibility for increased dust, noise, and other emissions impacts on the existing residential areas.

| Objectives | Planning Provisions | Priority Level |
|--|--|----------------|
| Land Use 05.1 Allow for a mixture of residential and small scale mixed business/light industrial uses to provide work-live options. | P5.1 Rezone the area between Ikewa and View Streets to a Special Use zone, with small scale light industrial uses to be permitted in association with a residence. | SHORT TERM |
| | P5.2 Investigate the potential for the Shire to acquire and develop Crown Lots 78-83 Yandanooka Road and 84-86 Ikewa Street. | LONG TERM |
| 05.2 Maximise tourist opportunities. | P5.3 Improve tourist awareness of the Wildflower Demonstration Plot on Lot 72 View Street through improved signage from the Midlands Road, potentially in conjunction with other Wildflower Way signage. | SHORT TERM |
| | P5.4 Investigate the potential to create a tourism site associated with Aboriginal Heritage on Lot 9671 Midlands Road. | MEDIUM TERM |
| Urban Design 05.2 Within the townsite, provide for a built form that maintains the general residential appearance of the area. | P5.5 Residences are to be located on the front portion of the site with mixed business/light industrial uses situated to the rear. P5.6 Depending on the nature of the associated business / light industrial uses, landscape screening may be required for work and/or storage areas that are visible from the primary street. P5.7 The development standards for outbuildings in Clause 5.17 of TSPS3 should be relaxed to accommodate larger outbuildings. | |

Planning and Urban Design Provisions for Sub-Precinct 5

6.7 Movement Network

The MTS aims to increase development opportunities within the existing urban footprint of the Mingenew townsite, therefore no major alterations to the road network are envisaged. The exception is the proposed heavy vehicle bypass which has been designed to divert heavy vehicle traffic from Midlands Road along the commercial centre of the town.

The proposed bypass will have vehicles entering from the south on Midlands Road via Boolinda Road and travelling along Eleanor Street to rejoin Midlands Road from the north via the Mingenew-Morawa Road. Both Eleanor and Boolinda Roads will require widening and re-sealing and intersection upgrades will be needed for the Boolinda Road-Midlands Road intersection and the Eleanor Street - Mingenew-Morawa Road intersection.

Negotiations will need to be undertaken with Main Roads WA as to the suitability of the layout for the proposed bypass. Additional signage will also need to be installed to direct vehicles to the bypass.

6.8 Pedestrian / Cyclist Connectivity

At present the footpath network in Mingenew is only partially developed with existing footpaths concentrated in the centre of town. Victoria Road and Shenton Street have paths on both sides of the street.

It is a priority to install a pedestrian crossing across the railway line to link the industrial area with the Town Centre. Another priority is to extend the path network east-west across the full length of Midlands Road (it currently ceases in front of the National Bank to the west and on the corner of Shenton Street to the east). These extensions will help to facilitate increased pedestrian connectivity. Footpath extensions are also proposed north-south along William Street, Lee Steere / Broad Street (to increase pedestrian access to and from the caravan park) and Oliver Street. The existing footpath along Phillip Street in front of the primary school is proposed to be extended to the west to improve access to the school from the western part of town.

East of the town the existing footpath along the northern section of Bride Street is proposed to be extended along Yandanooka Road past the proposed work-live area and culminate at the Wildflower Demonstration Plot.

Existing and proposed footpaths are shown in Figure 12.



Figure 12 Footpaths

6.9 Servicing

6.9.1 Sewerage

In the long term reticulated sewerage for the town is an essential precursor to allowing infill subdivision and/or higher density development. This is highly unlikely to occur without significant investment from an external party. In the absence of such investment the Shire needs to examine opportunities for allowing higher density development in association with the use of small scale package treatment plants. This would help promote diversification in the housing supply, particularly for aged persons and key workers who may wish to have a smaller property which requires less maintenance. These sorts of development proposals should be encouraged in partnership with the Department of Health, the Department of Environment and Conservation, and Landcorp by finding on site solutions to the absence of sewerage in the town. In the short term, monitoring of the status of the draft Government Sewerage Policy is highly recommended as the provisions of this policy, once adopted, will have a substantial impact on future development options within the town.

6.9.2 Water Supply

The Water Corporation has advised that the majority of the existing vacant lots within the Mingenew townsite can be provided with a water supply, regardless of whether or not they have a water meter connected. There are approximately 30 existing lots which do not currently have water supply available, as water reticulation infrastructure does not extend down that part of the street (Refer Figure 9). This will constrain development in these areas.

The Water Corporation advised that until water scheme planning is done for Mingenew, it should not be assumed that there is capacity in the scheme to service lots that are not currently connected (including new lots), with proposals to extend reticulation to be assessed on a case by case basis as they are received. The Water Corporation will be prioritising water scheme planning for the Mid West in 2013. The MTS recommends that the Shire liaise with Water Corporation to prioritise water scheme planning for Mingenew.

6.9.3 Power Supply

All new forms of development will put additional pressure on the generation of electricity. Electricity supplies within the region have historically had issues with reliability and any new development will exacerbate this. To date, Western Power has been unable to supply detailed information with respect to the current capacity.

6.10 Signage

Well designed informative signage has long been identified as a priority for the town. The 1989 Mingenew Townscape Plan identified two areas of signage that require improvement, being some form of information bay and entrance signage along the main roads into Mingenew.

6.10.1 Information Bay

The 1989 Mingenew Townscape Plan emphasises the need to provide an information bay *"...at the heart of the activity, where the visitor can see what is going on and what the town has to offer."* The information bay should include shelter, shade, information and the town's trademark. The Plan states that *"...In short the information area should reflect the chosen character of the town in a tasteful manner"*.

Figure 13 shows the layout for the information bay envisaged in the Mingenew Townscape Plan.

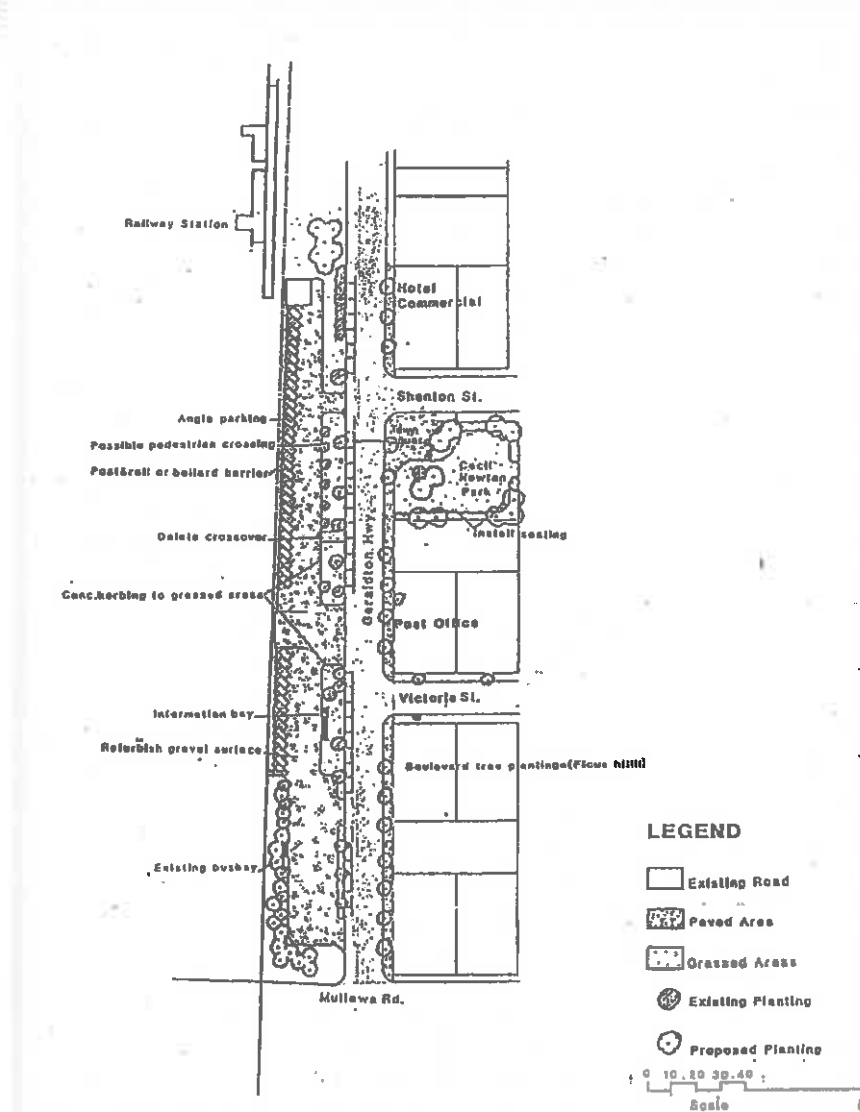


Figure 13 Mingenew Townscape Plan

Some recommendations of the Mingenew Townscape Plan 1989 have already been implemented. An information bay has been partially constructed, located across from the bakery rather than at the corner of Victoria Street. Some landscaping has been installed, and some picnic benches have been installed along the strip from the tourist bureau to Cecil Newton Park. There is also another information sign directly across from Cecil Newton Park.

Whilst these improvements represent positive improvements to the town, additional work should be done, particularly with consolidating all town signage in one centralised location. The aim of such is to encourage visitors to stop in the centre of town rather than on the outskirts. Additional streetscape works are recommended, such as increased provision of shade, additional landscaping and public art or display which reflects the character of Mingenew. Attention to detail in regard to colour, design and facilities of the information bay will assist in making it an attractive place for visitors to stop. Public information and parking signage should be coordinated to be readily identifiable and present a uniform image reflective of the town's identity.

The information bay needs to include a variety of local tourism information that promotes all the assets of the town. This should include reference to the historical buildings in the main street and Victoria Road, Drovers Rest, Mingenew Hill, the Wildflower Demonstration Plot and Coalseam Conservation Park.

This MTS recommends additional signage and display for Drover's Rest be concentrated at the information bay and not the caravan dump site on the Midlands Road east of Lee Steere Street. The emphasis for signage at the caravan dump site should be to direct visitors to the main information bay where they will also be able to take advantage of facilities, services and local attractions. It is important not to improve the dump site to the point where visitors will only stop there and not stop in the centre of town.



Plate 17 Visitors Signage

6.10.2 Town Entry Signage

At present there is a variety of designs for entry signage in and around the town that include the standard Main Roads signs, a mix of both colourful and more traditionally design orientated signage. One of the key issues is that there is no theme or consistency to the existing signage in terms of design, colour or message about the town. Also some of the existing entry signage is located in the wrong position in terms of attracting visitors to the town or are often on the way out of town, not on the way in.

The Mingenew SCP identified the need to *“Develop a plan to improve road signage”* in partnership with Main Roads WA.



Plate 18 Examples of Inappropriately Placed Signage Exiting the Town

The MTP recommended the provision of 'non traditional' signs on all main approaches and identified three key areas for both signage and native landscaping to create an appropriate 'entrance statement'. The three areas identified are:

1. Western entrance – Midlands Road from Dongara;
2. Southern entrance – Midlands Road from Three Springs; and
3. North and eastern entrance – corner of Mullewa and Morawa Roads.

Entrance statements have been installed along the western and southern entrances. This MTS recommends that town entry signage be completed along the northern approach.



Plate 19 Existing Entry Statement

Whilst the entry signage reflects the character of the town, it does not provide information or direction, which can be accomplished by the installation of more eye catching Main Roads signage. It is recommended that the existing Main Roads signs be replaced by a sign(s) that incorporates a phrase as well as a themed picture or design. As wheat has been used in the entry statement and in the 'Big Ears' Sculpture in Cecil Newton Park, this could be utilised to keep consistency. In regard to the wording for the signage, the Mingenew Townscape Plan recommended *“Mingenew Welcomes You”* or *“Flowers, Fossils and Farming”*, however other options can be considered. The wording may also incorporate road safety messages that are favoured by Main Roads in regard to drivers taking rest breaks and not travelling whilst tired. This may have the additional benefit of encouraging additional revenue associated with visitors taking such comfort breaks.

It is also recommended that in association with Main Roads WA, 2 kilometre warning and facilities signage be provided so visitors are aware of what is offered in Mingenew, and that they can prepare to stop.



Plate 20 Main Roads Signage to be Upgraded

6.10.3 Commercial Signage

The Shire does not have a Local Planning Policy regarding signage. It is recommended that this be undertaken to provide some consistency in regard to signage within Mingenew and to improve the overall townscape. Policy objectives and guidance should include the following:

- ▲ Ensure that signs erected or displayed in the Shire are appropriate to their location and function. New signage should not diminish the visual amenity, aesthetic, heritage significance and character of the locality or detract from the appearance of buildings and places.
- ▲ In the case of a building on the State or Shire's Municipal Heritage Inventory, the Shire shall have regard to the historical appropriateness of the materials, style, design and lettering of the sign and whether it is affixed in such a way that it causes no damage to the building and may be removed without leaving evidence of its having been affixed.
- ▲ The Shire will endeavour to avoid the impairment of the visual amenity of the locality which may occur where:
 - a sign of such scale, prominence, obtrusiveness or character as to be incongruous with the surrounding land uses;
 - the sign adds to the danger of driver distraction;
 - the sign adds to the visual clutter of the locality;
 - numerous other signs exist on the site; and
 - the sign, when viewed from a position where the sign would be legible, would obscure existing signs, information, sight lines or architectural features, or would itself be obscured.
- ▲ Remote advertising shall generally not be supported as it can lead to an undesirable precedent and detract from the amenity of the locality.

Specific standards with respect to the appropriate height and dimensions of certain types of signs (i.e. pylon, freestanding, etc.) can also be included within any such Local Planning Policy.

6.11 Promotion of Tourism

The promotion of tourism within Mingenew is recognised as an important economic and environmental objective for the Shire. The importance of tourism has been noted in the Strategic Community Plan (SCP) in terms of attracting more visitors to the town, providing employment opportunities and acknowledging the indigenous and cultural heritage of the town.

Tourism needs to be promoted in two key areas, firstly, within the town itself and secondly, to improve links regionally connecting Mingenew to the wider Mid West region.

Both the Plan for the Future (PF) and the SCP make a number of objectives and recommendations in regards to tourism opportunities. The PF recommends:

- ▲ Promote tourism opportunities that are environmentally focused; and
- ▲ Develop a Tourism Strategy to support and encourage tourists and to provide the appropriate facilities in consultation with the Tourist & Promotions committee.

The SCP identifies the following outcome: *"Increase the number of visitors and extend the tourism season within the region."* The following strategies have been identified as contributing to the achievement of this outcome:

| | | |
|-------|--|----------------|
| 1.1.1 | Provide good quality tourism facilities such as rest areas and toilets. | TWA, MTPC |
| 1.1.2 | Continue to consult and support the Mingenew Tourist and Promotions Committee. | TWA, MTPC |
| 1.1.3 | Support and encourage tourism development. | TWA, MTPC |
| 1.1.4 | Continue to support local events and encourage new events. | TWA, MTPC |
| 1.1.5 | Develop and implement a Tourism Plan (infrastructure and marketing). | TWA, MTPC |
| 1.1.6 | Investigate and develop options for additional tourism and service worker accommodation. | TWA, MTPC |
| 1.1.7 | Install interpretative trails and signage, including the CBH receival point and indigenous heritage. | HCWA, TWA, DIA |

6.11.1 Tourism Opportunities in the Mingenew Townsite

Existing Shire policies already support the promotion of tourism within the town. The MTS aims to provide some detail to this objective including some site specific options for tourism related development within the town. There are a number of options to increase tourism opportunities within the town, such as:

- ▲ A pedestrian tourism trail that links those key historical buildings from Midlands Road south along Victoria Road;
- ▲ The "Littlewell" reservation is earmarked as an aboriginal heritage site that should be promoted as part of a tourism strategy for the town;
- ▲ Upgraded signage about Mingenew Hill recommended from key access routes off both Midlands Road and the Mingenew-Morawa Road; and
- ▲ Upgraded signage is recommended for the Wildflower Demonstration Plot on Lot 72 View Street.

- ▲ Investigate the opportunity to provide a parking / rest area for recreational vehicles, to encourage tourists to visit and stay overnight at Mingenew.

6.11.2 Regional Tourism Opportunities

The Shire has the opportunity in partnership with Tourism WA to promote existing assets within the town to the wider regional tourism market. The following regional tourism opportunities have been identified:

Architectural Heritage

A number of other towns in the Mid West have architecturally significant buildings, and therefore an opportunity exists to partner with other local authorities to develop a Mid-West Architectural Heritage Trail. Such trail could attract travellers interested in history and in architecture. Similar to the Wildflower Way, the trail would function on a sub-regional level and encourage travellers to visit, stay and detour off the primary routes. The trail could be formally mapped and advertised through Tourism Western Australia and the Heritage Council of Western Australia in partnership with participating Local Authorities.

Wildflower Way – Midlands Road Route

Tourism WA promotes regional Mid West in regard to the spring wildflower season. Mingenew is already promoted as a place to visit given its proximity to Coalseam Conservation Park, which is noted for both its wildflowers and fossil shells dating back to the Permian Ice Age, the oldest geological era.

Tourism WA promotes Mingenew, stating:

"Upon arriving in Mingenew, head to Mingenew Hill – a tree covered red rock monolith, with breathtaking views of the Irwin Valley from its summit. Then follow one of the town's walk trails through beautiful blankets of wildflowers (in season), before making your way to the centre of town. Take in colourful murals on town buildings, and have a photograph taken with the giant wheat stalk sculpture in Cecil Newton Park before settling in for the night in the caravan park."

In relation to the self drive tours, Tourism WA recommends a number of routes. Mingenew falls within the 'Everlastings Trail' and although the town is noted, there is an opportunity to achieve more in regard to promoting Mingenew as part of the 'Wildflower Way'. The Shire will negotiate with Tourism WA to promote Mingenew as part of this trail, particularly including reference to Mingenew Hill and the Wildflower Demonstration Plot.

6.12 Housing Choice

There is limited housing choice in Mingenew, with most of the existing stock comprising single dwellings on large quarter acre lots (1012m²). Providing alternative housing choices is constrained at present by the lack of reticulated sewer in the townsite and the provisions of the CSP. It is noted that the following gaps exist in the provision of housing which need to be addressed.

6.12.1 Aged Persons Accommodation

There are presently four aged persons' accommodation units within Mingenew. These are well located on Lot 66 King Street, a short walking distance from the town's commercial centre. This lot is zoned 'Special Use – Aged Persons Units' along with the adjoining Lot 43 King Street which is currently vacant.

With evidence of an ageing population, housing alternatives will be required in suitable areas close to services. Once Lot 43 King Street is developed, the Shire will investigate the potential to develop a

portion of the museum site on Lot 66 Victoria Road for aged persons accommodation. This will be done in conjunction with the Department of Health to ensure that higher density accommodation can be supported by adequate on-site effluent disposal.

6.12.2 Key Workers Accommodation

The existing housing stock does not cater for key workers in the town, as large houses on large blocks are not always desirable for singles or couples. A lack of diversity in housing could also be a factor if a mining or other major project develops. Recent funding opportunities have provided four new Key Worker accommodation units however, the Shire will need to investigate additional funding to increase Key Worker housing options.

Much like for aged persons, it is difficult to provide smaller, higher density accommodation options given the lack of reticulated sewerage, however this could also be achieved with innovative methods of effluent disposal to be developed in consultation with the Department of Health.



APPENDIX 1

WORKSHOP OUTCOMES REPORT



APPENDIX 2

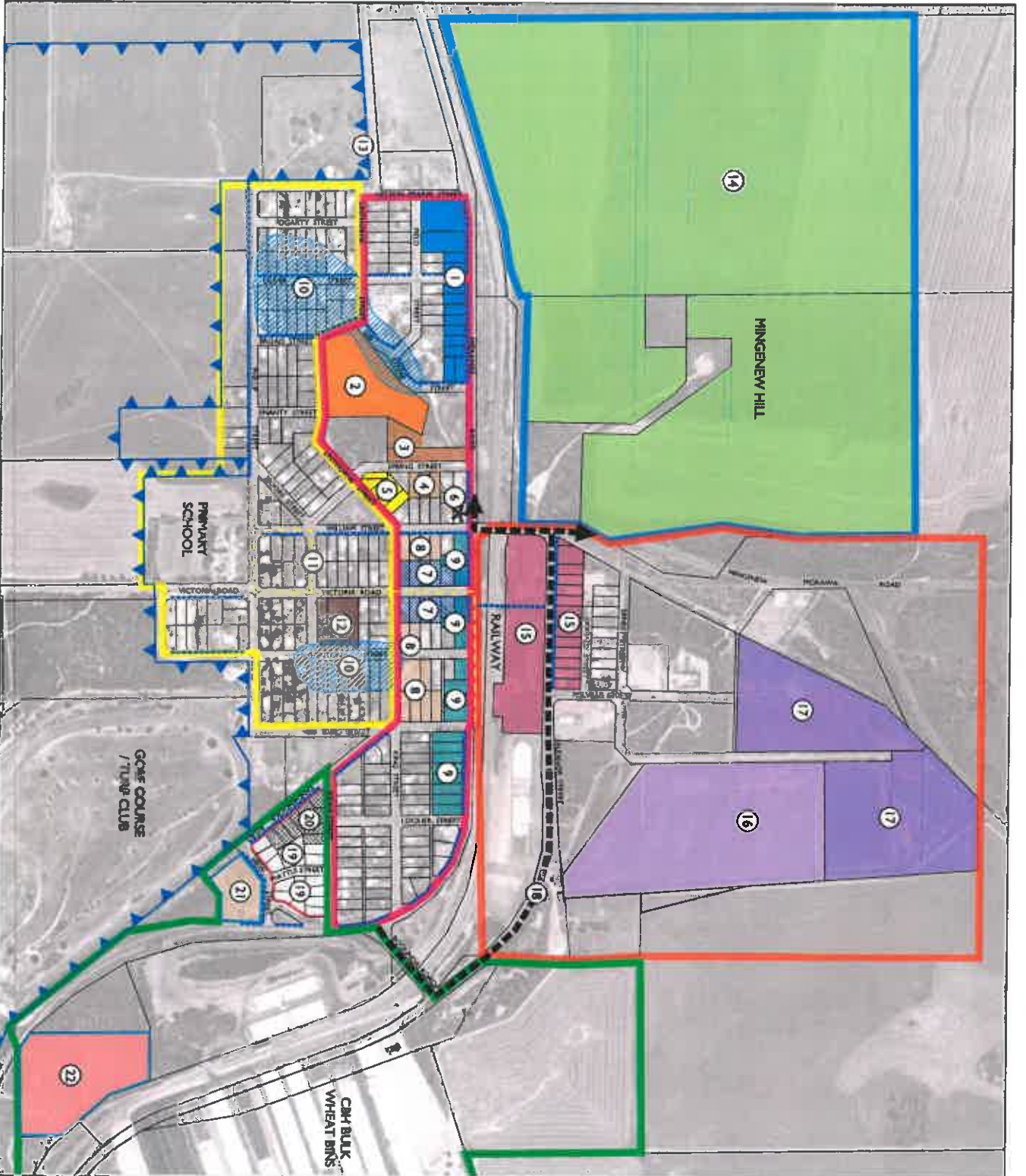
STRATEGY MAP

Townsite Strategy Map

Shire of Mingenew

SCALE 1:7500 @ A3

50m



- 1 POTENTIAL LONG TERM COMMERCIAL EXPANSION
- 2 POTENTIAL TO UTILISE CARRAWAN PARK FOR SHORT TERM ACCOMMODATION OF CONSTRUCTION WORKFORCE
- 3 REDEVELOPMENT POTENTIAL (WILL REQUIRE REZONING & SOME CLEANING)
- 4 SHIRE TO DEVELOP VACANT LAND ASSETS
- 5 REZONE, REDEVELOP AND DEVELOP FOR RESIDENTIAL ONCE DEPOT RELOCATES
- 6 PROMOTE RELOCATION OF ROAD HOUSE TO VACANT TOWN CENTRE LAND EAST OF WILLIAM STREET
- 7 ENCOURAGE ACTIVE LAND USES (PHOSPHATES ETC) TO LOCATE IN VACANT COMMERCIAL LOTS ALONG VICTORIA ROAD
- 8 MEDIUM TERM REZONING TO RESIDENTIAL IN RECOGNITION OF EXISTING FUNCTION
- 9 ENCOURAGE APPROPRIATE MPVILL DEVELOPMENT ALONG MIDLANDS ROAD
- 10 FLOODING ISSUES TO BE ADDRESSED TO ALLOW FOR DEVELOPMENT OF UNDERUTILISED LAND
- 11 POTENTIAL HERITAGE TRAIL LINKING VICTORIA & MIDLANDS ROADS
- 12 SHIRE TO DEVELOP VACANT MUSEUM LAND (POTENTIALLY FOR AGED PERSONS ACCOMMODATION)
- 13 USE WITH DEPARTMENT OF WATER REGARDING POTENTIAL ABANDONMENT OF POWSA BOUNDARIES
- 14 MEDIUM TERM RURAL REDEVELOPMENT EXPANSION AREA (ENSURE VIEWS OF MINGENEW HILL ARE PRESERVED)
- 15 SERVICE COMMERCIAL & LIGHT INDUSTRIAL USES TO LOCATE IN PROXIMITY TO MIDLANDS ROAD
- 16 MEDIUM TERM INDUSTRIAL EXPANSION AREA (WILL REQUIRE POLYCOLOUSE RELOCATION & REZONING)
- 17 LONG TERM INDUSTRIAL EXPANSION AREA (WILL REQUIRE REZONING)
- 18 PROPOSED HEAVY HAULAGE BYPASS
- 19 REZONE TO SPECIAL USE FOR LIVESTOCK AREA
- 20 SHIRE TO ACQUIRE & REDEVELOP UNALLOCATED CROWN LAND
- 21 INCREASE TOURISM AWARENESS OF WILDFLOWER DEMONSTRATION PLOT
- 22 POTENTIAL FOR ABORIGINAL HERITAGE TOURISM SITE ON LITTLE HILL RESERVE

- LEGEND**
- 1. MAIN STREET
 - 2. RESIDENTIAL TOWN
 - 3. RURAL SUBURBS
 - 4. INDUSTRIAL
 - 5. CH / WORK - LIVE
 - 6. MICROBED FOOTPATH EXTENSIONS
 - 7. PUBLIC DRINKING WATER SOURCE AREA

FINAL

