City Vision

Strategy

Shaping the Future of Bunbury

September 2007
Adoption Details

The final City Vision Strategy was adopted by Council at its meeting of 18 September 2007 (Council decision number 193/07).

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Published by the City of Bunbury

4 Stephen Street
Bunbury WA 6230

Phone: 08) 9792 7000
Fax: 08) 9792 7184
TTY: 08) 9792 7370

E-mail: records@bunbury.wa.gov.au

Postal Address:
PO Box 21
Bunbury WA 6231

Copies of this document are available from the City of Bunbury.
Preface

Message from the Mayor

It has been over twenty-four years since the Bunbury 2000 Policy was developed by the then State Government.

South West WA has since experienced a period of unprecedented economic and population growth, demographic change and development.

It is a region in transition.

The time has come to review the community issues and values that were included in the 1983 policy, and establish a new policy framework to guide growth and development into the future.

The City Vision Taskforce appointed by the City Council in June 2004 was formed to deliver such a future vision, consistent with its terms of reference, that would help to redefine Bunbury’s image and provide a strategic framework for its development in the next 25 years.

The Taskforce was aware of the need to think beyond the City of Bunbury’s Local Government borders when formulating meaningful strategies for transport, housing employment, health, education, shopping and environmental systems for the Greater Bunbury Area. This has highlighted the importance of regional cooperation if the vision is to be successfully implemented.

Council received the Taskforce report in October 2006. The Strategy was adopted in principle by Council on 12 December 2006 and following discussion and debate, the final policy document was adopted by Council on 18 September 2007.

This report has been structured so that the aspirations of the community are captured in the section “Values Underpinning the Vision” and then converted into goals, objectives and strategies in “The Plan for a Sustainable City”. These documents incorporate proposals for action and a clear implementation strategy.

I congratulate the City Vision Taskforce for its visionary work, and the internal City Committees that have developed this implementation plan, especially Mr Geoff Klem, and Mr Gary Fitzgerald, and Mr Thor Farnworth.

While this document has been advertised as a final policy and implementation plan for the City of Bunbury, it will need to be revised regularly, so constructive comment on its contents will be gratefully received on an ongoing basis.

David Lawrence Smith
Mayor
City of Bunbury
Message from the Chief Executive Officer

The City Vision Strategy is important particularly in the environment of strong growth and development and issues and trends that are confronting the City and the region. The Greater Bunbury Urban Area is now the fastest growing district in Australia and the City Vision Strategy provides a refreshed community based response to the present and future challenges facing this rapidly growing region and the City.

The City Vision Strategy is a credit to the work of the City Vision Taskforce that progressed development of the Strategy prior to its adoption by the City of Bunbury in September 2007. The City Vision Strategy has also been prepared with financial contributions from the Department of Transport and Regional Services and the South West Development Commission. The Strategy provides a 25 year vision to re-establish the City as the regional centre of choice and provides clear policy direction over this timeframe.

Implementing the City Vision Strategy is now the responsibility of the City of Bunbury to progress the vision outcomes and recommendations in relation to not only the City but also in terms of its association with the Greater Bunbury Region. In this regard the Strategy will rely on the formation of regional cooperative relationships to realise the benefits for the Greater Bunbury Region. The steps toward implementing the Strategy are detailed in the accompanying Action Plan which includes projects and clear tasks that will be required to realise the City Vision outcomes.

The City Vision Strategy is the culmination of significant effort toward representing the community's vision for its future. This vision is living and dynamic and along with the City and its region will continue to grow and change. With these changes the Strategy will be updated and reviewed.

Gregory Keith Trevaskis
Chief Executive Officer
City of Bunbury
How to use this Document

The City Vision Strategy document (City Vision) is part of a suite of documents that provide context and supporting information and will ensure that the City Vision outcomes are fulfilled.

City Vision is supported by the Profile of statistical data about the City and its environmental, social and economic environs.

City Vision details the vision and attributes for the City; the goals, objectives and strategies; and the commentary, analysis and final recommendations.

A summary of the City Vision outcomes and recommendations is provided in the Executive Summary. While the Executive Summary is part of City Vision it is provided as a separate document.

The Action Plan explores how City Vision outcomes and recommendations will be realised.

City Vision comprises three parts. Part 1 provides a context for the bulk of the Strategy. Part 1 demonstrates the vision and the five attributes identified by the community through a process of community engagement and it describes the goals, objectives and strategies which align with the vision and the attributes.
City Vision is presented in an ordered fashion from the goals, which are broad and long term, to the objectives and strategies which are broad and in some cases specific.

Part 2 of City Vision explores the goals, objectives and strategies within the context of specific geographic areas, described as Vision Focus Areas, Investigation Areas and Priority Issues / Proposals. In Part 2 the goals, objectives and strategies are also the subject of planning commentary and analysis and from this analysis specific recommendations are made.

While recommendations are made in City Vision in relation to a specific geographic area, their application to issues, values and proposals that occur elsewhere in the City or the region should not be ruled out where relevant and appropriate.

Part 3 provides the steps that will be required to implement the recommendations and has implications for both the City and its region.

The exploration of the goals, objectives and strategies is conducted in City Vision in accordance with the triple bottom line sustainability approach with regard to environment, social and economic factors, that are represented by using the colours green, purple and blue respectively.

The City Vision objectives, strategies and recommendations are not exhaustive or intended to comprehensively address City Vision goals as the objectives and strategies in some cases have been presented in response to current issues facing the City and its region. With the constant improvement that will occur with monitoring and review of City Vision, as discussed in Part 3 of the document, and with the detail provided in the suite of supporting documents, those broad goals and objectives will be achieved as envisaged within the City Vision 25 year timeframe.
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Part 1: Introduction and Context
Setting the Direction

The City is becoming increasingly challenged by an array of development pressures, opportunities and expectations that call for robust, innovative and progressive approaches to managing change at both the local and regional level. It is in response to these challenges that the City of Bunbury in partnership with the City Vision Taskforce embarked upon the preparation of a comprehensive, dynamic and community based planning programme that will influence change and steer future growth in Bunbury in order to strengthen the role of the City as a regional capital and consolidate the City’s future planning approaches.

City Vision was developed by the City Vision Taskforce and adopted by Council as the principle plan for the sustainable development of Bunbury’s whole community for the next 25 years.

The process for preparing City Vision was based on the Oregon model of community visioning\(^1\), which included extensive community engagement as its foundation for research analysis and formulation of the vision, goals, objectives and strategy solutions.

During this process a number of visioning exercises were conducted in order to capture ideas of what Bunbury’s community aspires to be like in a generation’s time (25 year time horizon). The local community’s interest in participating in a series of large scale workshops demonstrated a desire to be meaningfully engaged as the authors and designers of their own City. The significant contributions made by participants were initially captured in words by the City Vision Strategy Scoping and Positioning Paper\(^2\) and in images in the City Vision “picture book”\(^3\). This work was further explored through preparation of a number of precinct based visions or concept planning exercises, which were prepared in order to explore the ideas and opportunities identified and to foster public debate on what possibilities could be realised in the future. The visioning process drew on the work of committees, public workshops, a website display, precinct forums and a summit meeting workshop. As well, the process drew on the expertise of the Taskforce, which had commissioned a number of studies and reports.

An outcome of the community involvement was identification of three distinct values that were identified as the basis of City Vision. These values are:

- community engagement
- identification of those attributes or elements that are representative of the City’s vision, and
- application of the triple bottom line sustainability approach, toward addressing environmental, social and economic factors.

The visioning process culminated in the presentation by the Taskforce to the City of Bunbury Council of the City Vision Strategy in October 2006. Council adopted City Vision in principle in December 2006 and finally adopted City Vision in September 2007 as a 25 year vision for the City, which included the City’s relationship with the Greater Bunbury Region.

City Vision is a non-statutory policy framework that will guide:

- desired land use and infrastructure planning for social and economic outcomes and environmental assets and natural resource management, in accordance with the State Planning Policy Framework, and
- the City’s activities in delivery of services to its community.

City Vision will be realised through a range of strategic instruments including, but not limited to, an Action Plan, a Communication Strategy, the City’s corporate Strategic Plan 2006-2011, the Five Year Financial Plan and the Local Planning Policy Framework\(^4\). City Vision will be supported by the City Vision Profile that provides statistical data about the City relative to its region and with regard to the key issues and trends confronting the City.

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\(^1\) Oregon Visions Project 1993, Guide to Community Visioning: Hands-On Information for Local Communities

\(^2\) City of Bunbury 2005, City Vision Strategy Scoping and Positioning Paper

\(^3\) COX Architecture Planning Design 2005, Strategy for Bunbury

\(^4\) The Local Planning Policy Framework includes all land use and infrastructure planning documents such as the Local Planning Strategy, the Local Planning Scheme and the local planning policies.
Managing Change

Key Issues and Trends

City Vision recognises the need to respond to global and national issues and trends that have regional impacts. Scarcity of resources, particularly fossil fuels, and global warming will demand improved efficiency in relation to resource use, use of renewable energy, and modified living patterns and transport methods. The massive growth in human populations worldwide will cause significant changes in global economic markets. Australia is vulnerable to these issues and trends with its population located on the coast, the fragility of our natural environment, reliance on primary production and associated export industries and the dominance of the motor vehicle.

Nationally the cost of the average home has increased significantly and is now beyond the affordability of an increasing number of people, particularly first homeowners. While Western Australia is experiencing a resource and economic boom, the State is experiencing a major skills shortage as industry expands and there is growing pressure on health and education infrastructure and services and law and order.

Migration to the Greater Bunbury Urban Area\(^5\) is driving population growth. The district is now the fastest growing district in Australia\(^6\) and the majority of the Greater Bunbury Urban Area’s population lives in the City of Bunbury. The City will experience an aging population and a growing number of single parent households, people living alone or as couples. The City is also important as a major service centre to the South West Region (SWR)\(^7\); it is strategically located in proximity to the mining, timber and agricultural industries and is important as a centre for the growing tourism industry. The SWR is also a biodiversity ‘hot spot’\(^8\); however, the region is vulnerable to further loss of this biodiversity with destruction of habitat.

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\(^5\) The Greater Bunbury Urban Area comprises the built-up areas between Myalup, Harvey and Stratham in Capel.

\(^6\) ABS Regional Population Growth, Australia 2005 – 06.

\(^7\) The South West Region is defined by the Regional Development Commissions Act 1993 and stretches from Harvey Shire in the north to Manjimup Shire in the south. Sub Regional Planning Units of the South West include the ‘Bunbury-Wellington Region’, comprising the City of Bunbury and the Shires of Capel, Dardanup, Donnybrook/Balingup, Collie and Harvey; the Greater Bunbury Region Area that comprises the City of Bunbury and Shires of Capel, Harvey and Dardanup; and the Greater Bunbury Urban (Structure Plan) Area.

\(^8\) Biodiversity refers to all life on earth. Biodiversity ‘hotspots’ comprise only 2.3% of the earth’s land area yet contain more than 50% of the earth’s living species and are ‘the richest reservoirs of plant and animal life on Earth...’ (Goyle and WWF Australia 2006:3).
This exceptionally high growth and the associated impacts present a number of significant challenges to the City as it strives to prepare and implement a range of integrated planning strategies.

These strategies both seek to ensure that the City’s role as the regional capital to its hinterland is fulfilled and that development occurs in an orderly and sustainable manner.

The City Vision time horizon is 25 years. The visioning process has identified or confirmed the need for responses to several planning and development issues that will require an ongoing commitment of resources from the City of Bunbury to address. These issues include the need to strengthen the role of the City as a regional capital and consolidate the planning approaches to be taken in the future.

Strengthening the Role of the City as a Regional Capital

Bunbury has traditionally been recognised and reinforced as the focal point for residential, commercial and industrial land development within the SWR. Whilst the influx of population and wealth into the region presents new opportunities for development, it also creates an increasingly competitive land market within which community expectations are raised and further demands placed on infrastructure and service provision.

The prevailing climate of change, most emphatic within the hinterland areas, coupled with an adherence to an outdated and unfulfilled regional planning strategy⁹, makes it increasingly important for the City of Bunbury to reassess and reaffirm the position of the City as the regional capital for the SWR. The situation requires the City to proactively pursue outward looking strategies that strengthen its role and identity as a regional capital and enhance its image and linkages within national and international arenas.

Adoption of Comprehensive Approaches to Planning

Strategies already prepared by the City in respect of housing, commercial centres and transport need to be updated and consolidated¹⁰, and crucially their scope extended to reflect the true extent and dynamic character of the City. As the urban area grows and the City becomes evermore interrelated with activity occurring within surrounding areas, strategies that fail to address cross boundary linkages risk becoming progressively less robust and meaningful. City Vision will seek to encourage the State, the port and neighbouring shires to consolidate strategies into coherent and coordinated plans that protect values, maximise efficiencies and achieve common goals.

City Vision explores these issues and trends and the implementation of integrated planning strategies at a regional and local level. City Vision has been structured in accordance with a geographical framework, which will provide the opportunity to realise the City Vision recommendations at a local level.

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⁹ The recommendations of the State Planning Strategy 1997 to implement a regional plan based on a South West Urban System have not been realised.

¹⁰ DPI / WAPC declined to endorse the City’s Commercial and Housing Strategies prepared in 2001, requesting that they be integrated into a single strategic document.
Geographical Framework

City Vision provides a number of objectives and strategies that are applicable to the City as a regional capital and highlights the City’s linkages with the adjoining Shires of Capel, Dardanup and Harvey within the context of the Greater Bunbury Region (Figure 1). City Vision however applies directly to the City of Bunbury (Figure 2). For utility the City Vision outcomes are presented geographically in relation to the City in Vision Focus Areas.

Figure 1: Greater Bunbury Region
Figure 2: City of Bunbury
Vision Focus Areas

To assist in applying the City Vision goals, objectives and strategies, the City has been divided into five Vision Focus Areas (Figure 3). These areas are formed on the basis of common activities (e.g. commercial, housing and industry), complementary land uses and built form, and natural landscapes. In some cases the Vision Focus Areas have also been divided into Investigation Areas (Figure 4).

The Vision Focus and Investigation Areas are indicative; they provide a suggestion of the relevant planning area and should not be treated as exact. The Vision Focus and Investigation Areas are represented to simply provide a manageable geographical framework for more detailed investigation of issues, values and proposals.

The Vision Focus and Investigation Areas are described as follows:

- **Strategic Regional Centre** (Figure 3) which includes the Central Business District (CBD), Inner City Living West (ICLW), Inner City Living East (ICLE) and Outer Business District (OBD) Investigation Areas (Figure 4).

- **Southern Suburbs** (Figure 3) which includes a large proportion of the City’s medium density residential housing stock and the residential localities that are described herein as the Investigation Areas of Withers / Minninup; Tuart Brook and College Grove; and the Super Campus which contains Edith Cowan University, TAFE and the Bunbury Hospital (Figure 4).

- **Eastern Suburbs** (Figure 3) which contains the east Bunbury residential housing stock including Sandridge Park, Glen Iris/Moorlands and the Pelican Point residential development that exists on the southeast banks of the Leschenault Estuary.

- **Port** (Figure 3) which includes the Leschenault Estuary, Turkey Point reserve, the mouth of the Preston River and industrial land surrounding the port’s inner harbour.

- **Industry** (Figure 3) which contains the bulk of industrial land remaining outside the area of the port and the Bunbury Airport Investigation Area (Figure 4).

The Vision Focus and Investigation Areas address two components, as follows:

- the application of the City Vision goals, objectives and strategies, and
- a more thorough investigation of major issues and proposals. These are referred to as Priority Issues / Proposals for Blair Street; Building Height; Decked Parking; Bus and Rail Terminals; Leschenault Inlet and Koombana Bay Foreshore Reserves; Bunbury Waterfront; Sandridge Park; Strickland Street and the Plaza Commercial Area; Punchbowl Caravan Park and Proposed Big Swamp Short Stay Accommodation; College Grove Residential Expansion and Tuart Brook and TAFE/ECU/Health Campuses Structure Planning for Adjoining Areas; Withers/Minninup; and the Airport.

The recommendations that have been made are based on the City Vision values that have underpinned the visioning process.
Figure 3: Vision Focus Areas

Legend
- Strategic Regional Centre
- Southern Suburbs
- Eastern Suburbs
- Industry
- Port
**Figure 4: Investigation Areas**

**Legend**
- Strategic Regional Centre
- Southern Suburbs
- Eastern Suburbs
- Industry
- Port
- Investigation Areas
Values Underpinning the Vision

Methodology

The international best practice approach to visioning and the fundamental methodology underpinning the City Vision project is the Oregon visioning model. The Oregon model provides a framework for the evolution of the City Vision process and the values that underpin City Vision.

A fundamental component of this framework is development of a visioning document that reflects the community’s aspirations for its City and ultimately relies on community engagement. A graphical summary is provided of the general Oregon visioning model (Figure 5), which was then augmented through the City Vision process to meet local needs (Figure 6).

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Figure 5: Oregon Model of Community Visioning

Figure 6: City of Bunbury’s City Visioning Model

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By engaging the Bunbury community using the Oregon model, a number of strategic attributes, together with the triple bottom line approach, were identified as the essential values upon which City Vision is based.

**Community Engagement**

The visioning process in this regard involved development of a community profile, trend analysis, use of economic and population studies for development of a scoping and positioning paper. Initial stages of the City Vision process sought to engage the local community in visioning workshops and summits, stimulating discussion regarding City strengths, weaknesses and opportunities. Following this work, ideas and values were synthesised and distilled for development of a City Vision statement and strategy.

**City Vision Attributes**

Five attributes (dynamic, functional, attractive, living and innovative) were identified as elements representative of the community’s vision of Bunbury’s past, present and future. The attributes underpin a holistic approach adopted by Council and together they act as a sound basis to review the overall merits of new development in conjunction with the principles of sustainability. The City’s vision into the future, and its various attributes that were derived from the visioning workshops, underpinned the visioning process (Table 1).

| VISION |
|-----------------|------------------|-------------------|
| A uniquely Western Australian international port city linked into the global economy, Bunbury will strive to become a sustainable community, offering a high quality of life, focused on balancing environmental, social and economic needs. As the capital of the South West, it will aspire to promote the region as one of the finest in Australia, recognised for its diversity in culture, lifestyle opportunity and economic strength. |

| ATTRIBUTES |
|-----------------|------------------|-------------------|------------------|------------------|
| Dynamic |
| Functional |
| Attractive |
| Living |
| Innovative |
| A flourishing and diverse local economy with a regional sphere of influence |
| Good transport services and communication linking people to jobs, schools, health, other services and enabling strong linkages with the broader region |
| A quality built and natural environment, providing places for people to live in an environmentally-friendly way |
| Vibrant, harmonious and inclusive communities, enjoying a full range of appropriate, accessible public, private, community and voluntary services |
| Progressive, effective governance, offering inclusive participation, representation and leadership, facilitating the delivery of a modern, sustainable living and working environment |

The Triple Bottom Line Approach

The City Vision goal for achieving sustainability is:

Meeting the needs of the current and future generations through the integration of environmental protection, social advancement, economic prosperity and accountable and transparent governance12.

City Vision embraces principles that reinforce sustainable living through the triple bottom line approach that endeavours to meet the various environmental, social and economic needs as expressed by the community. To facilitate the practical application of the triple bottom line approach, City Vision is structured according to the three spheres of sustainability (environmental, social and economic). The City’s local sustainability framework further breaks down the three spheres into five key elements and their interrelationship is represented in the local sustainability framework (Figure 7).

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12 Adapted from the State Sustainability Strategy, September 2003.
Whilst the three spheres of sustainability are interdependent, the principle aim of City Vision is to advance the overall ecologically sustainable development of the City and its region. To facilitate the practical application of the sustainability model, subordinate planning tools will be structured according to a local sustainability framework, which takes the next step in translating the State Sustainability Strategy’s framework into a local government context.

The environmental emphasis of City Vision is on the need to balance protection of ecological processes with economic development through measures such as waste minimisation, incorporating energy conservation measures in development and managing reserves, to protect flora and fauna habitats and provide for tourism and recreation.

In relation to economic factors, City Vision provides a framework that supports investment, growth and employment. There are provisions to attract commercial investment, investigate, promote and facilitate a technologically advanced and innovative industrial and commercial sector that value adds primary resources. There is also recognition of the need to ensure the alignment of education and training with business needs and economic growth areas.

Socially, City Vision recognises the need to respond to and develop urban areas with a sense of community, to support the health and wellbeing of communities and to encourage interaction. In this regard measures to develop walkable and cyclist friendly communities that are serviced with a local and regional public transport system are recommended. A range of housing types should be available, community and recreation facilities and activities provided for all users and the needs of youth, seniors and people with disabilities addressed. Heritage, the arts, natural and cultural values should also be managed and promoted, and health and education infrastructure and services designed to meet current and future needs.

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Plan for a Sustainable City

Goals, Objectives and Strategies

City Vision with its attributes seeks to meet the needs of current and future generations through simultaneous economic, social and environmental improvement.¹⁴

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

<table>
<thead>
<tr>
<th>Env1</th>
<th>Manage demand and extraction of potable ground water resources within sustainable limits.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>GREATER BUNBURY REGION</strong></td>
</tr>
<tr>
<td></td>
<td>1.1 Support ongoing research that will improve knowledge of the sustainable yield from the Yarragadee aquifer.</td>
</tr>
<tr>
<td></td>
<td><strong>CITY OF BUNBURY</strong></td>
</tr>
<tr>
<td></td>
<td>1.2 Encourage more efficient use of water resources through water sensitive design of land subdivision and development, the use of drought tolerant (endemic species) vegetation in gardens and public places, modified household appliances that reduce consumption and the reuse of grey water.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Env2</th>
<th>Manage rivers, streams, wetlands and estuaries with actions that lead to an improvement in water quality and the protection and reinstatement of natural vegetation and fauna habitats.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>CITY OF BUNBURY</strong></td>
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<tr>
<td></td>
<td>2.1 Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland).</td>
</tr>
<tr>
<td></td>
<td>2.2 Ensure that proposals for the development of the North Shore¹⁵ explicitly include requirements for the protection and improvement of the White Mangroves colony.</td>
</tr>
</tbody>
</table>


¹⁵ The North Shore refers to the land that exists north of the Leschenault Inlet and south of Koombana Bay.
Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.

**CITY OF BUNBURY**

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

**CITY OF BUNBURY**

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

Address industrial and domestic waste streams at a regional level and promote waste minimisation strategies including recycling and reuse.

**GREATER BUNBURY REGION**

5.1 Establish a regional council comprising the Shires of Harvey, Dardanup, Capel and the City of Bunbury to produce a regional waste strategy based on Waste 2020.

Incorporate energy conservation measures in all planning and development control processes and procedures.

**CITY OF BUNBURY**

6.1 Ensure that land subdivision and building design are orientated to facilitate natural heating, cooling and lighting options.

6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.

6.3 Investigate the application of renewable energy technologies in the supply of power for domestic, community and industrial uses.\(^16\)

\(^{16}\) The Sustainable Energy Development Office (SEDO) provides support.
Social Goal

*To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.*

Social Objectives and Strategies:

**Soc1** Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.

**GREATER BUNBURY**

1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.

**Soc2** Enhance recreation and other community facilities and activities, including the major water bodies surrounding the City.

**CITY OF BUNBURY**

2.1 Prepare a plan that provides for improved physical and visual connection of the Central Business District to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities.

**Soc3** Identify, protect and manage significant heritage and cultural areas and sites.

**CITY OF BUNBURY**

3.1 Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values.

3.2 Include Aboriginal cultural values in planning processes and where appropriate in physical developments.

**Soc4** Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.

**GREATER BUNBURY REGION**

4.1 Review current bus and train services between the City and Perth to ensure that the transport needs of all users especially seniors, people with disabilities, young families, school children and business commuters are met.

4.2 Review the operation of the central bus station in the Central Business District with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.
CITY OF BUNBURY

4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.

Soc5 Develop, enhance and maintain a sense of community, place and local identity in existing and proposed urban areas throughout Greater Bunbury.

CITY OF BUNBURY

5.1 Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.

5.2 Reinforce the character and amenity of existing living areas through the conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places.

5.3 Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the Central Business District and adjoining residential neighbourhoods.

5.4 Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.

Soc6 Ensure that health and education infrastructure and services are meeting the needs of the current population and forecast growth and demand within the Greater Bunbury Region.

GREATER BUNBURY REGION

6.1 Develop and support strategies to increase the number of general practice doctors servicing the Greater Bunbury Region.

6.2 Support the enhancement of the Bunbury regional health campus to include research and expanded specialist services particularly in the areas of mental health and drug and alcohol abuse.

6.3 Ensure that plans and development timetables for new, upgraded and improved primary and high schools are aligned with accurate forecasts of student numbers and the provision of supporting infrastructure and services.

6.4 Promote an improvement in the articulation between secondary, post secondary, TAFE and tertiary education courses and programmes and expand degree course options at the Edith Cowan University Bunbury campus.


18 Integrated Local Area Planning (ILAP) is recommended by the Australian Local Government Association (A Guide to Integrated Local Area Planning 1993) as a more place based approach to planning for local communities. The ILAP approach attempts to coordinate and integrate development control with broader long term planning covering twelve distinct local areas covering the City. The ILAP approach relies on community participation and an understanding of the nature of local areas.

### Soc7
Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.

#### GREATER BUNBURY REGION

| 7.1 | Department of Sport and Recreation in partnership with the Department of Education and Training establish qualified physical education teachers at primary and secondary schools and initiate a programme that facilitates the transition from school based activities to club based. |

#### CITY OF BUNBURY / GREATER BUNBURY REGION

| 7.2 | Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities. |

### Soc8
Ensure that the particular needs of youth, seniors and people with disabilities are adequately provided for.

#### CITY OF BUNBURY

| 8.1 | Prepare a plan that supports youth activities and identifies areas of unmet need in services and infrastructure. |
| 8.2 | Review the availability of aged persons accommodation and associated support services to meet current and future demand. |
| 8.3 | Ensure that planning and development proposals meet the necessary standards for disabled access and promote strategies that provide for local respite, specialist therapy and supported accommodation. |

### Soc9
Provide for the housing, interpretation and promotion of art, natural and European history and Aboriginal culture.

#### CITY OF BUNBURY / GREATER BUNBURY REGION

| 9.1 | Identify appropriate location/s for the development of facilities that can accommodate art, natural and European history and Aboriginal culture. |
Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies:

Eco1  Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.

GREATER BUNBURY REGION

1.1  Review the structure plan and administrative arrangements for the Kemerton Industrial Park with a view to creating greater flexibility in the entry requirements to the estate.

CITY OF BUNBURY

1.2  Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas.

1.3  Actively promote and provide support for the relocation of port facilities in the Outer Harbour and advance planning for the redevelopment of the area.

1.4  Work in partnership with the State Government to produce a plan for College Grove that capitalises on the substantial community assets of the health and education campuses and adjoining Crown land.

1.5  Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.

1.6  Review the standard of service infrastructure and current operation of the Bunbury Airport, analyse options for future use and endorse a business plan for long term development.

1.7  Undertake an assessment of the type and standard of sporting facilities that have the capacity to accommodate major sporting events and progress arrangements to secure potential participants.

1.8  Ensure that there is sufficient land supply to meet the needs of commerce and industry in the long term and that incompatible land uses do not constrain development.

Eco2  Establish the City of Bunbury as a major tourist destination for domestic, interstate and international visitors.

GREATER BUNBURY REGION

2.1  Prepare a tourism marketing strategy that highlights the City and regional attractions and the availability of accommodation and services.
2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the Central Business District is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.

2.3 Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast.

**Eco3** Consolidate and expand the City of Bunbury as a headquarters for business and government enterprises.

**CITY OF BUNBURY**

3.1 Identify existing businesses and government agencies that have a significant presence in the Strategic Regional Centre and investigate opportunities for government and industry to establish or expand their presence in the City.

3.2 Ensure that services such as telecommunications, access and parking are of a high standard and that there is sufficient and appropriately located office space to meet future demand.

**Eco4** Promote and facilitate Greater Bunbury as an alternative living area to Perth and living area of choice for intrastate, interstate and international persons.

**GREATER BUNBURY**

4.1 Promote the triple bottom line advantages of decentralising the population of metropolitan Perth to Greater Bunbury.

**CITY OF BUNBURY**

4.2 Identify the City's natural advantages (climate, proximity to water, proximity to rural attractions) and infrastructure that supports communities as part of a marketing strategy to attract new residents.

**Eco5** Investigate, promote and facilitate the establishment of industrial and commercial activities that add value to our primary resources and employ innovative and technologically advanced methods of production and research.

**GREATER BUNBURY REGION**

5.1 Prepare, in partnership with the Bunbury Wellington Economic Alliance, the South West Area Consultative Committee, South West Development Commission and the Department of Industry and Resources (formerly the Department of State Development) a plan of action that identifies potential industry candidates and the necessary conditions for their establishment.
**Eco6**  Align post secondary and tertiary education and training with employment growth areas and business needs.

### GREATER BUNBURY REGION

6.1 Prepare in partnership with the Department of Education and Training and the Bunbury Wellington Economic Alliance an analysis of employment needs in the region and a plan to meet those needs through a review of the delivery of courses and improvements in the articulation between secondary, post secondary and tertiary education and training.

**Eco7**  Attract and facilitate commercial development in the Strategic Regional Centre within the context of commercial centre planning for the South West Planning Framework and the Bunbury Wellington Region.

### CITY OF BUNBURY

7.1 Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy\(^{20}\) endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.

7.2 Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.

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Part 2:
Vision Focus Areas
Central Business District

The Central Business District is the regional location of choice for the provision of the widest range of government services, business activities, entertainment facilities, tourist facilities, specialist retail, office accommodation, educational facilities and inner city living.

The City’s Central Business District (CBD) exists within the northern portion of the Strategic Regional Centre (Figure 8).

In the north of the CBD is the Outer Breakwater industrial land and the Bunbury Old Timber Jetty\(^{21}\) (the Jetty).

![Photograph 10: Outer Breakwater Industrial Land and the Old Timber Jetty](image)

Together, the Outer Breakwater and the Jetty are known as the Outer Harbour. Installed between the Jetty and Casuarina Point is a number of boat mooring sites for large boats and yachts that cannot access the Bunbury Yacht Club moorings in Leschenault Inlet. In the north of the CBD is the Marlston Hill residential area, the City’s commercial district and Blair Street. Blair Street is recognised as a major arterial road into the CBD and it separates the CBD from the parkland and foreshore of the Leschenault Inlet.

To the northeast of the CBD are Koombana Bay, Koombana Beach and the Leschenault Inlet. The northern banks of the Leschenault Inlet around to the Bunbury Rowing Clubhouse, located in the southwest of the Inlet, are also within the CBD.

To the west of the CBD is Ocean Drive, which provides access to and defines the boundary of Bunbury’s Indian Ocean foreshore. Bunbury Senior High School is located in the southwest of the CBD.

![Photograph 11: Casuarina Point and Ocean Beach](image)

The environmental, social and economic City Vision objectives and strategies are explored below in relation to the CBD. The relevant objectives and strategies for the CBD, and the values, issues and proposals applicable to each strategy are the subject of planning commentary and analysis (Table 2). The analysis of the strategy is concluded with recommendations and in some cases the recommendation is followed by a Priority Issue / Proposal for a particular issue, area or development.

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\(^{21}\) The Jetty is an important heritage icon and appears on the City of Bunbury Heritage List and as a permanent entry on the Heritage Council of WA’s State Register of Heritage Places.
Figure 8: Central Business District Investigation Area
Environmental Analysis

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

Table 2: Central Business District Analysis

<table>
<thead>
<tr>
<th>Central Business District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Env2: Manage rivers, streams, wetlands and estuaries with actions that lead to an improvement in water quality and the protection and reinstatement of natural vegetation and fauna habitats.</td>
</tr>
<tr>
<td>Env3: Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.</td>
</tr>
</tbody>
</table>

Strategy:

2.2 Ensure that proposals for the development of the North Shore explicitly include requirements for the protection and improvement of the White Mangroves colony.

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

Values, Issues and Proposals

To progressively improve the Leschenault Inlet foreshore areas to further enhance the Inlet as a major tourist and recreation attraction.

Bunbury Waterfront Project Stage 1

Investigate opportunities for short stay, guesthouse development.

Leschenault Inlet is a major natural feature that provides a 'new face' to the City as the CBD develops with closer links to adjoining water areas. It also is developing as a significant tourist and recreational area that will grow in prominence as the City expands physically and in population numbers. Because of the attractiveness of the area, proximity to the CBD and its accessibility, tourism accommodation is likely to be in demand (see recommendation CBD5).

Photograph 12: Leschenault Inlet, Koombana Bay Beach and Yacht Club Boat Moorings

Recommendation CBD1: Allocate sufficient resources for the planning and development of the Leschenault Inlet Regional Park so that the area is established as a major tourist and recreation attraction.
The White Mangroves that exist on the northern banks of the Leschenault Inlet have been identified as having very high environmental value and must be protected from any adverse impacts.

The existing mangrove walk trail is an excellent tourism and recreation attraction but is isolated and not well promoted. Any development proposal for the North Shore of the Inlet must provide for an enhancement of access, promotion and management of the White Mangroves.

Refer to Priority Issue / Proposal:
- Leschenault Inlet and Koombana Bay Foreshore Reserves

Recommendation CBD2: Require the protection and tourism/recreational enhancement of the White Mangroves as part of any planning and development of the North Shore.
### Env3: Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.

#### Strategy:

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The natural and built defining elements of the City (for this area: the coast, Boulters Heights, Big Swamp, Bunbury Tower, Marlston Lookout, the Checkered Lighthouse and the port) need to be protected and wherever possible enhanced.</td>
<td>The CBD is defined by natural (e.g. Inlet, bays, ocean, hills) and built (e.g. Bunbury Tower, Marlston Lookout, the Checkered Lighthouse and the port) features. These are essential elements of the character and amenity of the City and are guides for people movement. New buildings and changes to the natural landscape need to be carefully considered so that the City’s identity is reinforced and enhanced. The loss of a major landmark, such as the Catholic Cathedral, presents a new opportunity for an iconic building to define the southern end of the CBD.</td>
</tr>
</tbody>
</table>

#### Recommendation CBD3: Require planning policies and projects for development to incorporate consideration of key landmarks with a view to enhancing their role in orientation and defining character and amenity of the City.

To progressively improve the Leschenault Inlet foreshore areas to further enhance the Inlet as a major tourist and recreation attraction. Leschenault Inlet is a major natural feature that provides a ‘new face’ to the City as the CBD develops with closer links to adjoining water areas. **(see recommendation CBD1).**

Refer to Priority Issue / Proposal:
- Leschenault Inlet and Koombana Bay Foreshore Reserves

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*Photograph 14: Former Catholic Cathedral, Bunbury*  
(Source: © Heritage Council of West Australia, Photographer FA Sharr)
**Env4:** Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

**Strategy:**

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Bunbury Waterfront Project Stage 1 proposal focused on Koombana Bay and Leschenault Estuary/Inlet.</td>
<td>The Bunbury Waterfront Project Stage 1 was considered to have potential to generate private and public investment, growth, employment and opportunities for a range of commercial and civic/cultural activities. Proposals for the development of the Bunbury Waterfront Project Stage 1 will need to address issues associated with an entry statement into the City; public access; provision of and management of regional and local open space; visual impact particularly height, bulk and architectural theme; traffic generation and management; interface with existing uses; and competition from competing uses including civic and cultural. Trade-offs associated with the impact of development will need to be analysed within the context of the full range of development proposals for the CBD.</td>
</tr>
</tbody>
</table>

Recommends CBD4: Progress Stage 1 of the Bunbury Waterfront Project following a detailed analysis of the concept relative to other proposals for the CBD and their compliance with the triple bottom line policy framework for City Vision.

The natural defining elements of Bunbury (for this area: the coast, Boulter's Heights and Big Swamp) need to be protected and wherever possible enhanced.

Management of the Leschenault Inlet needs to ensure that the viability of the estuarine vegetation (especially the White Mangroves) and fauna habitats is the highest priority.

The White Mangroves have been identified as having very high environmental value and must be protected from any adverse impacts (see recommendation CBD2).

The Coast, Boulter's Heights and Big Swamp are essential elements of the character and amenity of the City and are guides to people movement. New buildings and changes to the natural landscape need to be carefully considered so that the City's identity is reinforced and enhanced. Leschenault Inlet has been identified as regional open space under the Greater Bunbury Region Scheme. Its primary significance is as an estuarine environment and management will need to focus on the retention and improvement of natural values as well as interpretation of flora and fauna.

Refer to Priority Issue / Proposal:

- **Leschenault Inlet and Koombana Bay Foreshore Reserves**

Recommends CBD5: The management arrangements for the Leschenault Inlet Regional Park need to ensure that the viability of the estuarine environment is the highest priority.
Env6: Incorporate energy conservation measures in all planning and development control processes and procedures.

**Strategy:**

6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any new development or redevelopment should reinforce the character and amenity of existing living areas. Public interaction should be encouraged through improvements to pedestrian and cycle ways and facilities (e.g. Leschenault Inlet, The Quays) where people can meet.</td>
<td>The report on the CBD by Thompson McRobert Edgeloe(^23) (TME) recommends against moving the terminus to the Eelup Rotary on the basis of reinforcing the CBD as a hub of activity for tourism in particular.</td>
</tr>
</tbody>
</table>

An intermodal (bus and train) terminus be located at the Eelup Roundabout and plan for multi storey car parks.

Convenience is a key factor in attracting people into the CBD. Current parking arrangements are inadequate to support expansion of commercial activity in the City centre.

The location of these sites and the timing of their development is a key issue in the planning for the CBD. Opportunities for commercial, recreation, and civic and cultural activities can be generated by reducing the dominance of motor vehicles in the town centre. A plan to redirect and/or discourage through movement of cars linked to new conveniently located parking sites is needed.

Refer to Priority Issue / Proposals:
- Decked Parking Sites
- Bus and Rail Terminals

**Recommendation CBD6:** Plan for a change in priority between cars and pedestrians in favour of pedestrians and identify opportunities for street based activities.

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# Social Analysis

## Social Goal

*To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.*

## Social Objectives and Strategies:

### Central Business District

**Soc2:** Enhance recreation and other community facilities and activities, including the major water bodies surrounding the City.

**Strategy:**

1. Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>To progressively improve the Leschenault Inlet foreshore areas to further enhance the Inlet as a major tourist and recreation attraction.</td>
<td>The Bunbury Waterfront Project Stage 1 will generate investment, growth, employment and opportunities for a range of commercial and civic/cultural activities.</td>
</tr>
<tr>
<td><strong>Bunbury Waterfront Project.</strong></td>
<td>Proposals for the development of Stage 1 of the project will need to address issues associated with an entry statement into the City; public access; provision of and management of regional and local open space; visual impact particularly height, bulk and architectural theme; traffic generation and management; interface with existing uses; and competition from competing uses including civic and cultural. Trade-offs associated with the impact of development will need to be analysed within the context of the full range of development proposals for the CBD (see recommendation CBD4).</td>
</tr>
<tr>
<td>Wellington and Prinsep Street improvements west to Ocean Beach.</td>
<td>There is consensus in the broader community of the need to make better use of the City's natural water assets. This has been translated into several project proposals that seek to change the urban form and dynamics of the City to connect people and activity to the prime areas of the (City end) Leschenault Inlet, Koombana Bay/Casuarina Bay and Ocean Beach. The Marlston Hill project has provided a good example of improvements that have resulted in better connection and community facilities around the Jetty. It is important that no one project is advanced in isolation of others as this may result in undesirable trade-offs and/or unforeseen consequences. Scenarios that model the impact of the interrelationship of proposals are needed to ensure that triple bottom line objectives are met with minimal trade-offs.</td>
</tr>
<tr>
<td>Blair Street realignment options</td>
<td>Investigate opportunities for short stay, guesthouse development.</td>
</tr>
</tbody>
</table>
Leschenault Inlet is a major natural feature that provides a ‘new face’ to the City as the CBD develops with closer links to adjoining water areas. It also is developing as a significant tourist and recreational area that will grow in prominence as the City expands physically and in population numbers. Because of the attractiveness of the area, proximity to the CBD and its accessibility, tourism accommodation is likely to be in demand (see recommendation CBD1).

Refer to Priority / Issue Proposals:
- Bunbury Waterfront
- Building Height
- Blair Street
- Leschenault Inlet and Koombana Bay Foreshore Reserves

| Soc3: Identify, protect and manage significant heritage and cultural areas and sites. |
| Strategy: |
| 3.1 Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values. |

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
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</thead>
<tbody>
<tr>
<td>Managing heritage values is an important reflection of community identity. Heritage places are vital to the fabric to the CBD’s character. Heritage buildings are valuable landmarks in the City’s landscape, distinguishing features, in some cases they beautify an area and they are tourist attractions and valuable historical reminders.</td>
<td>The CBD is defined by natural (e.g. Inlet, bays, ocean, hills) and built (e.g. Bunbury Tower, Marlston Lookout, lighthouse, port) features. These are essential elements of the character and amenity of the City and are guides for people movement. New buildings and changes to the natural landscape need to be carefully considered so that the City’s identity is reinforced and enhanced.</td>
</tr>
</tbody>
</table>

Photograph 16: Former Bunbury Silos (Source: © Heritage Council WA)  
Photograph 16: Old Silos Redevelopment
Sites, such as the fourteen shipwreck sites in Koombana Bay and the Leschenault Inlet or areas such as the Stirling Street Heritage Precinct that are considered to have heritage value worthy of protection, can be protected to ensure new development is distinctive yet sympathetic and does not compromise heritage values.

The importance of heritage to the character of the City needs greater emphasis and for this to be reflected in the City’s decision making. The Local Planning Policy Framework of the City is to be reviewed to ensure it is consistent with best practice standards and is supported by a range of statutory and non-statutory mechanisms for the encouragement of heritage conservation, such as, a combination of development controls and incentive based schemes to encourage land owners to ensure that new development does not compromise heritage values.

Recommendation CBD7: Ensure that planning policies and development control provisions adequately provide for the conservation and protection of heritage values.

Strategy:

3.2 Include Aboriginal cultural values in planning processes and where appropriate in physical developments.

Values, Issues and Proposals

Aboriginal culture has artistic and social value and can have tourism value. Representing Aboriginal culture is important to community identity and cohesion.

Planning Commentary and Analysis

A regional art centre including a gallery, museum and Noongar cultural centre provides an opportunity to represent the arts and Aboriginal and non-Aboriginal cultural values as well as providing a tourist attraction.

Refer to Priority Issue/Proposal:

- Leschenault Inlet and Koombana Bay Foreshore Reserves

Photograph 17: Bunbury Regional Art Gallery

Photograph 18: People Fest, Bunbury 2006
## Central Business District

### Soc4: Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.

**Strategy:**

4.2 Review the operation of the central bus station in the Central Business District with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.

<table>
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<th>Values, Issues and Proposals</th>
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<tbody>
<tr>
<td>Improve access to key activity areas such as high schools, TAFE/ECU and the health campus, the CBD, Hay Park and shopping areas.</td>
<td>The report on the CBD by TME recommends against moving the terminus to the Eelup Rotary on the basis of reinforcing the CBD as a hub of activity for tourism in particular. Opportunities for commercial, recreation, and civic and cultural activities can be generated by reducing the dominance of motor vehicles in the town centre. A plan to redirect and/or discourage through movement of cars linked to new conveniently located parking sites is needed.</td>
</tr>
<tr>
<td>A review of routes and services to connect key activity areas and residential areas.</td>
<td></td>
</tr>
<tr>
<td>An intermodal (bus and train) terminus is proposed to be located at the Eelup Rotary.</td>
<td></td>
</tr>
<tr>
<td>Plan for multi storey car parks is proposed.</td>
<td></td>
</tr>
</tbody>
</table>

**Refer to Priority Issue / Proposal:**
- Decked Parking Sites
- Bus and Rail Terminals

### Soc5: Develop, enhance and maintain a sense of community, place and local identity in existing and proposed urban areas throughout Greater Bunbury.

**Strategy:**

5.3 Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the Central Business District and adjoining residential neighbourhoods.

<table>
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<tr>
<th>Values, Issues and Proposals</th>
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<tr>
<td>Public interaction should be encouraged through improvements to pedestrian and cycle ways and facilities (e.g. Big Swamp, Leschenault Inlet, the Quays) where people can meet.</td>
<td>The report on the CBD by TME recommends against moving the terminus to the Eelup Rotary on the basis of reinforcing the CBD as a hub of activity for tourism in particular.</td>
</tr>
</tbody>
</table>
That an intermodal (bus and train) terminus be located at the Eelup Rotary.

Plan for multi storey car parks.
Increase pedestrian access, safety and convenience including piazzas, malls and partial malls.

Buildings in the CBD should not create wind tunnels and at street level should be at a human scale with higher rise behind.

Convenience is a key factor in attracting people into the CBD. Current parking arrangements are inadequate to support expansion of commercial activity in the City centre. The location of these sites and the timing of their development is a key issue in the planning for the CBD. Opportunities for commercial, recreation, and civic and cultural activities can be generated by reducing the dominance of motor vehicles in the town centre. A plan to redirect and/or discourage through movement of cars linked to new conveniently located parking stations is needed (see recommendation CBD6).

Refer Priority Proposal / Issue:
- Bus and Rail Terminals
- Decked Parking Sites

Photograph 19: Aerial Photograph of Eelup Rotary

Strategy:

5.4 Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.

Values, Issues and Proposals

Public interaction should be encouraged through improvements to, amongst other things:
- location and mix of uses
- urban design of public open spaces, buildings and the landscaped areas between them
- public transport infrastructure, and
- streetscapes, pedestrian and cycle ways and facilities (e.g. Big Swamp, Leschenault Inlet, the Quays) where people can meet.

Planning Commentary and Analysis

The Western Australian Planning Commission in partnership with the Office of Crime Prevention has developed the Designing Out Crime Guidelines24 for use by local governments across WA.

The Bunbury Community Safety and Crime Prevention Plan (the Plan), which is being prepared by the City’s Community Crime Prevention Committee, represents a partnership approach to tackling community safety and crime prevention issues in a manner that is advocated by the State Government’s Office of Crime Prevention. As such the Plan will address a broad scope of local matters affecting crime prevention, personal and community safety and security. To date the Plan has identified a number of local priorities that include a safer CBD and designing out crime in Bunbury as part of the six identified goals of the Plan.

### Central Business District

#### Recommendation CBD8:
In accordance with the Bunbury Community Safety and Crime Prevention Plan the design of buildings, streetscapes and open spaces is to be influenced by encouraging the identification of risks/hazards through safety auditing of places and development proposals in order to inform public sector capital works/maintenance programmes and private sector development initiatives.

**Soc7:** Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.

<table>
<thead>
<tr>
<th>Strategy:</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>Provide adequate and appropriate sport and recreation facilities for all age groups and support sporting clubs and groups.</td>
<td>Ensuring that all age groups can access a high standard of sport and recreation facilities makes a strong contribution to the health and welfare of the community.</td>
</tr>
</tbody>
</table>

#### Recommendation CBD9:
Prepare a sport and recreation strategy for Greater Bunbury that addresses the needs of all age groups and identifies ways of supporting clubs and community groups.

**Soc9:** Provide for the housing, interpretation and promotion of art, natural and European history and Aboriginal culture.

<table>
<thead>
<tr>
<th>Strategy:</th>
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<tbody>
<tr>
<td>9.1 Identify appropriate location/s for the development of facilities that can accommodate art, natural and European history and Aboriginal culture.</td>
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<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The South West and the Greater Bunbury Region particularly has a rich European and Aboriginal history and a long standing reputation for excellence in the arts.</td>
<td>Several attempts have been made to establish a regional museum in the City of Bunbury along similar lines to those in Geraldton and Albany. It is essential that the natural and human history of the region be appropriately displayed and interpreted and the outstanding talents of past and present artists are showcased.</td>
</tr>
</tbody>
</table>

Refer Priority Proposal / Issue:
- Leschenault Inlet and Koombana Bay Foreshore Reserves.
## Economic Analysis

### Economic Goal

*To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.*

### Economic Objectives and Strategies:

<table>
<thead>
<tr>
<th></th>
<th><strong>Central Business District</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eco1:</strong></td>
<td>Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.</td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
<td>1.2 Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas.</td>
</tr>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
<td><strong>Planning Commentary and Analysis</strong></td>
</tr>
<tr>
<td>Prepare a structure plan for the expansion and future operations of the port.</td>
<td>The Bunbury Port is essential infrastructure that supports major exporting industries. Further development of primary resources within the region, including downstream processing, will be dependent on the capacity and efficiency of the port. The port will also need to accommodate containers as the quantity of goods entering and being exported from the region grows rapidly.</td>
</tr>
</tbody>
</table>

Refer to Port Vision Focus Area Analysis
## Central Business District

### Strategy:

1.3 Actively promote and provide support for the relocation of port facilities in the Outer Harbour and advance planning for the redevelopment of the area.

### Values, Issues and Proposals

Bunbury Waterfront Project - Relocation of port infrastructure and redevelopment of area for mixed uses.

Development of a new marina, clubhouse and improvements to foreshore areas of Koombana Bay and Leschenault Inlet.

### Planning Commentary and Analysis

The Bunbury Waterfront Project will generate investment, growth, employment and opportunities for a range of commercial and civic/cultural activities.

Proposals for the development of Stage 1 will need to address issues associated with an entry statement into the City; public access; provision of and management of regional and local open space; visual impact particularly height, bulk and architectural theme; traffic generation and management; interface with existing uses; and competition from competing uses including civic and cultural. Trade-offs associated with the impact of development will need to be analysed within the context of the full range of development proposals for the CBD (see recommendation CBD4).

Refer Priority Issue / Proposal:
- Bunbury Waterfront Project

### Strategy:

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.

### Values, Issues and Proposals

That an intermodal (bus and train) terminus be located at the Eelup Rotary.

Plan for multi storey car parks is proposed.

Increase pedestrian access, safety and convenience including piazzas, malls and partial malls.

### Planning Commentary and Analysis

The report on the CBD by TME recommends against moving the terminus to the Eelup Rotary on the basis of reinforcing the CBD as a hub of activity for tourism in particular.

Convenience is a key factor in attracting people into the CBD. Current parking arrangements are inadequate to support expansion of commercial activity in the City centre. The location of these sites and the timing of their development is a key issue in the planning for the CBD. Opportunities for commercial, recreation, and civic and cultural activities can be generated by reducing the dominance of motor vehicles in the town centre. A plan to redirect and/or discourage through movement of cars linked to new conveniently located parking sites is needed.

Refer Priority Issue / Proposals:
- Decked Parking
- Blair Street
- Bus and Rail Terminals
### Central Business District

#### Strategy:

1.8 Ensure that there is sufficient land supply to meet the needs of commerce and industry in the long term and that incompatible land uses do not constrain development.

#### Eco2: Establish the City of Bunbury as a major tourist destination for domestic, interstate and international visitors.

#### Strategy:

2.1 Prepare a tourism marketing strategy that highlights the City and regional attractions and the availability of accommodation and services.

2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.

2.3 Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast.

### Values, Issues and Proposals

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<tr>
<td>Tourist attractions – Enhance existing areas and increase the number.</td>
<td>Bunbury’s water areas of the Ocean, Leschenault Inlet and Koombana Bay are outstanding natural attractions with limited enhancement. The Bunbury Waterfront Project Stage 1 presents an opportunity for improvements to the foreshore areas. There is uncertainty in relation to the application of the State Government’s Coastal Planning Policy and policy that applies to Strategic Tourism Sites. In particular height, setbacks and mix of freehold and short stay.</td>
</tr>
<tr>
<td>Tourism marketing strategy.</td>
<td></td>
</tr>
<tr>
<td>To progressively improve the Leschenault Inlet foreshore areas to further enhance the Inlet as a major tourist and recreation attraction.</td>
<td></td>
</tr>
<tr>
<td>Upgrade the Big Swamp and associated bird park and improve connection to the beach.</td>
<td></td>
</tr>
<tr>
<td>Investigate opportunities for short stay, guesthouse development.</td>
<td></td>
</tr>
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</table>

### Recommendations

- **CBD10:** Identify available sites for tourist development and establish the criteria for the mix of freehold subdivision and tourism, height and management.
- **CBD11:** Prepare a tourism marketing strategy.

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25 Statement of Planning Policy No. 2.6 State Coastal Planning Policy and the Amendment.

26 Investigation of the impact of combining tourist and permanent residential accommodation on tourist zoned land and the impact of strata titling of tourist accommodation, Department for Planning and Infrastructure 2006, Tourism Planning Taskforce Report: Report to the Ministerial Taskforce to the Minister for Planning and Infrastructure.
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<td>To provide a range of short stay tourist accommodation with ocean orientation and easy access to the beach. Further enhance facilities for the Ocean Beach area.</td>
</tr>
<tr>
<td>Ocean Beach is a major physical feature that helps define the City. It is also a highly valued recreation area and an area that presents significant opportunities for tourist developments. The Coastal Enhancement Project has substantially improved the beachscape and is providing a catalyst for tourism investment. Further enhancement will establish Ocean Beach as one of the premier tourist destinations and recreation areas in the state.</td>
</tr>
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Refer Priority Issue / Proposal:
- Building Height

Leschenault Inlet is a major natural feature that provides a ‘new face’ to the City as the CBD develops with closer links to adjoining water areas. It also is developing as a significant tourist and recreational area that will grow in prominence as the City expands physically and in population numbers. Because of the attractiveness of the area, proximity to the CBD and its accessibility, tourism accommodation is likely to be in demand (see recommendation CBD1).

Refer Priority Issue / Proposal:
- Leschenault Inlet and Koombana Bay Foreshore Reserves
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<td>Eco3: Consolidate and expand the City of Bunbury as a headquarters for business and government enterprises</td>
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**Strategy:**

3.1 Identify existing businesses and government agencies that have a significant presence in the Strategic Regional Centre and investigate opportunities for government and industry to establish or expand their presence in the City.

3.2 Ensure that services such as telecommunications, access and parking are of a high standard and that there is sufficient and appropriately located office space to meet future demand.

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<td>Undertake a study that identifies opportunities to attract government and business offices.</td>
<td>As part of Bunbury 2000 programme, the State Government in the 1980’s supported decentralisation of government functions, including decision making.</td>
</tr>
<tr>
<td>Investigate opportunities to attract public and private sector organisations to establish administrative headquarters or components of their operations in the City.</td>
<td>There is a strong case for more government agencies to operate from Bunbury to reverse the current trend of centralising government activity. The high level of services and infrastructure (especially transport and communications) and proximity to where major business and government activity is occurring, should make Bunbury an attractive location for public and private sector administration. Promoting the regional advantages of Bunbury is needed.</td>
</tr>
</tbody>
</table>

**Recommendation CBD12:** Target government agencies and private sector organisations that would benefit from locating whole or part of their operations in the City of Bunbury or do not need to have a capital city location.

**Strategy:**

3.2 Ensure that services such as telecommunications, access and parking are of a high standard and that there is sufficient and appropriately located office space to meet future demand.

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<td>Investigate opportunities to attract public and private sector organisations to establish administrative headquarters or components of their operations in the City.</td>
<td>Key factors affecting a business decision to locate operations in the City of Bunbury are the relative (to Perth) convenience of access, the cost and availability of floor space and the quality of telecommunications. The City of Bunbury has regional advantages in these areas and they should be promoted.</td>
</tr>
</tbody>
</table>
### Central Business District

**Eco4:** Promote and facilitate Greater Bunbury as an alternative living area to Perth and living area of choice for intrastate, interstate and international persons.

**Strategy:**

4.1 Promote the triple bottom line advantages of decentralising the population of metropolitan Perth to Greater Bunbury.

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<td>There is a trend in Australia for people to relocate from major City's to non-metropolitan centres, such as the City of Bunbury. The City benefits from the provision of infrastructure that is normally only available in Perth, it contains significant government offices, is located in proximity to major mining and processing industries of the South West and in proximity to surrounding rural areas that are identified for future growth. There are opportunities for the City to attract people seeking non-metropolitan places to live and opportunities to attract government and business offices.</td>
<td>As part of Bunbury 2000 programme, the State Government in the 1980’s supported decentralisation of government functions, including decision making. There is a strong case for more government agencies to operate from Bunbury to reverse the current trend of centralising government activity <em>(see recommendation CBD12).</em> Undertake a marketing strategy for the City, in accordance with the triple bottom line themes of City Vision, to promote the City as an alternative living area of choice, business centre and location for government offices.</td>
</tr>
</tbody>
</table>

**Recommendation CBD13:** Finalise a marketing strategy that reflects the endorsed City Vision Strategy.

**Strategy:**

4.2 Identify the City’s natural advantages (climate, proximity to water, proximity to rural attractions) and infrastructure that supports communities as part of a marketing strategy to attract new residents.

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<td>Prepare a marketing strategy (overall) for the City. Prepare a housing strategy for the City.</td>
<td>A Draft Marketing Strategy has been prepared with the aim of making Bunbury the pre-eminent regional area in Western Australia for diversity in culture, lifestyle opportunities and economic strength. Alignment with the finally endorsed City Vision Strategy is needed.</td>
</tr>
</tbody>
</table>

**Recommendation CBD14:** Prepare a housing strategy (including land availability) for Greater Bunbury.
## Central Business District

### Eco7: Attract and facilitate commercial development in the Strategic Regional Centre within the context of commercial centre planning for the South West Planning Framework and the Bunbury Wellington Region.

#### Strategy:

- **7.1** Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.
- **7.2** Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.

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<td>Finalise a commercial centres strategy(^{27}) for Greater Bunbury.</td>
<td>The regional commercial framework that forms part of the Bunbury Wellington Region Plan is outdated and is in need of review. A recent analysis of the relationship between commercial centres in the Greater Bunbury area has revealed significant problems in the absence of planned and controlled commercial centre development. Without a policy framework, some centres may establish/expand at the expense and possible demise of others.</td>
</tr>
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</table>

**Recommendation CBD15: Finalise a commercial centres strategy for Greater Bunbury.**

#### Strategy:

- **7.2** Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.

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<td>There is consensus that the Bunbury Strategic Regional Centre and particularly the CBD, needs an injection of vitality and an expansion of commercial activities that are both higher order and more specialised.</td>
<td>Marlston Hill and the redevelopment of the Koombana Bay foreshore (west of “The Plug”) have provided a new development standard and variety of commercial and mixed use activities. The continuation of this mixed use (with an emphasis on tourism) theme around the Koombana Bay foreshore and Leschenault Inlet is the most significant commercial development opportunity in the City. In addition, major development opportunities are likely at the Lighthouse Motel site, the Koombana/Casuarina Drive corner site, South’s No. 2 Car Park, the St John of God Hospital area, several sites along Ocean Beach, Symmons Street (east) and Wellington Street (west).</td>
</tr>
</tbody>
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## Central Business District

The Outer Business District also includes development opportunities at the Forum Shopping Centre, the Homemaker Centre, the Plaza Shopping Centre and Strickland Street light/service industry area. The mixed use area bounded by Forrest Avenue, Spencer Street, Blair Street and Comwall Street is a significant adjunct to the CBD and should be appropriately identified and promoted as a mixed commercial area.

### Recommendations

| CBD16 | That the Strategic Regional Centre be assessed to establish the constraints and opportunities for commercial development. |
| CBD17 | That a staged CBD streetscape strategy be programmed by Council. |
## Priority Issues / Proposals

### Blair Street Modifications

<table>
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<th>Environmental Strategies:</th>
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<td>6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.</td>
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<td>2.1 Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities.</td>
</tr>
<tr>
<td>4.2 Review the operation of the central bus station in the Central Business District with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.</td>
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<tr>
<td>5.3 Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the Central Business District and adjoining residential neighbourhoods.</td>
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<td>1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.</td>
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<td>2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the Central Business District is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.</td>
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</table>
Trade – Off Analysis:

Proposals for the realignment, closure and partial closure of Blair Street between Stirling Street and Koombana Drive have been advanced to meet the objective of improving the connection of the centre of the City with the Leschenault Inlet, Queens Gardens and Marlston Hill waterfront. The case for changing the status of Blair Street is contained in the Three Waters Vision\(^{28}\), the Bunbury Integrated Land Use and Transport 2030 report\(^{29}\) and the “picture book”\(^{30}\) that states:

*Blair Street physically separates the town centre from Leschenault Inlet. City Vision promotes the partial removal of this street to create a water based focus and lifestyle for the City.*

Subsequently the Draft Greater Bunbury CBD Precinct Plan\(^{31}\) included five options from full realignment and closure to downgrading. The TME City Foreshore Indicative Concept\(^{31}\) shows Blair Street closed and realigned southwest of the Centrepoint Shopping Centre.

The impacts of partial closure and downgrading have been modelled and analysed by OPUS International\(^{32}\). Significantly, the study concluded that partial closure (Haley Street to Koombana Drive) would create an unacceptable negative impact on access to the North Shore and other CBD streets in terms of congestion, time delays (queuing), pedestrian safety and convenience.

Whilst the proposal to close and realign Blair Street removes the physical barrier between the Inlet and the eastern edge of the City centre thereby meeting the objective to improve connectivity, it trades-off fully meeting the following environmental, social and economic objectives and strategies:

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services. (Eco1.5). *The OPUS report\(^{32}\) states that efficiency, convenience and safety will be reduced for other CBD streets.*

- Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre (Eco2.2). *Should the CBD become congested and difficult to access, it is likely that tourists will not make the City centre their arrival point.*

- Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities (Soc2.1). *Closure and realignment of Blair Street meets this objective/strategy. Downgrading of Blair Street with major improvements to east/west connections, especially Symmons Street through to the Inlet, could also meet this objective/strategy.*

\(^{28}\) Koltasz Smith 2002, Three Waters Vision.


Review the operation of the central bus station in the CBD with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts (Soc4.2). Efficient and convenient bus access to the CBD contributes to the CBD becoming a more vibrant activity centre, a destination rather than a stop off and more pedestrian friendly.

Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the Central Business District and adjoining residential neighbourhoods (Soc5.3). More congestion and vehicle movements in the City centre militate against greater pedestrianisation and cycle use.

Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). See above comments.

Given the above assessment, an alternative solution that contributes to achieving the objective of a better connection with the Inlet with less trade-offs is proposed. The Coastal Enhancement Project provides a useful example of where the physical dominance of a coastal road has been reduced and civic, cultural and commercial opportunities increased with an expanded foreshore area.

The OPUS traffic modelling\(^{33}\) of Blair Street being reduced from two to one lane each direction between Haley Street and Koombana Drive reveals minimal impact on other CBD streets. It can also create a greater land area on the Inlet side of Blair Street where civic, cultural and commercial opportunities are enhanced and facilitate upgraded east/west pedestrian and cycle connections. This option was explicitly identified as an opportunity in the Three Waters Vision\(^{34}\).

**Blair Street Modification – Recommendations**

- CBD18: That Blair Street remains connected to Koombana Drive.
- CBD19: That reducing Blair Street from four lane divided to two lane between Haley Street and Koombana Drive (both lanes removed from the Inlet side) with enhanced east/west pedestrian connections and traffic calming be developed for further consideration. The Clifton/Blair Street roundabout also needs to be redesigned to take account of the downgrading of Blair Street.
- CBD20: That Symmons Street be developed as a key pedestrian and visual connection between the cappuccino strip north to Clifton Street and the Inlet.
- CBD21: That Casuarina Drive be downgraded to a two lane boulevard to facilitate better connectivity between the CBD and Marlston Hill waterfront. (Refer to Composite Recommendations.)


\(^{34}\) Koltasz Smith 2002, Three Waters Vision.
Bus and Rail Terminals

**Environmental Strategies:**

6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.

**Social Strategies:**

4.1 Review current bus and train services between the City and Perth to ensure that the transport needs of all users especially seniors, people with disabilities, young families, school children and business commuters are met.

4.2 Review the operation of the central bus station in the CBD with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.

4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.

5.3 Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.

**Economic Strategies**

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.

2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.

**Trade – Off Analysis:**

Prior to a detailed analysis of locating a bus and train terminus near The Plug on the North Shore, there was strong support from the community to bring the train back into the CBD. This proposal was identified in the Three Waters Vision. The Bunbury Integrated Land Use and Transport 2030 report concluded that it would not be possible to achieve this objective because engineering standards cannot be met. As an alternative the consultants recommended locating a combined terminus at the Eelup Roundabout.

Subsequent planning research concluded that the new focus on the CBD and encouragement of tourist based development on the Inlet foreshore provides a strong argument for the bus station to continue at its current location.

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The proposal to locate the bus and train stations at the Eelup Roundabout is reviewed by applying the following economic, social and environmental objectives and strategies:

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services (Eco1.5). *The proposal would meet this objective/strategy.*

- Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre (Eco2.2). *Although access to the CBD would be catered for, the sense of arrival and consolidation of the CBD as a tourist destination would not be reinforced. This point is supported in the TME Precinct Plan*\(^{38}\).

- Review current bus and train services between the City and Perth to ensure that the transport needs of all users especially seniors, people with disabilities, young families, school children and business commuters are met (Soc4.1). *The level of service in both modes is currently the subject of review. The Eelup Roundabout proposal is unlikely to influence service levels.*

- Review the operation of the central bus station in the CBD with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts (Soc4.2). *This strategy is giving preference to the CBD for the bus station on the basis of enhancing the CBD as a destination and major activity centre. This outcome would not prevent an intermodal facility at the Eelup Roundabout being developed.*

- Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth (Soc4.3). *No clear advantage is identified for either the central or Eelup site in terms of service delivery.*

- Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). *Reinforcing the CBD as an arrival point and destination is likely to facilitate pedestrianisation.*

- Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). *Improving the current central bus station is likely to attract more users and encourage walking.*

There is a case to retain and upgrade the central bus station. In reviewing the current operations, consideration should be given to utilising part of a multi storey parking station for the housing of buses, thereby reducing the land requirements at the old central train station. The option to develop the Eelup Roundabout area as an intermodal transport facility can be retained. The current terminus would be suitable to accommodate light rail/cat bus options, however, a comprehensive cost/benefit analysis is needed to confirm that there will be improvement in economic, social and environmental outcomes.

**Bus and Rail Terminals – Recommendations**

CBD22: That the central bus station be retained.

CBD23: That the operation of the central bus station be reviewed to improve pedestrian linkages and reinforce the terminus as a tourist destination and major arrival point. Alternative locations for bus storage need to be identified.

CBD24: Retain the option of an intermodal transport facility at the Eelup Roundabout and undertake a detailed cost/benefit analysis to establish that there will be improvement in economic, social and environmental outcomes.

(Refer to Composite Recommendations.)
Decked Parking Sites

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<td>3.2 Ensure that services such as telecommunications, access and parking are of a high standard and that there is sufficient and appropriately located office space to meet future demand.</td>
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The importance of making provision for decked parking sites in the CBD has been highlighted in the Bunbury Integrated Land Use and Transport 2030\textsuperscript{39} report, the TME Greater Bunbury CBD Precinct Plan\textsuperscript{40} and the AARB Bunbury Parking Works Program report\textsuperscript{41}. There is consensus that there is a need for four sites generally servicing the north, central and southern parts of the CBD.

Mixed uses for parking sites are preferable to parking stations. There is however conjecture as to the location of the sites. In the case of the northern sector, the TME plan\textsuperscript{40} proposes utilising space adjacent to the Blair Street / Koombana Drive roundabout created from the closure of Blair Street. As this option for Blair Street is not supported, this site is unlikely to be suitable although there is potential in the adjoining Bunbury Regional Entertainment Centre park. Both the GHD\textsuperscript{39} and AARB reports\textsuperscript{41} did not specify a site in the north.


\textsuperscript{40} Thompson McRobert Edgeloe and Hassell 2005, Draft Greater Bunbury CBD Precinct Plan.

\textsuperscript{41} AARB Consulting 2006, Bunbury Parking Works Program.

\textbf{Photograph 24:} Bunbury Regional Entertainment Centre and Car Park
In the case of the central sector, all reports have identified the Entertainment Centre site, however a second site has been identified at South’s (GHD), the Arts Complex (AARB) and for TME provision in a redeveloped Centrepoint and Stirling Centre has been recommended. For the southern sector GHD and AARB have recommended Blair Street No. 1 site (next to the Centrepoint Shopping Centre) and TME has included ground level parking off Cobblestone Drive as well as in the redevelopment of Centrepoint and the Stirling Centre.

The sites that can be developed based on current parking operations, size and location are the Entertainment Centre, the Arts Complex, South’s and Blair Street No. 1. The Arts Complex is preferred over the South’s car park to service the central sector as South’s offers a strategically significant opportunity for commercial development. Alternatively, the South’s site could combine ground level commercial with upper decked parking.

The following analysis reviews the proposal for decked parking and possible locations by applying the following objectives and strategies:

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services (Eco1.5). **Parking stations with sufficient capacity and located in proximity to the main shopping and activity areas will reduce the amount of vehicle movements in the CBD thereby improving safety, amenity and convenience.**

- Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre (Eco2.2). **Convenient parking and a pedestrian friendly CBD have been identified throughout the City Vision process as essential to creating a vibrant and attractive City centre.**

- Ensure that services such as telecommunications, access and parking are of a high standard and that there is sufficient and appropriately located office space to meet future demand (Eco3.2). **A key component of attracting private and public sector administration into the CBD is to ensure that there is adequate and appropriately located parking areas.**

- Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). **Encouraging people to park in strategically located stations will reduce vehicle movements in the CBD and support more pedestrianisation.**

- Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). **As above.**

### Decked Parking Sites – Recommendations

**CBD25:** That decked parking sites be planned to service the northern, central and southern sectors of the CBD.

**CBD26:** That the existing stations at the Bunbury Regional Entertainment Centre, South’s/Arts Complex and Blair Street No.1 (next to the Centrepoint Shopping Centre) be programmed for development consistent with a demand and financial analysis.

**CBD27:** That further research be undertaken to establish the appropriate location of a decked parking site to service the northern sector of the CBD. (Refer to Composite Recommendations.)
Building Height

Environmental Strategies:

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

Social Strategies:

2.1 Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities.

Economic Strategies

2.3 Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast.

3.1 Identify existing businesses and government agencies that have a significant presence in the Strategic Regional Centre and investigate opportunities for government and industry to establish or expand their presence in the City.

7.2 Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.

Trade – Off Analysis:

The Bunbury CBD enjoys a unique location where much of the urban area fronts or is in close proximity to the three waters of Leschenault Inlet, Koombana Bay or Ocean Beach. This setting has generated an expectation of some high rise and high density development in the City centre and at the same time a desire to maintain the natural attributes of the Coast, Bay and Inlet environments.

These competing views were synthesized in the picture book\(^{42}\) that states:

*In general terms buildings should be medium to low rise and have a distinctive architectural form. Large and uninterrupted masses of built form should be avoided and by careful siting of relatively small building elements, important views and vistas to the water and water based activities will be ensured.*

The TME plan\(^{43}\) has recommended a five story maximum for mixed use, commercial and tourist sites consistent with the picture book statement.\(^{42}\) However, TME\(^{43}\) acknowledges community support for taller buildings (unspecified height) in limited and special situations. Any such buildings are recommended as being light and tall rather than wide and bulky and designed to optimise views between structures.

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The State Government Coastal Planning Policy is proposing an amendment⁴⁴ that requires all development within 300 metres of the Horizontal Setback Distance to be no higher than five storeys or 21 metres. Higher structures of up to eight storeys or 32 metres may be permitted subject to several criteria including broad community support and impact on character and amenity.

Council has resolved that in relation to higher rise buildings, at street level buildings must be at a human scale and the higher components setback and that reference to height in metres must be linked to natural ground level as a datum.

Given the peninsula landform of the CBD, this policy will affect a large part of the CBD, although the commercial core of the CBD will not be constrained. For example a complementary building to the Bunbury Tower would not be affected by this policy. Further, the policy appears consistent with the outcomes from earlier visioning workshops and consultant’s reports.

The one area of inconsistency is where workshops associated with the Bunbury Waterfront Project managed by Landcorp, have canvassed high rise developments on Koombana Bay and the Outer Harbour. Although no height has been determined for these areas, it is assumed that developments in excess of eight storeys⁴⁴ have been contemplated. It is against this background of the State Coastal Planning Policy⁴⁴ prescription, no clear prescription from Council and development scenarios for Koombana Bay and the Outer Harbour that include building heights above eight storeys, that the following analysis is made:

- Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast (Eco2.3). Opportunities exist for significant permanent and short stay accommodation development throughout the Regional Centre. The coast has several sites available for tourist development. Development in excess of eight storeys for the coast and foreshore areas is difficult to justify given community preference for low impact and preservation of the character and amenity of the coast and foreshores.

- Identify existing businesses and government agencies that have a significant presence in the Strategic Regional Centre and investigate opportunities for government and industry to establish or expand their presence in the City (Eco3.1). The Bunbury Tower is ten storeys plus a spire. Demand for office space, particularly for administration is expected to grow and buildings that are in proximity and complementary to the Tower in height should be permitted.

- Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning (Eco7.2). Clarity around height limits is essential to attracting investment in commercial development. Outside of the commercial core of the CBD (both sides of Wittenoom/Stephen/Victoria/Carey Streets) where buildings higher that eight storeys could be considered, other areas should be planned and designed in the two to five storey range and depending on topography, accessibility and community acceptance up to eight storeys.

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⁴⁴ Statement of Planning Policy No. 2.6 State Coastal Planning Policy and the Amendment.
- Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities (Soc2.1). *A key consideration in developing a plan that seeks to protect views to the water areas is the height and bulk of any development. The community values its open space and water views, its access to foreshore areas and recreation options. It is unlikely that development around the coast, Inlet and bays that was higher than low rise could achieve this objective/strategy.*

- Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making (Env3.1). *To maintain the integrity of these key features will require a view-shed analysis and the formulation of appropriate development controls.*

- Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet (Env4.1). *A management plan for the Leschenault Inlet will include statements about protecting natural values including the impact of the scale and type of development in proximity to the Inlet.*

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**Building Height – Recommendations**

CBD28: That the State Coastal Planning Policy Amendment relating to height is supported where the maximum height for coastal areas (including the Bay and Inlet) should be five storeys or 21 metres and under certain conditions and subject to criteria including broad community support, consideration may be given to developments up to eight storeys or 32 metres. The Ocean Drive coastal strip between Fawnty Towers and the Lighthouse Beach Resort and inland to approximately 300 metres is defined as a coastal tourism and recreation precinct containing key sites that have the potential to accommodate major tourism development that optimises views for all developments and includes up to a 25% component for residential development.

CBD29: That height in the commercial core of the CBD defined as both sides of Wittenoom, Stephen, Victoria and Carey Streets is determined on the basis of complementary development with the Bunbury Tower and the Old Silos redevelopment. Areas outside of the commercial core to be planned and designed within the two to five storey range and depending on topography, accessibility and community acceptance up to eight storeys.

(Refer to Composite Recommendations.)

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45 Statement of Planning Policy No. 2.6 State Coastal Planning Policy and the Amendment..
Leschenault Inlet and Koombana Bay Foreshore Reserves

**Environmental Strategies:**

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<td>2.2</td>
<td>Ensure that proposals for the development of the North Shore explicitly include requirements for the protection and improvement of the White Mangroves colony.</td>
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<td>5.3</td>
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<td>7.2</td>
<td>Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.</td>
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<td>8.2</td>
<td>Review the availability of aged persons accommodation and associated support services to meet current and future demand.</td>
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**Economic Strategies**

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Trade – Off Analysis:

The genesis of City Vision was when the Bunbury City Council concluded that the CBD needed to be revitalised. A revitalisation strategy in 2002 highlighted the need to improve linkages with the surrounding water areas, improve parking and traffic management, encourage pedestrian and cycle use, identify commercial development opportunities, establish an appropriate scale of development and define and reinforce the character of the CBD.

The Three Waters Vision\textsuperscript{46} prepared development scenarios for the Island, City Waters and Outer Harbour Precincts. The most significant elements of the development scenarios are proposals affecting the foreshore reserve areas adjacent to Koombana Bay and Leschenault Inlet. The predominant theme in this project was to enhance and/or establish civic, cultural, recreational and tourist uses and activities.

The picture book\textsuperscript{47} described a vision for the Inlet and Koombana Bay that combined open space with public purpose, commercial and residential development. Although the vision did not provide specific detail of any commercial (particularly tourism) and residential development, it strongly indicated a more commercial outcome for the foreshore areas.

The TME Precinct Plan\textsuperscript{48} provided an interpretation of the picture book\textsuperscript{47} vision through locating a range of civic, cultural, residential and commercial land uses on largely undeveloped land on the foreshores.

Decisions made in relation to this component of City Vision will have a profound impact on the character, amenity, vitality and viability of the CBD. The following is a preliminary analysis of a land use scenario for the foreshore areas of Koombana Bay and the Leschenault Inlet that includes significant building development on the foreshores:

- **Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas (Eco1.2).** Any recreation, tourism or other commercial development on Koombana Bay must ensure adequate (noise, dust, light, vibration, risk and hazard) separation and protection from current and proposed port activities. Port operations present a serious impediment to any residential development on the North Shore.

\textsuperscript{46} Koltasz Smith 2002, Three Waters Vision.
\textsuperscript{47} COX Architecture Planning Design 2005, Strategy for Bunbury.
\textsuperscript{48} Thompson McRobert Edgeloe and Hassell 2005, Draft Greater Bunbury CBD Precinct Plan
Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre (Eco2.2). The proposal for increased commercial opportunities and other development on foreshores meets this objective/strategy.

Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast (Eco2.3). The current caravan park on the North Shore provides one of the few options for low cost short term accommodation in Bunbury. Beyond this area, development scenarios provide limited opportunities for accommodation due to the higher priority given to civic, cultural and commercial development options.

Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning (Eco7.2). A major focus for the City Vision process has been the opportunities for development or alternative uses that the foreshore areas offer.

Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other community facilities (Soc2.1). The extent, design, scale and bulk of any development on the foreshore areas are critical factors affecting a strategy to engage with the water areas of the City. Currently, views to the water from many vantage points are uninterrupted because of the lack of development. However, there is no magnet or major attraction near the foreshores to draw people towards the water. To satisfy competing objectives, the identification of limited low impact, high quality attractions in a setting of open, enhanced recreation and civic areas is proposed.

Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values (Soc3.1). The North Shore has several areas identified as shipwrecks in the Municipal Inventory of Heritage Places. Further research is needed into the significance of these sites and the potential to enhance their interpretation as part of a museum and visitor centre development.

Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). The Leschenault Inlet and Koombana Bay foreshores offer outstanding opportunities for pedestrian and cycle trails. Parts of the foreshores have been developed to accommodate pedestrians and cyclists, however there is scope for better connections to a system that services the CBD, improvements to the pavements and facilities on the trails and promotion of the trails. There is also scope to integrate cultural (e.g. Aboriginal and maritime) and environmental (e.g. White Mangroves) into the experience.

Photograph 27: Koombana Beach
Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities (Soc7.2). The foreshore areas currently attract a large range of sport and recreation activities such as rowing, model yachts, sailing, cycling, walking, swimming, skate boarding, paddle boats, bird watching, picnicking, fishing, volleyball, dolphin interaction, sail boarding, skiing and jogging. The open space and easy access is highly valued and encourages many forms of active and passive recreation.

Ensure that planning and development proposals meet the necessary standards for disabled access and promote strategies that provide for local respite, specialist therapy and supported accommodation (Soc8.3). One in five persons has a disability in metropolitan Perth and regional WA. The foreshore areas must be developed in a way that is accessible for people with a disability and provide recreation experiences for this sector of the community.

Identify appropriate location/s for the development of facilities that can accommodate art, natural and European history and Aboriginal culture (Soc9.1). Both the Three Waters Vision49 and the TME Precinct Plan50 identified the area adjacent to the mangroves on the northern side of the Leschenault Inlet as a site for a museum and new visitor centre. This site is supported for these uses given its accessibility, linkages with attractive foreshore areas and its potential to be developed as an iconic building that would enhance tourism experiences. It is also strategically located at the entry to the CBD.

Ensure that proposals for the development of the North Shore explicitly include requirements for the protection and improvement of White Mangroves colony (Env2.2). Any proposal for development in proximity to the mangroves (e.g. museum) must include an environmental review and management plan.

Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making (Env3.1). The Bay and the Inlet are key physical elements that help define the character and amenity of the City. The extent, design, scale and bulk of any development are critical factors that will determine the level of impact on the natural values.

Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet (Env4.1). The Leschenault Inlet has been identified as an area of high conservation value and management will focus on conserving and protecting its natural values.

Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). The Inlet and Bay provide an excellent recreation adjunct to the adjoining inner city living areas and the City centre. These areas are accessible by cycle or walkable for many current and future residents and tourists.

49 Koltasz Smith 2002, Three Waters Vision
50 Thompson McRobert Edgeloe and Hassell 2005, Draft Greater Bunbury CBD Precinct Plan
The conclusion reached from the above analysis is that the community highly values the open spaces around the foreshores, their accessibility and range of opportunities for recreational activities. Development is not opposed but needs to be high quality, low impact and not detract from the natural values.

Leschenault Inlet and Koombana Bay Foreshore Reserves – Recommendations

The Inlet (City End - The “Plug” to Bunbury Yacht Club)

CBD30: That major and extensive built development is not supported on the Inlet foreshore excepting a project area at the western end of the Inlet that provides an attraction or magnet to the water. The type of development consistent with community values for this area is a restaurant, tearooms and/or tavern combined with bike and boat hire, facilities for barbeques, child/youth play areas and live entertainment facilities. This development should align closely with the key pedestrian and visual connector with the City centre, being Symmons Street. Other development opportunities may be considered following the public release and community feedback on the Bunbury Waterfront Project prepared by Landcorp.

Koombana Bay/North Shore

CBD31: Subject to detailed site analysis, endorse the location of a museum, Noongar cultural centre and new visitor centre between the mangrove colony and Koombana Drive as part of a tourism node that includes the Dolphin Discovery Centre. Subject to further investigation, consideration be given to locating the Bunbury Regional Art Gallery at this location.

CBD32: That permanent residential not be supported (with the exception of nonstrategic tourism sites where 25% residential may be permitted) because of proximity to the port, the high value of the land for alternative uses and insufficient numbers to create a liveable neighbourhood unit.

CBD33: That the Koombana Bay Sailing Club location be further investigated for a marina development in conjunction with planning for the Outer Harbour that can accommodate all water based community groups and the general public.

CBD34: That development of the foreshore areas must be low impact with an emphasis on civic, cultural and tourist orientated uses. Other development opportunities may be considered following the public release and community feedback on the Bunbury Waterfront Project prepared by Landcorp.

(Refer to Composite Recommendations.)
### Environmental Strategies:

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

### Social Strategies:

2.1 Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities.

3.1 Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values.

7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.

### Economic Strategies

1.2 Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas.

1.3 Actively promote and provide support for the relocation of port facilities in the Outer Harbour and advance planning for the redevelopment of the area.

2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the Central Business District is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.

4.2 Identify the City’s natural advantages (climate, proximity to water, proximity to rural attractions) and infrastructure that supports communities as part of a marketing strategy to attract new residents.

7.2 Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.
Trade – Off Analysis:

The Outer Harbour is defined as that area contained by the Jetty, the Marlston Hill foreshore and the built peninsula of land extending north of Marlston Hill and incorporating the Outer Breakwater. The Bunbury Waterfront was originally based on the relocation of port users and associated infrastructure into the Inner Harbour and the redevelopment of the available peninsula land, the Jetty and connecting groyne areas.

The Three Waters Vision\(^{51}\) identified the area for a marina and as a harbour city expansion of the CBD. A broad mix of commercial, residential, entertainment and tourism was suggested. This theme was reinforced in the picture book\(^{52}\) that described the area as having potential as an eclectic new residential community offering a diverse range of residential, tourism and leisure opportunities – a multi-faceted precinct.

The TME Precinct Plan\(^{53}\) sounded a note of caution on developments such as core retail or offices that directly competed with the central commercial area and the constraints on residential development posed by spindrift from large waves breaking on the groyne wall. The plan\(^{53}\) also identified a need to accommodate the commercial fishing fleet, a boat launching facility and associated parking and commented that a small cluster of high rise residential was possible.

To achieve redevelopment of the Outer Harbour requires the removal of the current lessees that have various time frames until 2018, the part demolition and remediation of the Old Timber Jetty and improvements to boating facilities and access. To achieve development in the short to medium term will require a significant financial outlay. Opportunities to offset the costs are not extensive and it is likely that there would be a net cost to the developer, which is the State Government.

The following analysis is based on the removal of lessees and the full development of the remaining harbour and foreshore/groyne areas:

- Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas (Eco1.2). The Port Structure Plan must show the relocation of all current Outer Harbour port related activities to the Inner Harbour.

- Actively promote and provide support for the relocation of port facilities and operations from the Outer Harbour to the Inner Harbour and advance planning for the redevelopment of the area (Eco1.3). The Bunbury Waterfront Project managed by Landcorp needs to ensure that plans for redevelopment are actively pursued.

\(^{51}\) Koltasz Smith 2002, Three Waters Vision.
• Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre (Eco2.2). The Outer Harbour provides outstanding opportunities to expand the attractiveness of the City to tourists and local residents through new developments that build on the proximity to protected and open water and the CBD, the range of new vantage points for viewing and other uses/activities, the potential to accommodate large recreation/tourist boats and the availability of closed water areas for a wide range of recreational activities.

• Identify the City’s natural advantages (climate, proximity to water, proximity to rural attractions) and infrastructure that supports communities as part of a marketing strategy to attract new residents (Eco4.2). The Outer Harbour will generate a range of opportunities that will enhance the City’s natural three waters advantage.

• Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning (Eco7.2). The Outer Harbour is identified as a major development opportunity.

• Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities (Soc2.1). The current major connection to the Outer Harbour is a major divided haul road. This not only severs the connection between Marlston Hill and the foreshore, but it also alienates local residents and visitors from accessing the area. Removal of port related activities will open the door for a new access that is pedestrian and cycle friendly that will connect the foreshore with Marlston Hill and the CBD and allow for an expansion of the foreshore recreation areas.

• Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values (Soc3.1). The Outer Harbour and Old Timber Jetty are historical infrastructure that provides an important insight into the City’s development over the past 177 years. Recognition of the maritime and port history through the preservation of a portion of the Old Timber Jetty in particular is essential.

• Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities (Soc7.2). The Outer Harbour area has the potential to provide a broad range of active (e.g. surfing, fishing, skateboarding, cycling, walking swimming, sailing, canoeing) and passive (e.g. barbeques, picnicking, sunbathing) recreational options and there is a need to develop a local plan to confirm appropriate uses.
Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet (Env4.1). Proposals for development of the Outer Harbour will need to address issues associated with an entry statement into the City; public access; provision and management of regional and local open space; visual impact particularly height, bulk and architectural theme; traffic generation and management; interface with existing uses; and competition from competing uses including civic and cultural.

All City Vision planning documents identify the Outer Harbour as a major opportunity for development. Development timing, scale and type will be dependent upon:

- the expiration or early termination of the current leases. In the case of early termination costs will need to be established
- the preservation of the Old Timber Jetty and resolution of the allocation of costs to this project or an alternative project at the Koombana Bay Sailing Club location
- a redeveloped connection from the CBD and Marlston Hill involving changes to the current road access and foreshore development
- an evaluation of the suitability of land for mixed uses, particularly tourism. The constraints imposed by spindrift, foreshore setbacks, height limitations, public access and recreation facilities need to be considered
- an evaluation of the type, extent and location of boating facilities, noting that a marina development is also proposed at the Koombana Bay Sailing Club location, and
- a financial assessment that establishes the level of expenditure necessary and the potential revenue sources to off set the costs.

**Bunbury Waterfront – Recommendations**

CBD35: Reaffirm the conclusion that the Outer Harbour offers a significant development opportunity that will complement the adjoining CBD and North Shore areas of the City.

CBD36: That the City in partnership with Landcorp undertake further planning and financial analysis to establish the mix of uses that meet objectives and strategies that seek to improve connectivity between the CBD and the Harbour, provide for a broad range of tourism and recreation experiences, protect and enhance heritage values and build on the existing facilities that currently service small craft to large ships.

(Refer to Composite Recommendations.)
Outer Business District

The regional location of choice for the provision of a range of large format retail, office use that is accessible and well connected to other activity centres. Limited opportunities for medium density residential and industrial dwellings to commercial uses may be possible in some areas.

The Outer Business District (OBD) is located in the outer suburban areas of the City (Figure 9). The boundary is defined by Spencer Street, Forrest Avenue, Sandridge Road and Strickland Street.

The OBD contains the predominant mixed use and mixed business areas of the City. The Forum Shopping Centre exists in the east of the OBD and is bound by Sandridge Road, Strickland Street and Pennant Road. The Plaza Shopping Centre exists in the southwest of the OBD, on the southeast intersection of Forrest Avenue and Spencer Street. The Homemaker Centre exists in the northeast of the OBD and is bound by Sandridge Road, Strickland Street and Mervyn Street.

The OBD also contains two distinct medium density residential localities. One locality is bound by Forrest Avenue, Blair Street and Strickland Street and the second is bound by Sandridge and King Roads, Strickland Street and Pennant Road.

Blair Street and to a lesser extent Spencer Street, are main road arteries into the City’s CBD.
Figure 9: Outer Business District Investigation Area
Environmental Analysis

Environment Goal

*To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.*

Environment Objectives and Strategies:

**Table 3: Outer Business District Analysis**

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<tr>
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<td><strong>Strategy:</strong></td>
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<td>6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.</td>
<td></td>
</tr>
<tr>
<td><strong>Issues, Proposals and Values</strong></td>
<td><strong>Planning Commentary and Analysis</strong></td>
</tr>
<tr>
<td>Improve pedestrian and cycleways throughout the OBD.</td>
<td>Pedestrian and cycleways should form part of a comprehensive system for the City. Access throughout the OBD is not safe or convenient.</td>
</tr>
</tbody>
</table>

**Recommendation OBD1:** Improve facilities for pedestrians and cyclists throughout the OBD local area.
Social Analysis

Social Goal

*To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.*

Social Objectives and Strategies:

<table>
<thead>
<tr>
<th>Outer Business District</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soc1:</strong> Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.</td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
</tr>
<tr>
<td>1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.</td>
</tr>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
</tr>
<tr>
<td>Opportunities for infill, redevelopment (depending on age and condition of existing stock).</td>
</tr>
<tr>
<td><strong>Recommendation OBD2:</strong> Prepare a housing strategy (including land availability) for Greater Bunbury that identifies opportunities for redevelopment in the OBD.</td>
</tr>
<tr>
<td><strong>Soc4:</strong> Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.</td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
</tr>
<tr>
<td>4.2 Review the operation of the central bus station in the CBD with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.</td>
</tr>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
</tr>
<tr>
<td>Review of routes and services to connect key activity areas and residential areas</td>
</tr>
<tr>
<td><strong>Recommendation OBD3:</strong> Ensure public transport services provide convenient and frequent access to services and shopping areas.</td>
</tr>
</tbody>
</table>
**Economic Analysis**

**Economic Goal**

*To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.*

**Economic Objectives and Strategies:**

### Outer Business District

**Eco1:** Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.

**Strategy:**

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.
1.8 Ensure that there is sufficient land supply to meet the needs of commerce and industry in the long term and that incompatible land uses do not constrain development.

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<tr>
<th>Values, Issues and Proposals</th>
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<tbody>
<tr>
<td>Extension of Strickland Street west of Blair and the redevelopment of the Plaza commercial node.</td>
<td>Blair Street and Sandridge Road together are the major arterial road access to the City’s commercial activity areas. These roads are complemented by Spencer Street and the major regional road connections of Koombana Drive, Bussell Highway and South West Highway.</td>
</tr>
<tr>
<td>New and improved connections between Blair and Spencer Street.</td>
<td>The City suffers from poor east/west road connections, particularly with the loss of through movement in Stirling Street and Strickland Street. The OBD in general has poor permeability east/west.</td>
</tr>
<tr>
<td></td>
<td>The extension of Strickland Street through to Beach Road/Plaza Street and the redevelopment of the Plaza node is the most significant proposal for the OBD. The importance of this proposal has been consistently identified in planning reviews of the City.</td>
</tr>
<tr>
<td></td>
<td>Other connections between Blair Street and Spencer Street need to be improved and/or established to assist in alleviating traffic pressure on current intersections.</td>
</tr>
</tbody>
</table>
## Outer Business District

### Priority Issue / Proposal:
- Sandridge Park
- Strickland Street West to Spencer Street and the Plaza Commercial Area

### Recommendation OBD4: Connections between Blair and Spencer Streets be enhanced or developed, including a major upgrade of Stuart Street.

**Eco3:** Consolidate and expand the City of Bunbury as a headquarters for business and government enterprises.

**Strategy:**

1. Identify existing businesses and government agencies that have a significant presence in the Strategic Regional Centre and investigate opportunities for government and industry to establish or expand their presence in the City.
2. Ensure that services such as telecommunications, access and parking are of a high standard and that there is sufficient and appropriately located office space to meet future demand.

### Values, Issues and Proposals

<table>
<thead>
<tr>
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<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate opportunities to attract public and private sector organisations to establish administrative headquarters or a component of their operations in the City.</td>
<td>The continued high growth of all sectors of the South West economy has strengthened the need for local administration, particularly in the management of public infrastructure and services, the mining industry, the housing and land development industry and financial services [see recommendation CBD12].</td>
</tr>
</tbody>
</table>

**Eco7:** Attract and facilitate commercial development in the Strategic Regional Centre within the context of commercial centre planning for the South West Planning Framework and the Bunbury Wellington Region.

**Strategy:**

1. Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.
2. Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.
### Values, Issues and Proposals

There is consensus that the Bunbury Strategic Regional Centre needs an injection of vitality and an expansion of commercial activities that are both higher order and more specialised.

### Planning Commentary and Analysis

The regional commercial framework that forms part of the Bunbury Wellington Region Plan is outdated and in need of review. A recent analysis of the relationship between commercial centres in the Greater Bunbury area has revealed significant problems in the absence of planned and controlled commercial centre development. Without a policy framework, some centres may establish/expand at the expense and possible demise of others ([see recommendation CBD15](#)).

The OBD includes development opportunities at the Forum Shopping Centre, the Homemaker Centre, the Plaza Shopping Centre and the Strickland Street light industry/service commercial area. The mixed use area bounded by Forrest Avenue, Spencer Street, Blair Street and Cornwall Street is a significant adjunct to the CBD and should be appropriately identified and promoted as a mixed commercial area.
## Priority Issues / Proposals

**Sandridge Park**

### Environmental Strategies:

| 6.2 | Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use. |

### Social Strategies:

| 5.3 | Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods. |

### Economic Strategies:

| 1.5 | Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services. |

| 7.1 | Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan. |

### Trade – Off Analysis:

The Sandridge Park residential neighbourhood, the Forum Shopping Centre and Sandridge Road will be impacted by proposals to expand and redevelop the Forum Shopping Centre, in particular the introduction of a new discount department store.

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services (Eco1.5). **Connection of the Sandridge Park neighbourhood with the Forum Shopping Centre, by way of a light controlled four-way intersection on Sandridge Road, would provide a marginal improvement in travel convenience and efficiency in movements. The introduction of district level traffic into a neighbourhood that has a senior high school at its centre is likely to generate a greater risk of accidents between vehicles, pedestrians and cyclists.**

- Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan (Eco7.1). **The future regional status of the Forum Shopping Centre and associated floor space allocation is yet to be determined, however, the Forum Shopping Centre is considered an integral part of the Strategic Regional Centre.**
- Develop, enhance and maintain a sense of community, place and local identity in existing and proposed urban areas throughout Greater Bunbury (Soc5). The introduction of a major north south link into Sandridge Park thereby opening up the prospect of commercial incursion and additional traffic will have serious negative implications for the character, amenity and safety of the area.

- Develop as part of an integrated land use and transport strategy plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). Improved pedestrian connectivity and cycle facilities will encourage pedestrian and cycle movements within and beyond the neighbourhood area and encourage people to interact.

- Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). See above.

Sandridge Park – Recommendation

OBD5: Improvements to pedestrian connections between the Forum and Sandridge Park need to be investigated.
(Refer to Composite Recommendations.)
## Strickland Street West to Spencer Street and the Plaza Commercial Area

### Environmental Strategies:

6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.

### Social Strategies:

4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs are developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.

5.3 Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.

8.3 Ensure that planning and development proposals meet the necessary standards for disabled access and promote strategies that provide for local respite, specialist therapy and supported accommodation.

### Economic Strategies:

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.

7.1 Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.

7.2 Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.

### Trade – Off Analysis:

The Plaza commercial area is characterized by poorly configured road infrastructure, restricted access and parking, low standard of amenity and an environment that is not pedestrian and cycle friendly.

A critical structural element of this node is the status and alignment of Strickland Street south of Blair Street. The Bunbury Integrated Land Use and Transport 2030\(^4\) report recommended the reopening of Strickland Street at Blair Street to create a four way signalised intersection to improve east/west traffic movement in the Regional Centre. Under Town Planning Scheme No. 7, this section of road is shown as a Local Distributor (blue road) and this confirms its importance as an east/west link.

Traffic movements on Spencer Street north/south approach high levels at peak hours and the intersection with Beach Road, Forrest Avenue and Spencer Street is congested. This situation is causing traffic to seek alternative routes through residential areas resulting in a loss of safety (noting there are two primary schools in proximity), amenity and efficient traffic movement.

The Plaza commercial area is strategically well located at the southern end of the Strategic Regional Centre and services the residential areas south of the CBD. If redeveloped to improve vehicle and pedestrian access, parking and amenity it is likely that the area will grow in popularity and provide a much more pronounced focus and wider range of commercial activities. Opportunities for change are enhanced with the age and condition of buildings being ripe for redevelopment.

Graham Houghton and Associates\(^{55}\) has formulated a redevelopment proposal for the Plaza node that addresses the road planning, parking and access issues and a new configuration for commercial development and civic uses. All key stakeholders have been notified of the proposal.

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services (Eco1.5). _Traffic engineering analysis of the City’s east/west road system has resulted in recommendations to reopen Strickland Street at Blair Street to create a four way signalised intersection and to improve linkages to Strickland Street and Beach Road._

- Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan (Eco7.1). _The Plaza is currently defined as a Neighbourhood Centre (4,500 m\(^2\) nla)\(^{56}\) that plays an important role in servicing the southern suburbs of the City (to approximately Mangles Street) for most convenience shopping items. It is expected that this status will be maintained._

- Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning (Eco7.2). _Given the age and condition of buildings, the strategic importance of the location and the long-standing concerns about improving access, parking and amenity, the Plaza presents as a significant opportunity for redevelopment._

- Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth (Soc4.3). _Improvements to the Plaza commercial area need to include a review of bus services to enhance accessibility._

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\(^{56}\) Department for Planning and Infrastructure 2007, Interim Greater Bunbury Commercial Centres Strategy.
- Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). *Current transport arrangements alienate pedestrians and cyclists.* Redevelopment will provide opportunities to improve pedestrian and cycle access.

- Ensure that planning and development proposals meet the necessary standards for disabled access and promote strategies for local respite, specialist therapy and supported accommodation (Soc8.3). *The existing configuration and design of buildings, parking, access and traffic movement is not conducive to adequate and safe access for people with a disability.* Redevelopment will provide an opportunity to improve this situation.

- Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). *Redevelopment will provide opportunities to create a pedestrian friendly environment with a good public transport service and safe, convenient cycle connections.*

Issues relating to traffic movements, pedestrian and vehicle access, parking and poor amenity have been long standing for the Plaza commercial area. When coupled with the strategically important location of the area, the age and condition of buildings and the increasing demand for commercial floor space, this area presents as a significant opportunity for investment and redevelopment.

**Strickland Street West to Spencer Street and the Plaza Commercial Area – Recommendation:**

OBD6: Progress planning for the connection of Strickland Street west to Beach Road and Plaza Street as part of an approved comprehensive redevelopment plan for the Plaza commercial area. (Refer to Composite Recommendations.)

*Photograph 28: Plaza Shopping Centre, Bunbury*
Inner City Living West

An attractive living area with strong links to the CBD and ocean that has housing of high historical value and a mix of more recent housing on large lots and medium density infill. The ongoing enhancement of Ocean Beach will contribute to this area becoming a premier tourist destination with a range of short stay accommodation. Improvements to Big Swamp and its connection to the coast will establish the area as a major tourist and recreation attraction.

The Inner City Living West Investigation Area (Figure 10) is bound by Ocean Beach to the west, Five Mile Brook to the south, Prince Phillip Drive to the southwest, Stirling Street to the north and mixed use land to the east. The Inner City Living West (ICLW) area comprises the Big Swamp Reserve, the Punchbowl Caravan Park site and the proposed Tree Street Heritage Area.

The environmental, social and economic City Vision objectives and strategies are explored below in relation to the ICLW area. The relevant objectives and strategies for ICLW and the values, issues and proposals applicable to each strategy are the subject of planning commentary and analysis (Table 4). Analysis is concluded with recommendations followed by exploration of a Priority Issue / Proposal for Punchbowl Caravan Park and the proposed Big Swamp short stay accommodation.
Figure 10: Inner City Living West Investigation Area
Environmental Analysis

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

<table>
<thead>
<tr>
<th>Inner City Living West</th>
<th>Table 4: Inner City Living West Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Env3: Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.</td>
<td></td>
</tr>
<tr>
<td>Env4: Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.</td>
<td></td>
</tr>
</tbody>
</table>

Strategy:

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

Issues, Proposals and Values

The natural defining elements of Bunbury (for this area: the coast, Boulters Heights and Big Swamp) need to be protected and wherever possible enhanced. Management of Big Swamp needs to ensure that the viability of wetland vegetation and fauna habitats are the highest priority.

Planning Commentary and Analysis

The coast, Boulter’s Heights and Big Swamp are essential elements of the character and amenity of the City and are guides to people movement. New buildings and changes to the natural landscape need to be carefully considered so that the City’s identity is reinforced and enhanced.

Big Swamp has been identified as regional open space under the Greater Bunbury Region Scheme. Its primary significance is as a wetland and management will need to focus on the retention and improvement of natural values as well as interpretation of flora and fauna.

Photograph 31: Motorbike Frog, Big Swamp (Photographer David Addy)
### Inner City Living West

**Recommendation ICLW1:** The management arrangements for the Big Swamp Regional Park need to ensure that the viability of the wetland vegetation and fauna habitats are the highest priority.

**Env6:** Incorporate energy conservation measures in all planning and development control processes and procedures.

**Strategy:**

6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use

<table>
<thead>
<tr>
<th>Issues, Proposals and Values</th>
<th>Planning Commentary and Analysis</th>
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<tbody>
<tr>
<td>Any new development or redevelopment should reinforce the character and amenity of existing living areas. Public interaction should be encouraged through improvements to pedestrian and cycle ways and facilities (e.g. Big Swamp) where people can meet.</td>
<td>The dominance of the motor vehicle, the loss of walkable goods and services (e.g. corner store, hairdresser, butcher, green grocer) and changes in household structure (e.g. less children, both partners working) have contributed to people and households becoming more isolated and alienated from feeling a sense of community. Maintaining and enhancing the character and amenity of living areas and providing opportunities for people interaction through improved walk/cycle ways, recreational facilities, and access to school grounds contributes to social cohesion, community safety and identity.</td>
</tr>
</tbody>
</table>

*Photograph 32: Australia Day Celebrations, Bunbury*

**Recommendation ICLW2:** Support improvements to the health and welfare of communities through programmes that upgrade pedestrian and cycle paths and provide facilities that encourage people to interact
# Social Analysis

## Social Goal

To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.

## Social Objectives and Strategies:

### Inner City Living West

**Soc1:** Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.

<table>
<thead>
<tr>
<th>Strategy:</th>
<th></th>
</tr>
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<tbody>
<tr>
<td>1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.</td>
<td></td>
</tr>
</tbody>
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<table>
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</thead>
<tbody>
<tr>
<td>Limited opportunities for infill, redevelopment and new housing development. The coastal strip can accommodate additional tourist and medium density housing.</td>
<td>A substantial part of this area comprises the proposed Tree Street Heritage Area and the Big Swamp Regional Open Space. The (non coastal) balance has been recently developed for infill medium density housing. The coastal strip has several key sites that are suitable for tourism development and medium density residential. There is uncertainty in relation to the application of the State Government’s Coastal Planning Policy(^{57}) and policy that applies to Strategic Tourism Sites(^{58}). In particular height, setbacks, mix of freehold and short stay and management arrangements.</td>
</tr>
</tbody>
</table>

**Recommendation ICLW3:** Prepare a housing strategy (including land availability) for Greater Bunbury that identifies opportunities for coastal short stay residential.

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\(^{57}\) Statement of Planning Policy No. 2.6 State Coastal Planning Policy and the Amendment...

\(^{58}\) Investigation of the impact of combining tourist and permanent residential accommodation on tourist zoned land and the impact of strata titling of tourist accommodation, Department for Planning and Infrastructure 2006, Tourism Planning Taskforce Report: Report to the Ministerial Taskforce to the Minister for Planning and Infrastructure.
### Inner City Living West

**Soc3:** Identify, protect and manage significant heritage and cultural areas and sites.

**Strategy:**

3.1 Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values.

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>Acknowledge, protect and retain the historical architecture and character of the proposed Tree Street Heritage Area.</td>
<td>A report on the heritage value of the Tree Street Area has concluded that the proposed precinct is important as a good example of an early 20th century residential subdivision with a clear pattern of timber housing development and an attractive public setting, enhanced wide verges, street trees and house types.</td>
</tr>
</tbody>
</table>

**Recommendation ICLW4:** Include appropriate provisions in the City’s Local Planning Scheme to guide decision-making associated with developments in the proposed Tree Street Heritage Area.

**Soc4:** Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.

**Strategy:**

4.2 Review the operation of the central bus station in the CBD with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.

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</thead>
<tbody>
<tr>
<td>Improve access to key activity areas such as high schools, TAFE/ECU and the Health Campus, the CBD, Hay Park and shopping areas.</td>
<td>The area has an increasing population and the prospect of a major recreation and tourism attraction (Big Swamp). Bus services should be reviewed to ensure that the area is adequately serviced, particularly with connection to activity centres south of the City.</td>
</tr>
</tbody>
</table>

**Recommendation ICLW5:** Ensure public transport services provide convenient and frequent services particularly to key activity centres south of the CBD.
### Inner City Living West

**Soc5:** Develop, enhance and maintain a sense of community, place and local identity in existing and proposed urban areas throughout Greater Bunbury.

**Strategy:**

1. **5.1** Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.
2. **5.2** Reinforce the character and amenity of existing living areas through the conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places.
3. **5.3** Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.
4. **5.4** Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.

**Values, Issues and Proposals**

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</tr>
</tbody>
</table>

**Soc7:** Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.

**Strategy:**

1. **7.2** Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.

**Values, Issues and Proposals**

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Provide adequate and appropriate sport and recreation facilities for all age groups and support sporting clubs and groups.</td>
<td>Ensuring that all age groups can access a high standard of sport and recreation facilities makes a strong contribution to the health and welfare of the community (see recommendation CBD9).</td>
</tr>
</tbody>
</table>
Economic Analysis

Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies:

**Inner City Living West**

**Eco1:** Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.

**Strategy:**

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.

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<tr>
<td>Extension of Strickland Street west of Blair and the redevelopment of the Plaza commercial node.</td>
<td>Blair Street and Sandridge Road together are the major arterial road access to the City’s commercial activity areas. These roads are complemented by Spencer Street and the major regional road connections of Koombana Drive, Bussell Highway and South West Highway. The City suffers from poor east/west road connections, particularly with the loss of through movement in Stirling Street and Strickland Street. The OBD in general has poor permeability east/west. The extension of Strickland Street through to Beach Road/Plaza Street and the redevelopment of the Plaza node is the most significant proposal for the OBD. The importance of this proposal has been consistently identified in planning reviews of the City (see recommendation OBD4).</td>
</tr>
</tbody>
</table>

Refer to Priority Issue / Proposal:

- Strickland Street West to Spencer Street and the Plaza Commercial Area.
# Inner City Living West

**Eco2: Establish the City of Bunbury as a major tourist destination for domestic and international visitors.**

## Strategy:

1. Prepare a tourism marketing strategy that highlights the City and regional attractions and the availability of accommodation and services.
2. Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the Central Business District is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.
3. Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast.

<table>
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<th>Values, Issues and Proposals</th>
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</thead>
<tbody>
<tr>
<td>To provide a range of short stay tourist accommodation with ocean orientation and easy access to the beach. Further enhance facilities for the Ocean Beach area. Upgrade the Big Swamp and associated bird park and improve connection to the beach.</td>
<td>Ocean Beach is a major physical feature that helps define the City. It is also a highly valued recreation area and an area that presents significant opportunities for tourist developments. The Coastal Enhancement Project has substantially improved the beachscape and is providing a catalyst for tourism investment. Further enhancement will establish Ocean Beach as one of the premier tourist destinations and recreation areas in the state.</td>
</tr>
</tbody>
</table>

Refer to Priority Issue / Proposal:  
- Punchbowl Caravan Park and Big Swamp

## Recommendations

**ICLW6:** Identify and promote sites for tourist development on the coastal strip and establish the criteria for site mix of freehold subdivision and tourism, height and management arrangements.

**ICLW7:** Allocate sufficient resources for the planning and development of the Big Swamp Regional Park so that the area is established as a major tourist and recreation attraction.
Priority Issues / Proposals

Punchbowl Caravan Park and Proposed Big Swamp Short Stay Accommodation

Environmental Strategies:

2.1 Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland).

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

Social Strategies:

7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.

Economic Strategies:

2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the Central Business District is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.

2.3 Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast.

7.2 Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning.

Trade – Off Analysis:

A proposal to develop a parks and recreation reserve immediately south of Prince Phillip Drive and east of Carob Street for tourist accommodation purposes was recently canvassed as part of the development and public advertising of the Draft Big Swamp Master Plan. The Punchbowl Caravan Park site has not been used for that purpose for nearly ten years. The site is too small to adequately cater for modern caravans and mobile homes and too close to existing and future residential to adequately buffer. The site would be better utilised for other tourist uses such as serviced apartments or other short stay unit accommodation.

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59 Acacia Springs Environmental, ERM and urbanplan 2005, City of Bunbury Big Swamp Master Plan (Draft).
Concern has been expressed that the loss of the caravan park site may not be consistent with the emerging state policy on coastal tourist development sites\textsuperscript{60}. Given that concern, the proposal to relocate the caravan park to the Big Swamp site (which is in proximity to the coast) and utilise the Punchbowl site for other tourist related uses had been advanced.

There has been a high level of community concern over the Big Swamp proposal that was expressed during the recent public comment period. A total of 35 submissions were received including a petition with 267 signatures and a letter and petition with sixteen signatures from Bunbury Primary School in opposition. Other submissions were received from CALM, Big Swamp Wildlife Park and Iluka Resources. Iluka has been involved in an arboretum project with South Bunbury Primary School and Council since 1995.

- Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the Central Business District is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre (Eco2.2). The Big Swamp Regional Recreation and Conservation Area has the potential to be developed as a major tourist attraction. The detail of development opportunities and management requirements is contained in the Big Swamp Master Plan\textsuperscript{61}.
- Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast (Eco2.3). The Punchbowl site, subject to a change in its current land use classification, is an excellent site for the development of short stay and associated uses.
- Identify areas within the Strategic Regional Centre that have the potential for commercial development or redevelopment and facilitate their development consistent with this vision statement and subsequent local area precinct planning (Eco7.2). The Punchbowl site may have some potential to accommodate commercial uses as part of a tourism development.
- Department of Sport and Recreation in partnership with the local governments and the community prepare regional and local plans that address public liability, access, participation and facilities (Soc7.2). Big Swamp currently has high usage of the dual use perimeter path for pedestrians and cyclists. Viewing and play areas are important recreation options as is the bird park. The final Big Swamp Master Plan\textsuperscript{61} needs to include an enhancement of recreational opportunities.
- Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland) (Env2.1). The Big Swamp Master Plan\textsuperscript{61} will make a strong contribution to a final management plan.
- Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making (Env3.1). The final management plan for Big Swamp must include provisions that enhance the natural attributes of the area.
- Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet (Env4.1). The Big Swamp Master Plan\textsuperscript{61} is likely to make a strong contribution to the requirements of the WA Planning Commission for the management of regional open space under the Greater Bunbury Region Scheme.

\textsuperscript{60} Investigation of the impact of combining tourist and permanent residential accommodation on tourist zoned land and the impact of strata titling of tourist accommodation, Department for Planning and Infrastructure 2006, Tourism Planning Taskforce Report: Report to the Ministerial Taskforce to the Minister for Planning and Infrastructure.

\textsuperscript{61} Acacia Springs Environmental, ERM and urbanplan 2005, City of Bunbury Big Swamp Master Plan (Draft).
There is consensus that Big Swamp has the potential to become a major tourist and recreation area with a range of attractions and facilities. There is however considerable community opposition to the development of a portion of the parks and recreation reservation in the southeast corner for tourist accommodation.

The Punchbowl Caravan Park site is not suitable for that purpose, as evidenced by the site lying vacant for nearly ten years. It is therefore unlikely that a case could be mounted to retain it as a caravan park site, particularly if alternative tourist related uses are attractive to investors.

**Punchbowl Caravan Park and Proposed Big Swamp Short Stay Accommodation – Recommendations**

ICLW8: That development of the parks and recreation reserve in the southeast corner of Big Swamp for tourist accommodation (including caravan park) not be supported. Further investigation of possible uses that would be compatible with the open space values to be undertaken.

ICLW9: That alternative tourist/commercial uses be investigated for the Punchbowl Caravan Park site.
(Refer to Composite Recommendations.)
Inner City Living East

An attractive living area with strong links to the Leschenault Inlet, the CBD and the OBD that has housing of high historical value, medium density infill, redeveloped sites and a mix of more recent and older housing on large lots. The proximity of this area to employment, services and recreation facilities combined with good accessibility will ensure that this area will be in high demand for a broad range of housing and accommodation from character homes to medium and higher density units.

The Inner City Living East Investigation Area (Figure 11) is bound by Blair Street to the northwest, the Leschenault Inlet to the north, Koombana Drive to the east and Strickland Street to the south.

The Inner City Living East (ICLE) area is largely made up of residential neighbourhoods. The main traffic route through the ICLE area is Stirling Street, the former main road into the CBD. Stirling Street provides a vista to the north of the Leschenault Inlet.

Stirling Street comprises significant stock of buildings that have heritage value and are significant both locally and in relation to the State. Much of this heritage building stock is included in the Stirling Street Heritage Precinct.

Photograph 37: 84 Stirling Street, Bunbury
(Source: © Heritage Council WA; Photographer FA Sharr)

Photograph 38: Red Mill Store, 59-61 Stirling Street, Bunbury

The environmental, social and economic City Vision objectives and strategies are explored in relation to the Strategic Regional Centre’s ICLE area. The values, issues and proposals applicable to each strategy are the subject of planning commentary and analysis followed, where relevant, by recommendations (Table 5).
Figure 11: Inner City Living East Investigation Area
Environmental Analysis

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

<table>
<thead>
<tr>
<th>Inner City Living East</th>
<th>Table 5: Inner City Living East Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Env4: Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.</td>
<td></td>
</tr>
<tr>
<td>Strategy:</td>
<td></td>
</tr>
<tr>
<td>4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.</td>
<td></td>
</tr>
<tr>
<td>Issues, Proposals and Values</td>
<td>Planning Commentary and Analysis</td>
</tr>
<tr>
<td>Management of the Leschenault Inlet needs to ensure that the viability of the estuarine vegetation (especially the White Mangroves) and fauna habitats are the highest priority.</td>
<td>Leschenault Inlet has been identified as regional open space under the Greater Bunbury Region Scheme. Its primary significance is as an estuarine environment and management will need to focus on the retention and improvement of natural values as well as interpretation of flora and fauna (see recommendation CBD5).</td>
</tr>
<tr>
<td>Env6: Incorporate energy conservation measures in all planning and development control processes and procedures.</td>
<td></td>
</tr>
<tr>
<td>Strategy:</td>
<td></td>
</tr>
<tr>
<td>6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.</td>
<td></td>
</tr>
<tr>
<td>Issues, Proposals and Values</td>
<td>Planning Commentary and Analysis</td>
</tr>
<tr>
<td>Any new development or redevelopment should reinforce the character and amenity of existing living areas. Public interaction should be encouraged through improvements to pedestrian and cycle ways and facilities (e.g. Big Swamp) where people can meet.</td>
<td>The dominance of the motor vehicle, the loss of walkable goods and services (e.g. corner store, hairdresser, butcher, green grocer) and changes in household structure (e.g. less children, both partners working) have contributed to people and households becoming more isolated and alienated from feeling a sense of community. Maintaining and enhancing the character and amenity of living areas and providing opportunities for people interaction through improved walk/cycle ways, recreational facilities, and access to school grounds contributes to social cohesion, community safety and identity (see recommendation ICLW2).</td>
</tr>
</tbody>
</table>
### Social Analysis

#### Social Goal

*To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.*

#### Social Objectives and Strategies:

<table>
<thead>
<tr>
<th>Inner City Living East</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soc1:</strong> Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.</td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
</tr>
<tr>
<td>1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.</td>
</tr>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
</tr>
<tr>
<td>Investigate opportunities for infill, redevelopment, character enhancement and aged persons accommodation.</td>
</tr>
</tbody>
</table>

Recommendation ICLE1: Prepare a housing strategy (including land availability) for Greater Bunbury and include an analysis of the potential for higher residential densities in the ICLE area.
## Inner City Living East

**Soc2: Enhance recreation and other community facilities and activities, including the major water bodies surrounding the City.**

### Strategy:

2.1 Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>To progressively improve the Leschenault Inlet foreshore areas to further enhance the Inlet as a major tourist and recreation attraction.</td>
<td>Leschenault Inlet is a major natural feature that provides a new face to the city as the CBD develops with closer links to adjoining water areas. It also is developing as a significant tourist and recreational area that will grow in prominence as the City expands physically and in population numbers. Because of the attractiveness of the area, proximity to the CBD and its accessibility, tourism accommodation is likely to be in demand <em>(see recommendation CBD1).</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate opportunities for short stay, guesthouse development.</td>
<td></td>
</tr>
</tbody>
</table>

**Soc3: Identify, protect and manage significant heritage and cultural areas and sites.**

### Strategy:

3.1 Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acknowledge, protect and retain the historical architecture and character of the Stirling Street Heritage Precinct.</td>
<td>There has been long standing acknowledgement of the heritage values of the Stirling Street Precinct and the current Local Planning Scheme includes provisions designed to retain and protect the character of this area. Given the prospect of higher interest in living areas close to the CBD, a review of current provisions is warranted <em>(see recommendation CBD7).</em></td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
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<tr>
<td>----------------</td>
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</tr>
<tr>
<td><strong>5.1</strong> Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.</td>
<td></td>
</tr>
<tr>
<td><strong>5.2</strong> Reinforce the character and amenity of existing living areas through the conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places.</td>
<td></td>
</tr>
<tr>
<td><strong>5.3</strong> Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.</td>
<td></td>
</tr>
<tr>
<td><strong>5.4</strong> Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Values, Issues and Proposals</strong></th>
<th><strong>Planning Commentary and Analysis</strong></th>
</tr>
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<tbody>
<tr>
<td>Any new development or redevelopment should reinforce the character and amenity of existing living areas. Public interaction should be encouraged through improvements to pedestrian and cycle ways and facilities (e.g. Big Swamp) where people can meet.</td>
<td>The dominance of the motor vehicle, the loss of walkable goods and services (e.g. corner store, hairdresser, butcher, green grocer) and changes in household structure (e.g. less children, both partners working) have contributed to people and households becoming more isolated and alienated from feeling a sense of community. Maintaining and enhancing the character and amenity of living areas and providing opportunities for people interaction through improved walk/cycle ways, recreational facilities, and access to school grounds contributes to social cohesion, community safety and identity (see recommendation ICLW2).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Soc7: Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategy:</strong></td>
</tr>
<tr>
<td><strong>7.2</strong> Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Values, Issues and Proposals</strong></th>
<th><strong>Planning Commentary and Analysis</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide adequate and appropriate sport and recreation facilities for all age groups and support sporting clubs and groups.</td>
<td>Ensuring that all age groups can access a high standard of sport and recreation facilities makes a strong contribution to the health and welfare of the community (see recommendation CBD9).</td>
</tr>
</tbody>
</table>
### Inner City Living East

**Soc8:** Ensure that the particular needs of youth, seniors and people with disabilities are adequately provided for.

**Strategy:**

8.2 Review the availability of aged persons accommodation and associated support services to meet current and future demand.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate opportunities for infill, redevelopment, character enhancement and aged persons accommodation.</td>
<td>There is an extensive range of housing types in this area catering for many different sectors of the community. This mix is desirable and future housing developments should ensure that this diversity continues to be catered for. It is also important that the character and amenity of the area is reflected in any new developments <em>(see recommendation ICLE1).</em></td>
</tr>
</tbody>
</table>
**Economic Analysis**

**Economic Goal**

*To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.*

**Economic Objectives and Strategies:**

<table>
<thead>
<tr>
<th>Inner City Living East</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eco1:</strong> Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.</td>
</tr>
</tbody>
</table>

**Strategy:**

1.2 Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepare a structure plan for the expansion and future operations of the port.</td>
<td>The Bunbury Port is essential infrastructure that supports major exporting industries. Further development of primary resources within the region, including downstream processing, will be dependent on the capacity and efficiency of the port. The port will also need to accommodate containers as the quantity of goods entering and being exported from the region grows rapidly. It is therefore essential that the growth of the port is not constrained. Structure planning must ensure that the port can develop without adverse impacts on the residential amenity of areas immediately south of the Leschenault Inlet. This may require the development of buffers and/or the allocation of lower impact activities on the City side of the harbour.</td>
</tr>
</tbody>
</table>

**Recommendation ICLE2:** Ensure structure planning for port expansion and development meets environmental standards for cumulative impacts.

Refer to Vision Focus Area Analysis for the Port.
**Inner City Living East**

**Eco2: Establish the City of Bunbury as a major tourist destination for domestic and international visitors.**

**Strategy:**

2.1 Prepare a tourism marketing strategy that highlights the City and regional attractions and the availability of accommodation and services.

2.2 Identify, enhance and expand tourist attractions in the Strategic Regional Centre and ensure that the CBD is planned and developed as the arrival point for visitors including an enhanced Tourist Visitor Centre.

2.3 Provide for a range of accommodation types in the Strategic Regional Centre and particularly the Ocean Beach Coast.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>To progressively improve the Leschenault Inlet foreshore areas to further enhance the Inlet as a major tourist and recreation attraction. Investigate opportunities for short stay, guesthouse development.</td>
<td>Leschenault Inlet is a major natural feature that provides a new face to the City as the CBD develops with closer links to adjoining water areas. It also is developing as a significant tourist and recreational area that will grow in prominence as the City expands physically and in population numbers. Because of the attractiveness of the area, proximity to the CBD and its accessibility, tourist accommodation is likely to be in demand (<a href="#">see recommendation CBD1</a>).</td>
</tr>
</tbody>
</table>
## Composite Recommendations – Strategic Regional Centre

### Central Business District

The Council supports the preparation of a local area plan for the CBD consistent with the goals, objectives and strategies of City Vision, with particular reference to the application and interrelationship of the following key elements:

| CBD1: Allocate sufficient resources for the planning and development of the Leschenault Inlet Regional Park so that the area is established as a major tourist and recreation attraction. |
| CBD2: Require the protection and tourism/recreational enhancement of the White Mangroves as part of any planning and development of the North Shore. |
| CBD3: Require planning policies and projects for development to incorporate consideration of key landmarks with a view to enhancing their role in orientation and defining character and amenity of the City. |
| CBD4: Progress Stage 1 of the Bunbury Waterfront Project following a detailed analysis of the concept relative to other proposals for the CBD and their compliance with the triple bottom line policy framework of City Vision. |
| CBD5: The management arrangements for the Leschenault Inlet Regional Park need to ensure that the viability of the estuarine environment is the highest priority. |
| CBD6: Plan for a change in priority between cars and pedestrians in favour of pedestrians and identify opportunities for street based activities. |
| CBD7: Ensure that planning policies and development control provisions adequately provide for the conservation and protection of heritage values. |
| CBD8: In accordance with the Bunbury Community Safety and Crime Prevention Plan the design of buildings, streetscapes and open spaces is to be influenced by encouraging the identification of risks/hazards through safety auditing of places and development proposals in order to inform public sector capital works/maintenance programmes and private sector development initiatives. |
| CBD9: Prepare a sport and recreation strategy for Greater Bunbury that addresses the needs of all age groups and identifies ways of supporting clubs and community groups. |
| CBD10: Identify available sites for tourist development and establish the criteria for the site mix of freehold subdivision and tourism, height and management. |
| CBD11: Prepare a tourism marketing strategy. |
| CBD12: Target government agencies and private sector organisations that would benefit from locating whole or part of their operations in the City of Bunbury or do not need to have a capital city location. |
| CBD13: Finalise a marketing strategy that reflects the endorsed City Vision Strategy. |
CBD14: Prepare a housing strategy (including land availability) for Greater Bunbury.

CBD15: Finalise a commercial centres strategy for Greater Bunbury.

CBD16: That the Strategic Regional Centre be assessed to establish the constraints and opportunities for commercial development.

CBD17: That a staged CBD streetscape strategy be programmed by Council.

**Blair Street – Recommendations**

CBD18: That Blair Street remains connected to Koombana Drive.

CBD19: That reducing Blair Street from four lane divided to two lane divided between Haley Street and Koombana Drive (both lanes removed from the Inlet side) with enhanced east/west pedestrian connections and traffic calming be developed for further consideration. The Clifton/Blair Street roundabout needs to be redesigned to take account of the downgrading of Blair Street.

CBD20: That Symmons Street be developed as a key pedestrian and visual connection between the cappuccino strip north to Clifton Street and the Inlet.

CBD21: That Casuarina Drive be downgraded to a two lane boulevard to facilitate better connectivity between the CBD and Marlston Hill waterfront.

**Bus and Rail Terminals – Recommendations**

CBD22: That the central bus station be retained.

CBD23: That the operation of the central bus station be reviewed to improve pedestrian linkages and reinforce the terminus as a tourist destination and major arrival point. Alternative locations for bus storage need to be identified.

CBD24: Retain the option of an intermodal transport facility at the Eelup Roundabout and undertake a detailed cost/benefit analysis to establish that there will be an improvement in economic, social and environmental outcomes.

**Decked Parking Sites – Recommendations**

CBD25: That decked parking sites be planned to service the northern, central and southern sectors of the CBD.

CBD26: That the existing stations at the Bunbury Regional Entertainment Centre, South’s/Arts Complex and Blair Street No. 1 (next to Centrepoint Shopping Centre) be programmed for development consistent with a demand and financial analysis.

CBD27: That further research be undertaken to establish the appropriate location of a decked parking site to service the northern sector of the CBD.
Building Height – Recommendations

CBD28: That the State Coastal Planning Policy Amendment relating to height is supported where the maximum height for coastal areas (including the Bay and Inlet) should be five storeys or 21 metres and under certain conditions and subject to criteria including broad community support, consideration may be given to developments up to eight storeys or 32 metres. The Ocean Drive coastal strip between Fawly Towers and the Lighthouse Beach Resort and inland to approximately 300 metres is defined as a coastal tourism and recreation precinct containing key sites that have the potential to accommodate major tourism development that optimises views for all developments and includes up to a 25% component for residential development.

CBD29: That height in the commercial core of the CBD defined as both sides of Wittenoom, Stephen, Victoria and Carey Streets is determined on the basis of complementary development with the Bunbury Tower and the Old Silos redevelopment. Areas outside of the commercial core to be planned and designed within the two to five storey range and depending on topography, accessibility and community acceptance up to eight storeys.

Leschenault Inlet and Koombana Bay Foreshore Reserves – Recommendations

The Inlet (City End - The “Plug” to Bunbury Yacht Club)

CBD30: That major and extensive built development is not supported on the Inlet foreshore excepting a project area at the western end of the Inlet that provides an attraction or magnet to the water. The type of development consistent with community values for this area is a restaurant, tearooms and/or tavern combined with bike and boat hire, facilities for barbeques, child/youth play areas and live entertainment facilities. This development should align closely with the key pedestrian and visual connector with the City centre, being Symmons Street. Other development opportunities maybe considered following the public release and community feedback on the Bunbury Waterfront Project prepared by Landcorp.

Koombana Bay/North Shore

CBD31: Subject to detailed site analysis, endorse the location of a museum, Noongar cultural centre and new visitor centre between the mangrove colony and Koombana Drive as part of a tourism node that includes the Dolphin Discovery Centre. Subject to further investigation, consideration be given to locating the Bunbury Regional Art Gallery at this location.

CBD32: That permanent residential not be supported (with the exception of nonstrategic tourism sites where 25% residential may be permitted) because of proximity to the port, the high value of the land for alternative uses and insufficient numbers to create a liveable neighbourhood unit.

CBD33: That the Koombana Bay Sailing Club location be further investigated for a marina development in conjunction with planning for the Outer Harbour that can accommodate all water based community groups and the general public.

CBD34: That development of the foreshore areas must be low impact with an emphasis on civic, cultural and tourist orientated uses. Other development opportunities may be considered following the public release and community feedback on the Bunbury Waterfront Project prepared by Landcorp.

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62 Statement of Planning Policy No. 2.6 State Coastal Planning Policy and the Amendment.
Bunbury Waterfront – Recommendations

CBD35: Reaffirm the conclusion that the Outer Harbour offers a significant development opportunity that will complement the adjoining CBD and North Shore areas of the City.

CBD36: That the City in partnership with Landcorp undertake further planning and financial analysis to establish the mix of uses that meet objectives and strategies that seek to improve connectivity between the CBD and the Harbour, provide for a broad range of tourism and recreation experiences, protect and enhance heritage values and build on the existing facilities that currently service small craft to large ships.

Outer Business District

The Council supports the preparation of a local area plan for the Outer Business District consistent with the goals, objectives and strategies of City Vision, with particular reference to the following key elements:

OBD1: Improve facilities for pedestrians and cyclists throughout the OBD local area.

OBD2: Prepare a housing strategy (including land availability) for Greater Bunbury that identifies opportunities for redevelopment in the OBD.

OBD3: Ensure public transport services provide convenient and frequent access to services and shopping areas.

OBD4: Connections between Blair and Spencer Streets be enhanced or developed, including a major upgrade of Stuart Street.

Sandridge Park – Recommendation

OBD5: Improvements to pedestrian connections between the Forum and Sandridge Park need to be investigated.

Strickland Street West to Spencer Street and the Plaza Commercial Area – Recommendation

OBD6: Progress planning for the connection of Strickland Street west to Beach Road and Plaza Street as part of an approved comprehensive redevelopment plan for the Plaza commercial area.
Inner City Living West

The Council supports the inclusion of the strategies for Inner City Living West in Local Area Planning for the City with particular reference to the application and interrelationship of the following key elements:

ICLW1:  The management arrangements for the Big Swamp Regional Park need to ensure that the viability of the wetland vegetation and fauna habitats are the highest priority.

ICLW2: Support improvements to the health and welfare of communities through programmes that upgrade pedestrian and cycle paths and provide facilities that encourage people to interact.

ICLW3: Prepare a housing strategy (including land availability) for Greater Bunbury that identifies opportunities for coastal short stay residential.

ICLW4: Include appropriate provisions in the City’s Local Planning Scheme to guide decision-making associated with developments in the proposed Tree Street Heritage Area.

ICLW5: Ensure public transport services provide convenient and frequent services particularly to key activity centres south of the CBD.

ICLW6: Identify and promote sites for tourist development on the coastal strip and establish the criteria for site mix of freehold subdivision and tourism, height and management arrangements.

ICLW7: Allocate sufficient resources for the planning and development of the Big Swamp Regional Park so that the area is established as a major tourist and recreation attraction.

Punchbowl Caravan Park and Proposed Big Swamp Short Stay Accommodation – Recommendations

ICLW8: That development of the parks and recreation reserve in the southeast corner of Big Swamp for tourist accommodation (including caravan park site) not be supported. Further investigation of possible uses that would be compatible with the open space values to be undertaken.

ICLW9: That alternative tourist/commercial uses be investigated for the Punchbowl Caravan Park site.
## Inner City Living East

The Council supports the inclusion of the strategies for Inner City Living East in local area planning for the City with particular reference to the application and interrelationship of the following key elements:

| ICLE1: | Prepare a housing strategy for Greater Bunbury (including land availability) and include an analysis of the potential for higher residential densities in the ICLE area. |
| ICLE2: | Ensure structure planning for port expansion and development meets environmental standards for cumulative impacts. |
Vision Focus Area Analysis – Southern Suburbs

The Southern Suburbs of South Bunbury, Withers, Carey Park, College Grove and Usher are distinct localities that provide a diverse range of housing stock and lifestyle opportunities. They will be progressively improved to reinforce a sense of community through civic design, an emphasis on pedestrian and cycle movements, a high standard of community facilities and services and neighbourhood shopping.

The Southern Suburbs (Figure 12) comprises the bulk of the City’s living areas, important regional open space, recreation areas and regional health and education facilities.

The Southern Suburbs is bound to the west by the Indian Ocean.

The southerly boundary of the Vision Focus Area corresponds to the City’s municipal boundary. To the southwest the area is bound by Manea Park. Five Mile Brook borders the Southern Suburbs to the north.

Important natural features of the Southern Suburbs are the Maidens, Manea Park and Hay Park, which are well vegetated regional reserves. Five Mile Brook travels in a northerly direction, approximately through the centre of the Southern Suburbs, leaving Hay Park before heading west and entering the Indian Ocean in the north of the Vision Focus Area.

The Southern Suburbs also comprise the City’s active recreational land including Hands Park, Forrest Park, the Bunbury racecourse and trotting tracks and parts of Hay Park.

The Southern Suburbs is traversed by Bussell Highway and Parade Road in the south, which join to form Blair Street. Together with Robertson Drive these routes are the main arterial roads through the area.

The Southern Suburbs comprise a diverse mix of the City’s housing stock. Distinct residential localities exist or are being developed in Withers/Minninup, Usher, Tuart Brook and College Grove. The Southern Suburbs also comprise the Edith Cowan University and TAFE education campuses and the Bunbury Regional Hospital (Figure 12).

The City Vision environmental, social and economic objectives and strategies are discussed in relation to the Southern Suburbs (Table 6). The values, issues and proposals applicable to each strategy are the subject of commentary, analysis and recommendations that in some cases are followed by a Priority Issue / Proposal. The Priority Issues / Proposals explore issues and/or development proposals for College Grove, Tuart Brook and TAFE/ECU/Health Campuses and the Withers/Minninup Investigation Areas.
Figure 12: Southern Suburbs Vision Focus Area

Legend
- Southern Suburbs
- Investigation Area
- Built Features
- Natural Features
- Locality (referred to in text)
Environmental Analysis

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

<table>
<thead>
<tr>
<th>Southern Suburbs</th>
<th>Table 6: Southern Suburbs Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Env1: Manage demand and extraction of potable ground water resources within sustainable limits.</td>
<td></td>
</tr>
</tbody>
</table>

**Strategy:**

1.2 Encourage more efficient use of water resources through water sensitive design of land subdivision and development, the use of drought tolerant (endemic species) vegetation in gardens and public places, modified household appliances that reduce consumption and the reuse of grey water.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The importance and value of water has escalated as climate change has caused a serious decline in surface water run-off and ground water recharge. Strategies to retain water in urban development will improve recharge, support the growth of vegetation and provide a source of water for other uses. Public and private consumers need to embrace measures that lower demand.</td>
<td>Usher, Tuart Brook and College Grove are localities where future subdivisions will occur. These areas need to adopt the principles and objectives of urban water management as contained in the Liveable Neighbourhoods Policy.</td>
</tr>
</tbody>
</table>

**Recommendation SS1:** That the principles and objectives of urban water management as contained in Liveable Neighbourhoods be applied to all future subdivision in Usher, Tuart Brook and College Grove.
### Southern Suburbs

**Env2:** Manage rivers, streams, wetlands and estuaries with actions that lead to an improvement in water quality and the protection and reinstatement of natural vegetation and fauna habitats.

### Strategy:

2.1 Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland).

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streams and wetlands have historically been degraded through their use for urban drainage, waste and rubbish disposal (fill). Feral weeds and animals have also colonised these areas. As wetlands and streams have progressively been lost, their value as flora and fauna habitats has increased along with management effort to rehabilitate and protect these areas.</td>
<td>Attributing an environmental and recreational value to the Five Mile Brook has resulted in the changing of its description from an urban drain to a living stream(^\text{63}). Efforts are now being employed to rehabilitate the waterway to improve water quality and the stream environs so that natural flora and fauna habitats can re-establish and the brook can make a positive contribution to the amenity of adjoining areas.</td>
</tr>
</tbody>
</table>

**Recommendation SS2:** That the Five Mile Brook be progressively improved consistent with the Five Mile Brook Restoration Plan\(^\text{63}\) adopted by Council.

---

\(^{63}\) Thompson McRobert Edgeloe, 2005, City of Bunbury Five Mile Brook Restoration Plan.
### Southern Suburbs

**Env3:** Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.

**Env4:** Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

#### Strategy:

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Coast and the Ocean to Preston River Regional Park (in particular the Maidens) are significant natural physical features that provide definition, character, amenity and recreation values for the Southern Suburbs. The Maidens Reserve (as part of the Ocean to Preston River Regional Park) is highly valued by the wider Bunbury community and particularly those in the Southern Suburbs.</td>
<td>Management plans for the Coast and the Maidens (as part of the Ocean to Preston River Regional Park) need to include provisions that protect and enhance the vegetation and landform as well as ensuring that public access does not degrade the natural values. Early planning and management commitments to the regional park will ensure that the natural values are protected and enhanced.</td>
</tr>
</tbody>
</table>

**Recommendation SS3:** That a management plan be prepared for the Ocean to Preston River Regional Park that protects and enhances natural values and features.
### Southern Suburbs

**Env6:** Incorporate energy conservation measures in all planning and development control processes and procedures.

**Strategy:**

6.1 Ensure that land subdivision and building design are orientated to facilitate natural heating, cooling and lighting options.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy efficiency and effectiveness is attracting public attention as non-renewable energy resources are being rapidly depleted and the cost of energy is rising. Renewable energy options must be employed to reduce dependency on electricity (oil, coal, gas) and gas for transport and domestic use.</td>
<td>New subdivisions at Usher, Tuart Brook and College Grove and redevelopment opportunities at Withers/Minninup and Carey Park where ever possible should orientate lots and buildings to maximise winter sun and minimise the impact of summer sun. Building materials and the size and location of windows/openings can also assist in reducing the need for artificial climate control.</td>
</tr>
</tbody>
</table>

**Recommendation SS4:** That planning policy for subdivision, development and redevelopment include requirements for lot and building orientation that maximises the impact of sun in winter and minimises the impact in summer. In addition, building design needs to encourage the use of materials and location/size of openings that reduce the need for artificial climate control.
## Southern Suburbs

**Env6:** Incorporate energy conservation measures in all planning and development control processes and procedures.

### Strategy:

6.2 Reduce dependency on motor vehicles through improved urban design that facilitates pedestrian, cycle and public transport use.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>The safety, character, amenity and efficiency of neighbourhoods is enhanced when the structure is based on a walkable catchment rather than cars and roads.</td>
<td>The dominance of the motor vehicle, the loss of walkable goods and services (e.g. corner store, hairdresser, butcher, green grocer) and changes in household structure (e.g. less children, both partners working) have contributed to people and households becoming more isolated and alienated from feeling a sense of community. Maintaining and enhancing the character and amenity of living areas and providing opportunities for people interaction through improved walk/cycleways, recreation facilities and access to school grounds contributes to social cohesion, community safety and identity.</td>
</tr>
</tbody>
</table>

**Recommendation SS5:** That pedestrian and cycle facilities and public transport services be improved within and between neighbourhoods and activity centres.

**Photograph 45:** Tree Day, Bunbury
Social Analysis

Social Goal

*To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.*

Social Objectives and Strategies:

<table>
<thead>
<tr>
<th>Southern Suburbs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soc1:</strong> Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.</td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
</tr>
<tr>
<td>1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.</td>
</tr>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
</tr>
<tr>
<td>Housing availability, choice and affordability have become significant issues as the population ages, household structures change, employment arrangements change and the price of land and houses increases beyond the financial capacity of a growing section of society.</td>
</tr>
<tr>
<td><strong>Recommendation SS6:</strong> That a housing strategy be prepared for Greater Bunbury that includes an analysis of whether the current housing mix in the Southern Suburbs will meet future needs and recommendations as to changes that may be required to meet those needs.</td>
</tr>
<tr>
<td><strong>Soc4:</strong> Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.</td>
</tr>
<tr>
<td><strong>Strategy:</strong></td>
</tr>
<tr>
<td>4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.</td>
</tr>
</tbody>
</table>
## Southern Suburbs

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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<tbody>
<tr>
<td>Public transport is an essential service for those who cannot drive or do not own a car. It should also provide a viable alternative to the use of the car where the purchase of goods (e.g. shopping) is not the purpose of the journey. A safe, convenient and efficient service are necessary prerequisites to attracting greater patronage.</td>
<td>Although public transport is not well patronised by the general public, it is expected that it will play a more significant role as petrol prices increase, carbon emissions are more tightly controlled and urban areas become more compact. An enhanced public transport system is an essential element of any strategy to reduce dependency on the motor vehicle and to encourage more pedestrian movements (see recommendation SS5).</td>
</tr>
</tbody>
</table>

Recommendation SS7: That current public bus services be progressively improved to provide a more efficient, convenient and safe transport option for regional residents.

Soc5: Develop, enhance and maintain a sense of community, place and local identity in existing and proposed urban areas throughout Greater Bunbury.

### Strategy:

5.1 Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.
5.2 Reinforce the character and amenity of existing living areas through conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liveable Neighbourhoods is a State Government operation policy that promotes walkable neighbourhoods that have a strong sense of place and identity, a variety of lot sizes and housing types and a greater mix of urban uses. The localities of the City each have physical and social characteristics that make them distinctive. Enhancing those defining elements will contribute to more cohesive and viable communities.</td>
<td>The policy is based on the Australian Model Code for Residential Development and has been rigorously tested in WA to ensure that provisions are appropriate to WA conditions. A sense of community and identity is created from a combination of many factors. The historical physical elements of the area which includes the housing stock, vegetation such as a type of street tree, parks and places where people have been gathering for generations and the use of local names contributes significantly to defining a community.</td>
</tr>
</tbody>
</table>
### Southern Suburbs

**Recommendation SS8:** That the suburbs of the City be surveyed to establish their key defining elements and a plan developed to enhance and improve those elements.

**Strategy:**

5.3 Develop as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>To achieve walkable neighbourhoods and convenient, efficient and safe public transport connections between neighbourhoods and activity centres will require changes to the current emphasis on the private motor car.</td>
<td>Wherever possible, new district and local collector roads should not be introduced into existing neighbourhoods. Neighbourhood streets need to be progressively developed to reduce the impact of cars, particularly speed. This may involve engineered traffic calming, increased verges and reduced carriageways, improved landscaping and the introduction of other uses into the streetscape.</td>
</tr>
</tbody>
</table>

**Recommendation SS9:** That opportunities to reduce the impact of private motor vehicles in suburban streets be identified, prioritised and funded for improvements.

**Strategy:**

5.4 Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong, cohesive communities have the capacity to work together to address issues of community safety. When people become isolated, particularly seniors and people with a disability, they become more vulnerable and security becomes a significant area of concern.</td>
<td>Building a sense of community through strengthening local identity, creating opportunities for more community interaction, reducing dependency on the private motor vehicle and ensuring that community facilities (e.g. shopping, schools, parks) are well designed and conveniently located will all contribute to safer local communities (see recommendation CBD8).</td>
</tr>
</tbody>
</table>
### Southern Suburbs

**Strategy:**

6.3 Ensure that plans and development timetables for new, upgraded and improved primary and high schools are aligned with accurate forecasts of student numbers and the provision of supporting infrastructure and services.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Schools are a vital part of any community structure and primary schools particularly are often the nucleus of the neighbourhood unit. Schools are meeting places, a focus for community activity and action, a resource for sporting and other community activities and a strong element of community identity.</td>
<td>The major contribution that schools make to local communities needs to be acknowledged in the planning, redevelopment and/or any change in their status.</td>
</tr>
</tbody>
</table>

**Recommendation SS10:** That the importance of schools, particularly primary schools, as an essential element in the structure and viability of neighbourhoods be reinforced with the Department of Education and Training.

*Photograph 46: Australia Day Celebrations, Bunbury*
Southern Suburbs

Soc7: Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.

Strategy:

7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passive and active sport and recreation facilities are an essential part of neighbourhood and district planning. The quality and accessibility of these facilities are key factors affecting sporting and active recreation participation rates.</td>
<td>The Southern Suburbs contain an extensive range of active and passive recreation areas including the Coast, Hay Park, Hands Oval, Forrest Park, the Ocean to Preston River Regional Park and the Bunbury racecourse and trotting track. These facilities cater for neighbourhood, district and regional users. A review of the adequacy of these facilities given the high regional population growth rate and the capacity of the responsible authority to improve and maintain those facilities are key issues for consideration.</td>
</tr>
</tbody>
</table>

Recommendation SS11: That planning for sport and recreation facilities include a detailed analysis of trends in community needs for physical activity and the distribution of costs for the establishment, improvement and management of those facilities that service regional needs.
### Southern Suburbs

**Soc8:** Ensure that the particular needs of youth, seniors and people with disabilities are adequately provided for.

**Strategy:**

8.2 Review the availability of aged persons accommodation and associated support services to meet current and future demand.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>An ageing population will generate greater demand for purpose built accommodation for seniors. Provision will need to include facilities that range from independent living to supported accommodation and twenty four hour care. Wherever possible ‘ageing in place’ should be promoted as an essential part of the community fabric to ensure that seniors remain as viable members within their communities.</td>
<td>The development of a housing strategy for Greater Bunbury needs to include the potential to redevelop, improve or renovate existing housing stock in established residential areas for aged persons.</td>
</tr>
</tbody>
</table>

**Recommendation SS12:** That a housing strategy for Greater Bunbury include an analysis of the potential to redevelop, improve or renovate housing stock in the Southern Suburbs for aged persons accommodation.
Economic Analysis

Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies:

<table>
<thead>
<tr>
<th>Southern Suburbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eco1: Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.</td>
</tr>
</tbody>
</table>

**Strategy:**

1.4 Work in partnership with the State Government to produce a plan for College Grove that capitalises on the substantial community assets of the health and education campuses and adjoining Crown land.

**Values, Issues and Proposals**

The health and education/training campuses are very significant regional facilities that are major contributors to Bunbury’s status as a Strategic Regional Centre. They are high quality and are located in an attractive setting with generous capacity to consolidate and expand.

These campuses have not been planned and designed so that opportunities for integration of programmes; student accommodation and services; facilities such as libraries; research and academic courses; and uses that are ancillary to the primary uses are promoted and facilitated. There is also the need to consider the viability of the adjoining College Grove.

**Planning Commentary and Analysis**

The College Grove area represents an outstanding opportunity to capitalise on substantial health, education and training investment as well as the opportunity to expand and enhance the College Grove residential neighbourhood.

**See Priority Issue / Proposal:**

- College Grove Residential Expansion and Tuart Brook and TAFE/ECU/Health Campuses Structure Planning for Adjoining Areas
residential area and in this regard the potential for additional residential, a local commercial centre, a primary school and other community facilities needs to be explored.

**Strategy:**

1.5 Prepare and integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</thead>
<tbody>
<tr>
<td>The Southern Suburbs have several major roads traversing the area including Bussell Highway, Blair Street, Parade Road, Ocean Drive and Minninup Road. The east/west roads of Washington Avenue, Hudson Road and Mangles Street are of lesser importance, although are vital for traffic distribution. These roads are expected to maintain a high status in the road hierarchy and planning for land uses in proximity must address issues of safety, noise, amenity, public transport and movement efficiency. The most significant transport issue to be resolved in this area is the extension of Parade Road through to Dalyellup and the implications of a substantial influx of traffic on the suburban road system south of the City centre. The east/west roads of Washington Avenue and the extension to Hudson Road east to Bussell Highway are discussed separately under the College Grove/Tuart Brook and Withers/Minninup Priority Issues / Proposals.</td>
<td>There is a need to thoroughly analyse the implications of the connection of Parade Road with Dalyellup on the City’s local road system and put in place the necessary improvements prior to any such connection occurring. Fragmentation of neighbourhoods by upgrading of roads or creating new connections should be avoided. Rather, planning should reinforce the neighbourhood unit and promote land uses around existing major collectors that rationalise access points, improve setbacks and buffers and make adequate provision for public transport, cyclist and pedestrians and opportunities for higher density housing.</td>
</tr>
</tbody>
</table>

![Photograph 49: Medium Density Housing, Bunbury](image-url)
### Southern Suburbs

**Recommendation SS13:** That a traffic study be undertaken into the implications of extending Parade Road south to Dalyellup on the City’s road system and that any necessary improvements be undertaken prior to any connection occurring.

**Strategy:**

1.7 Undertake an assessment of the type and standard of sporting facilities that have the capacity to accommodate major sporting events and progress arrangements to secure potential participants.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</thead>
<tbody>
<tr>
<td>The Southern Suburbs contain major regional sporting facilities including Hay Park, the Bunbury racecourse, the Bunbury trotting track, Hands Oval and Forrest Park. Hay Park has within it facilities such as the South West Sports Centre and the Bunbury Hockey Association facility that attract major sporting events and the Bunbury “race round” is a long standing event of State significance. The Bunbury region has a proud tradition of producing first class sports people in all codes and access to quality facilities is highly valued. The impact of major sporting events on the local economy can be significant, particularly if the event is conducted over more than one day.</td>
<td>The City is well endowed with sporting facilities, some of which rival those in the Perth metropolitan area. There is potential to build on the strong sporting reputation of the City and to enhance those facilities that have the capacity to accommodated major events.</td>
</tr>
<tr>
<td>Photograph 50: Football, Bunbury</td>
<td></td>
</tr>
</tbody>
</table>

**Recommendation SS14:** That as part of an assessment of sporting facilities and their capacity to host major events, particular emphasis be given to the replanning of the Bunbury racecourse and trotting track, a football ground that could host AFL and WAFL level matches and ancillary facilities to support the Olympic swimming pool.
## Southern Suburbs

**Eco7:** Attract and facilitate commercial development in the Strategic Regional Centre within the context of commercial centre planning for the South West Planning Framework and the Bunbury Wellington Region.

### Strategy:

7.1 Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Southern Suburbs contain the Parks Centre and the Minninup Forum. These centres are essential shopping and community centres that service catchments that include several localities.</td>
<td>The Parks Centre is currently defined as a Minor District Centre(^64) that could accommodate 7,500m(^2) nla and the Minninup Forum a Neighbourhood Centre(^64) that could accommodate 4,500m(^2) nla. In both cases there is potential for expansion and/or redevelopment without compromising the primacy of the Strategic Regional Centre however this will need to be confirmed as part of an endorsed commercial centres strategy(^65).</td>
</tr>
</tbody>
</table>

**Refer to Priority Issue / Proposal:**
- Withers / Minninup Area

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\(^64\) Department for Planning and Infrastructure 2007, Interim Greater Bunbury Commercial Centres Strategy.

## Priority Issues / Proposals

### College Grove Residential Expansion and Tuart Brook and TAFE/ECU/Health Campuses Structure Planning for Adjoining Areas

<table>
<thead>
<tr>
<th>Environmental Strategies:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland).</td>
<td></td>
</tr>
<tr>
<td>4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.</td>
<td></td>
</tr>
<tr>
<td>6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Social Strategies:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.</td>
<td></td>
</tr>
<tr>
<td>5.1 Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.</td>
<td></td>
</tr>
<tr>
<td>5.3 Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.</td>
<td></td>
</tr>
<tr>
<td>6.2 Support the enhancement of the Bunbury regional health campus to include research and expanded specialist services particularly in the areas of mental health and drug and alcohol abuse.</td>
<td></td>
</tr>
<tr>
<td>6.3 Ensure that plans and development timetables for new, upgraded and improved primary and high schools are aligned with accurate forecasts of student numbers and the provision of supporting infrastructure and services.</td>
<td></td>
</tr>
<tr>
<td>8.3 Ensure that planning and development proposals meet the necessary standards for disabled access and promote strategies that provide for local respite, specialist therapy and supported accommodation.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Economic Strategies:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4 Work in partnership with the State Government to produce a plan for College Grove that capitalises on the substantial community assets of the health and education campuses and adjoining Crown land.</td>
<td></td>
</tr>
<tr>
<td>1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.</td>
<td></td>
</tr>
<tr>
<td>5.1 Prepare, in partnership with the Bunbury Wellington Economic Alliance, the South West Area Consultative Committee, South West Development Commission and the Department of Industry and Resources (formerly the Department of State Development) a plan of action that identifies potential industry candidates and the necessary conditions for their establishment.</td>
<td></td>
</tr>
</tbody>
</table>
Trade – Off Analysis:

Structure planning for the College Grove suburb was based on Liveable Neighbourhood Policy principles that would have ensured the development of a viable suburban community. The decision of the State Government to amend the regional open space and urban boundaries to the south and east as part of the preparation of the Greater Bunbury Region Scheme, substantially reduced the area available for residential development. As a consequence, the residential population under full development will not be sufficient to support community infrastructure such as a primary school and Neighbourhood Centre.

Running concurrently with the College Grove residential expansion, is a project jointly sponsored by the Department of Planning and Infrastructure and the City that seeks to integrate the College Grove locality with plans to develop areas around the three educational and health campuses. The objective is to enhance investment opportunities in education, training, research, specialist health services and student accommodation and services. Significantly, preliminary planning has identified an opportunity to expand the College Grove residential area and to establish a Local Commercial Centre.

In addition to the above planning work is structure planning for the residential area immediately to the west known as Tuart Brook. Regional open space physically divides this cell from residential areas to the west and it is expected that when developed, the area will be strongly linked to College Grove to the east. Issues associated with connectivity between the two cells (e.g. traversing Bussell Highway), impact on local and district roads, the location of a primary school, the location and type of open space, the size of the commercial centre and planning for pedestrians and cyclists will need to be resolved.

Consideration also needs to be given to the connection of Carey Park to the College Grove locality. Currently Robertson Drive is a major physical barrier between the two areas and suitable provision needs to be made for safe and efficient movement of vehicles, pedestrians and cyclists across this primary distributor road.

- Work in partnership with the State Government to produce a plan for College Grove that capitalises on the substantial community assets of the health and education campuses and the adjoining vacant Crown land (Eco1.4). The State Government must provide clear direction on the potential to plan and develop areas within and adjoining the health and education campuses.

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services (Eco1.5). It is essential that improved pedestrian, cycle and vehicle access be provided between Tuart Brook and College Grove, College Grove and Robertson Drive and Carey Park and the education and health campuses.

- Investigate, promote and facilitate the establishment of industrial and commercial activities that add value to our primary resources and employ innovative and technologically advanced methods of production and research (Eco5). The health and education campuses have the potential to attract and develop research facilities and specialist professional services.

66 Department for Planning and Infrastructure 2007, Interim Greater Bunbury Commercial Centres Strategy.
Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth (Soc4.3). The health and education campuses are expected to grow and develop which will generate greater demand for public transport services. Transport services for the expanding College Grove locality and Tuart Brook will also need to be planned and commissioned.

Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach (Soc5.1). Both Tuart Brook and College Grove need to apply these principles.

Develop as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). The College Grove/Super Campus area, Tuart Brook and Carey Park need to provide and improve pedestrian and cycle networks.

Support the enhancement of the Bunbury regional health campus to include research and expanded specialist services particularly in the areas of mental health and drug and alcohol abuse (Soc6.2). Structure planning needs to incorporate opportunities for research and specialist services.

Ensure that plans and development timetables for new, upgraded and improved primary and high schools are aligned with accurate forecasts of student numbers and the provision of supporting infrastructure and services (Soc6.3). Detailed planning is required now to establish the optimum location and timing of development of a primary school to service the Tuart Brook and College Grove areas.

Ensure that planning and development proposals meet the necessary standards for disabled access and promote strategies that provide for local respite, specialist therapy and supported accommodation (Soc8.3). The health and education campuses need to be planned to accommodate people with disabilities in terms of access, education, training and specialist services. College Grove provides an opportunity to develop supported accommodation.

Encourage more efficient use of water resources through water sensitive design of land subdivision and development, the use of drought tolerant (endemic species) vegetation in gardens and public places, modified household appliances that reduce consumption and the reuse of grey water. (Env1.2). The Tuart Brook and College Grove subdivision areas need to be planned and developed consistent with this objective/strategy.

Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet (Env4.1). The Tuart Brook and College Grove neighbourhoods have large tracts of the Ocean to Preston River Regional Park adjoining. A management plan is needed in the short term as people pressure increases.

Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). College Grove and Tuart Brook should be planned to reduce the dominance of the car.
SS15: That College Grove be planned in conjunction with the adjoining areas of Tuart Brook, Carey Park and the health and education campuses with particular reference to:

- the location and timing of the development of a new primary school
- the location, scale and design of a local commercial centre
- the development of improved pedestrian, cycle and vehicle connectivity between Tuart Brook and College Grove and; Carey Park and the health and education campuses
- a review of public transport services to the new residential estates and the health and education campuses
- the potential to establish supported accommodation facilities for people with disabilities
- subdivision design that is water sensitive and solar orientated
- the preparation of a management plan for the Ocean to Preston River Regional Park
- the urban design for College Grove, Tuart Brook and planning for the health and education campuses needs to give a strong emphasis to pedestrianisation and cycleways and adequate parking provision
- the connection of Sommerville Drive to Robertson Drive, and
- that proposals for development on the health and education campuses not compromise the expansion of Edith Cowan University, TAFE or the health campus.

(Refer to Composite Recommendations.)
### Environmental Strategies:

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<tr>
<td>6.2</td>
<td>Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.</td>
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### Social Strategies:

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<tr>
<td>4.3</td>
<td>Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.</td>
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<tr>
<td>5.1</td>
<td>Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.</td>
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<tr>
<td>5.2</td>
<td>Reinforce the character and amenity of existing living areas through the conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places.</td>
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<td>5.3</td>
<td>Develop, as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.</td>
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<td>5.4</td>
<td>Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.</td>
</tr>
<tr>
<td>7.2</td>
<td>Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.</td>
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### Economic Strategies:

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<tr>
<td>1.5</td>
<td>Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.</td>
</tr>
<tr>
<td>7.1</td>
<td>Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.</td>
</tr>
</tbody>
</table>
Trade – Off Analysis:

A revitalisation proposal for this area included the following key elements that need resolution:

- extension of Hudson Road through to Robertson Drive
- redevelopment of the Minninup Forum Shopping Centre (Village Centre)
- the increase in residential densities around transport corridors and the Village Centre
- improvements to internal road layouts (Withers South), and
- improvements to the Maidens Reserve (Hudson Road).

The City Vision planning process has identified the Withers/Minninup area as a locality that needs improvement by facilitating urban renewal to create a vibrant, dynamic neighbourhood with a strong sense of identity. The renewal proposal is largely based on the redevelopment of the Minninup Forum commercial area into a Village Centre. The Village Centre is proposed to include a wide range of mixed uses including shopping, community purpose, residential and other commercial; and to expand in size by approximately 25%.

Another proposal that is structurally significant is the extension of Hudson Road through Hay Park to connect with Robertson Drive. This proposal seeks to not only improve the east/west movement of traffic in the City, but to also increase the viability of the Village Centre through passing trade. The need for this road needs further analysis particularly given the decision to connect Brittain Road through to North Boyanup Road (light controlled) thereby confirming Brittain Road as a local/district east/west distributor, the development of the Brittain Road roundabout and connection through to Parade Road and an upgrade of the internal road system in Hay Park. Impacts associated with a major district distributor road on safety (particularly children), amenity and the effective utilisation of the recreation facilities needs to also be carefully analysed.

There has been general agreement that the area bounded by Hudson, Minninup, Westwood and Parade Roads (Withers South) needs improvement to internal vehicle, pedestrian and cycle circulation and to external linkages. Increased housing densities on primary transport corridors and for areas in proximity to the commercial (Village) centre, has also been proposed.

The development of a focal point on the Maidens Reserve at the western end of Hudson Road is proposed to link the Village Centre to the coast. This proposal will need to be consistent with the Ocean to Preston River Regional Park Management Plan.

- Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services (Eco1.5). The Withers/Minninup area is well serviced by local and district roads. The case for extending Hudson Road through Hay Park to connect with Robertson Drive requires further analysis in relation to the need for the link given recent district and local road improvements and the impact on safety, amenity and effective use of the Hay Park facilities.

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- Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the Western Australian Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan (Eco7.1). *Preliminary outcomes from a commercial centres strategy* have revealed that Minninup Forum is likely to be classified as a Neighbourhood Centre with a floor space allocation of 4,500m² nla.

- Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends (Soc1). *Improvements to the quality and range of housing stock in the Withers area are supported.*

- Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth (Soc4.3). *Proposals that aim to increase the local population and activity must be accompanied by a review of the adequacy of public transport services.*

- Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach (Soc5.1). *Proposals for redevelopment are based on these principles.*

- Reinforce the character and amenity of existing living areas through the conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places (Soc5.2). *These elements need to form part of future precinct planning.*

- Develop as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods (Soc5.3). *The Withers (South) area has been replanned to improve and encourage pedestrian and cycle movements.*

- Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention (Soc5.4). *Improvements to pedestrian and cycle paths, lighting and street surveillance (from residences) are initiatives that are part of the proposals for redevelopment.*

- Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities (Soc7.2). *The City of Bunbury Recreation Plan will need to address the impact of the extension of Hudson Road through Hay Park on safety, amenity and the effective use of recreation facilities.*

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69 Department for Planning and Infrastructure 2007, Interim Greater Bunbury Commercial Centres Strategy.
Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use (Env6.2). The neighbourhood design approach for Withers/Minninup is consistent with this strategy.

The Withers neighbourhood has developed around the Minninup Forum Shopping Centre with major recreation areas at the western and eastern boundaries. It is serviced by two primary schools and a senior high school and a well defined and efficient road system.

The warrant for improvement relates to the age and poor condition of some housing stock (particularly Homeswest), a shopping centre that is not well integrated or pedestrian friendly, built form that is not aesthetically pleasing and poor connectivity between homes and key activity areas.

**Withers / Minninup Area- Recommendations**

SS16: That the Withers/Minninup area be planned and redeveloped to facilitate a greater sense of community through improvements in urban design, housing choice, commercial and community purpose facilities and pedestrian, cycle, public transport and vehicle facilities and systems.

SS17: That proposals for the expansion of the Minninup Forum Shopping Centre be consistent with the commercial centres strategy endorsed by Council and the WA Planning Commission.

SS18: That the proposal for the extension of Hudson Road through Hay Park to Robertson Drive is not supported taking into account recent road planning and development improvements in the area and the impact of a major district distributor road on safety, amenity and the effective use of the Hay Park facilities.

(Refer to Composite Recommendations.)
Composite Recommendations – Southern Suburbs

SS1: That the principles and objectives of urban water management as contained in Liveable Neighbourhoods be applied to all future subdivision in Usher, Tuart Brook and College Grove.

SS2: That the Five Mile Brook be progressively improved consistent with the Five Mile Brook Restoration Plan\(^7\) adopted by Council.

SS3: That a management plan be prepared for the Ocean to Preston River Regional Park that protects and enhances natural values and features.

SS4: That planning policy for subdivision, development and redevelopment include requirements for lot and building orientation that maximises the impact of sun in winter and minimises the impact in summer. In addition, building design needs to encourage the use of materials and location/size of openings that reduce the need for artificial climate control.

SS5: That pedestrian and cycle facilities and public transport services be improved within and between neighbourhoods and activity centres.

SS6: That a housing strategy be prepared for Greater Bunbury that includes an analysis of whether the current housing mix in the Southern Suburbs will meet future needs and recommendations as to changes that may be required to meet those needs.

SS7: That current public bus services be progressively improved to provide a more efficient, convenient and safe transport option for regional residents.

SS8: That the suburbs of the City be surveyed to establish their key defining elements and a plan be developed to enhance and improve those elements.

SS9: That opportunities to reduce the impact of private motor vehicles in suburban streets be identified, prioritised and funded for improvements.

SS10: That the importance of schools, particularly primary schools, as an essential element in the structure and viability of neighbourhoods be reinforced with the Department of Education and Training.

SS11: That planning for sport and recreation facilities include a detailed analysis of trends in community needs for physical activity and the distribution of costs for the establishment, improvement and management of those facilities that service regional needs.

SS12: That a housing strategy for Greater Bunbury including an analysis of the potential to redevelop, improve or renovate housing stock in the Southern Suburbs for aged persons accommodation.

SS13: That a traffic study be undertaken into the implications of extending Parade Road south to Dalyellup on the City’s road system and that any necessary improvements be undertaken prior to any connection occurring.

SS14: That as part of an assessment of sporting facilities and their capacity to host major events, particular emphasis be given to the replanning of the Bunbury racecourse and trotting track, a football ground that could host AFL and WAFL level matches and ancillary facilities to support the Olympic swimming pool.

\[^7\] Thompson McRobert Edgeloe, 2005, City of Bunbury Five Mile Brook Restoration Plan.
**College Grove Residential Expansion and Tuart Brook and TAFE/ECU/Health Campuses Structure Planning for Adjoining Areas – Recommendations**

SS15: That College Grove be planned in conjunction with the adjoining areas of Tuart Brook, Carey Park and the health and education campuses with particular reference to:

- the location and timing of the development of a new primary school
- the location, scale and design of a local commercial centre
- the development of improved pedestrian, cycle and vehicle connectivity between Tuart Brook and College Grove and; Carey Park and the health and education campuses
- a review of public transport services to the new residential estates and the health and education campuses
- the potential to establish supported accommodation facilities for people with disabilities
- subdivision design that is water sensitive and solar orientated
- the preparation of a management plan for the Ocean to Preston River Regional Park
- the urban design for College Grove, Tuart Brook and planning for the health and education campuses needs to give a strong emphasis to pedestrianisation and cycleways and adequate parking provision
- the connection of Sommerville Drive to Robertson Drive, and
- that proposals for development on the health and education campuses not compromise the expansion of Edith Cowan University, TAFE or the health campus.

**Withers / Minninup Area- Recommendations**

SS16: That the Withers/Minninup area be planned and redeveloped to facilitate a greater sense of community through improvements in urban design, housing choice, commercial and community purpose facilities and pedestrian, cycle, public transport and vehicle facilities and systems.

SS17: That proposals for the expansion of the Minninup Forum Shopping Centre be consistent with the commercial centres strategy endorsed by Council and the WA Planning Commission.

SS18: That the proposal for the extension of Hudson Road through Hay Park to Robertson Drive is not supported taking into account recent road planning and development improvements in the area and the impact of a major district distributor road on safety, amenity and the effective use of the Hay Park facilities.
Vision Focus Area Analysis – Eastern Suburbs

The Eastern Suburbs of Sandridge Park, Glen Iris/Moorlands and Pelican Point are highly distinctive residential areas that provide a high standard of housing within unique physical surroundings. These areas will be progressively developed to provide for a broad range of residential types and to reinforce and create a sense of community through civic design, an emphasis on pedestrian and cycle movements, a high standard of community facilities and services and neighbourhood shopping.

The Eastern Suburbs (Figure 13) is bound by Picton Road to the south, Sandridge Road to the northwest and Bunbury Highway to the north. The South West Railway abuts the southeast boundary and to the northeast the area extends to the Pelican Point residential locality.

The Eastern Suburbs comprises the residential localities of Sandridge Park and Glen Iris/Moorlands, which in parts are yet to be developed. The Eastern Suburbs is dissected by a floodway which was the former route of the Preston River while the river now exists farther to the west. The Vision Focus Area is also interspersed by a number of private and public schools.

The relevant environmental, social and economic City Vision objectives and strategies for the Eastern Suburbs Vision Focus Area and the values, issues and proposals applicable to each strategy are the subject of planning commentary, analysis and recommendations (Table 7).
Figure 13: Eastern Suburbs Vision Focus Area
## Environmental Analysis

### Environment Goal

**To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.**

### Environment Objectives and Strategies:

**Table 7: Eastern Suburbs Analysis**

### Eastern Suburbs

**Env1: Manage demand and extraction of potable ground water resources within sustainable limits.**

**Strategy:**

1.2 Encourage more efficient use of water resources through water sensitive design of land subdivision and development, the use of drought tolerant (endemic species) vegetation in gardens and public places, modified household appliances that reduce consumption and the reuse of grey water.

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<tr>
<th>Values, Issues and Proposals</th>
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<tr>
<td>The importance and value of water has escalated as climate change has caused a serious decline in surface water run off and ground water recharge. Strategies to retain water in urban development will improve recharge, support the growth of vegetation and provide a source of water for other uses. Public and private consumers need to embrace measures that lower demand.</td>
<td>Glen Iris/Moorlands are localities where future subdivisions will occur. These areas need to adopt the principles and objectives of urban water management as contained in the Liveable Neighbourhoods Policy.</td>
</tr>
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</table>

**Recommendation ES1:** That the principles and objectives of urban water management as contained in Liveable Neighbourhoods be applied to all future subdivision in Glen Iris/Moorlands.
## Eastern Suburbs

**Env2**: Manage rivers, streams, wetlands and estuaries with actions that lead to an improvement in water quality and the protection and reinstatement of natural vegetation and fauna habitats.

### Strategy:

2.1 Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland).

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<tr>
<td>Streams and wetlands have historically been degraded through their use for urban drainage, waste and rubbish disposal (fill). Feral weeds and animals have also colonised these areas. As wetlands and streams have progressively been lost, their value as flora and fauna habitats has increased along with management effort to rehabilitate and protect these areas.</td>
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<tr>
<td>Attributing environmental value to the Preston River and the Woodley Road wetland has ensured that these locations will become key areas of open space as adjoining areas are developed for urban uses. Both features are degraded and in need of rehabilitation.</td>
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</table>

**Recommendation ES2**: That the Preston River and Woodley Road wetland be assessed as part of a study aimed at restoring the natural values of these features.
### Eastern Suburbs

**Env3:** Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.

**Strategy:**

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

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<tr>
<td>The boundaries of the Eastern Suburbs are largely defined by the Preston and Collie Rivers and the Leschenault Estuary. The Preston River has been substantially modified to prevent flooding and to bypass the port and does not make a positive contribution to the amenity of the area. The Collie River and the Leschenault Estuary are both highly valued for sport and recreation and for the attractive setting they provide for the Pelican Point area and as an entry statement into the City.</td>
<td>Structure planning for the port will include a final alignment for the Preston River to facilitate port expansion. This will require the redevelopment of the current course and an opportunity to create a better interface with the Moorlands area. The mouths of the Collie River and the Leschenault Estuary at Pelican Point have been improved as a public amenity area.</td>
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**Recommendation ES3:** That the redesign and construction of the Preston River improve the interface with Moorlands, in particular an improvement in the visual amenity of the river levees, opportunities for walk and cycle paths and the development of viewing areas.
### Eastern Suburbs

**Env4:** Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

**Strategy:**

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

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<tr>
<td>Identifying regional open space as part of the Greater Bunbury Region Scheme process has confirmed the high level of community interest in these areas and the importance of conserving their natural and recreation values.</td>
<td>Improving and conserving the natural values of the Estuary/Inlet and rivers will require a dedicated recurrent commitment to management <em>(see recommendation ES2).</em></td>
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**Env6:** Incorporate energy conservation measures in all planning and development control processes and procedures.

**Strategy:**

6.1 Ensure that land subdivision and building design are orientated to facilitate natural heating, cooling and lighting options.

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<th>Values, Issues and Proposals</th>
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<tr>
<td>Energy efficiency and effectiveness is attracting public attention as non-renewable energy resources are being rapidly depleted and the cost of energy is rising. Renewable energy options must be employed to reduce dependence on electricity (oil, coal, gas) and gas for transport and domestic use.</td>
<td>New subdivisions at Glen Iris/Moorlands should orientate lots and buildings to maximise winter sun and minimise the impact of summer sun. Building materials and the size, location of windows and openings can also assist in reducing the need for artificial climate control <em>(see recommendation SS4).</em></td>
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### Eastern Suburbs

#### Strategy:

6.2 Reduce motor vehicle dependency through improved urban design that facilitates pedestrian, cycle and public transport use.

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<td>The safety, character, amenity and efficiency of neighbourhoods is enhanced when the structure is based on a walkable catchment rather than cars and roads.</td>
<td>Pelican Point has been developed as a pedestrian friendly neighbourhood, however linking this area to activity centres (e.g. employment, services, shopping and entertainment) is important given its relative isolation. Glen Iris/Moorlands are in the process of developing as new neighbourhoods and as such, the opportunity exists to ensure that the urban design promotes walking, cycling and the use of public transport. Sandridge Park is an established residential neighbourhood surrounded by major roads. Pedestrian and cycleway networks should be continuously improved to service this area.</td>
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**Recommendation ES4:** Public transport connections from Pelican Point, Moorlands and Glen Iris to key activity centres be reviewed to ensure that these areas are adequately serviced.
Social Analysis

Social Goal

To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.

Social Objectives and Strategies:

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<th>Eastern Suburbs</th>
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<tr>
<td>Soc1: Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.</td>
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<tr>
<td>Strategy:</td>
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<tr>
<td>1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.</td>
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<tr>
<td>Values, Issues and Proposals</td>
</tr>
<tr>
<td>Housing availability, choice and affordability have become significant issues as the population ages, household structures change, employment arrangements change and the price of land and houses increases beyond the financial capacity of a growing section of society.</td>
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Recommendation ES5: That a housing strategy be prepared for Greater Bunbury that includes an analysis of demographic and population growth trends as the basis to inform decisions around the housing mix for the Glen Iris/Moorlands area.
### Eastern Suburbs

**Soc4: Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.**

**Strategy:**

4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.

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<tr>
<td>Public transport is an essential service for those who cannot drive or do not own a car. It should also provide a viable alternative to the use of the car where the purchase of multiple goods (e.g. shopping) is not the purpose of the journey. A safe, convenient and efficient service are necessary prerequisites to attracting greater patronage.</td>
<td>Although public transport is not well patronised by the general public, it is expected that it will play a more significant role as petrol prices increase, carbon emissions are more tightly controlled and urban areas become more compact. An enhanced public transport system is an essential element of any strategy to reduce car dependency of the motor vehicle and to encourage more pedestrian movements (see recommendation SS5).</td>
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**Soc5: Develop, enhance and maintain a sense of community, place and local identity in existing and proposed urban areas throughout Greater Bunbury.**

**Strategy:**

5.1 Employ Liveable Neighbourhood principles in the design of new or redeveloped urban areas through an Integrated Local Area Planning approach.

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<td>Liveable Neighbourhoods is a policy that promotes walkable neighbourhoods that have a strong sense of place and identity, a variety of lot sizes and housing types and a greater mix of urban uses.</td>
<td>The policy is based on the Australian Model Code for Residential Development and has been rigorously tested in WA to ensure that provisions are appropriate to WA conditions.</td>
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**Strategy:**

5.2 Reinforce the character and amenity of existing living areas through conservation and replacement of defining vegetation, consistency in building design and streetscape, complementary public facilities and amenities and the naming of streets and places.
## Eastern Suburbs

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<tr>
<td>The localities of the City each have physical and social characteristics that make them distinctive. Enhancing those defining elements will contribute to more cohesive and viable communities.</td>
<td>A sense of community and identity is created from a combination of many factors. The historical physical elements of the area which includes the housing stock, vegetation such as type of street or local tree, parks and places, water bodies and the use of local names contributes to defining a community (see recommendation SS8).</td>
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**Strategy:**

5.3 Develop as part of an integrated land use and transport strategy, plans that encourage and facilitate pedestrian and cycle use, particularly in the CBD and adjoining residential neighbourhoods.

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<td>To achieve walkable neighbourhoods and convenient, efficient and safe public transport connections between neighbourhoods and activity areas will require changes to the current emphasis on the private motor car.</td>
<td>Pelican Point is a new residential area that enjoys a high level of amenity with waterways and a network of pedestrian and cycle paths. Glen Iris/Moorlands are developing localities where structure planning can give a greater emphasis to pedestrians and cyclists. Sandridge Park is an established neighbourhood where improvements to pedestrian and cycle paths would encourage less use of the motor vehicle.</td>
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</table>

**Recommendation ES6:** That structure planning for the Glen Iris/Moorlands area gives a high priority to a pedestrian and cycle network.

**Strategy:**

5.4 Establish a partnership with the Office of Crime Prevention and implement actions that will improve community safety, security and crime prevention.

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<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong, cohesive communities have the capacity to work together to address issues of community safety. When people become isolated, particularly seniors and people with a disability, they become more vulnerable and security becomes a significant area of concern.</td>
<td>Building a sense of community through strengthening local identity, creating opportunities for more community interaction, reducing dependency on the private motor vehicle and ensuring that community facilities (e.g. shopping, schools, parks) are well designed and conveniently located will all contribute to safer local communities (see recommendations CBD6, 8 and 9, recommendation ICLW2 and recommendations SS5, 7, 8, 9, 10 and 11).</td>
</tr>
</tbody>
</table>
Soc6: Ensure that health and education infrastructure and services are meeting the needs of the current population and forecast growth and demand within the Greater Bunbury Region.

**Values, Issues and Proposals**

<table>
<thead>
<tr>
<th>Schools are a vital part of any community structure and primary schools particularly are often the nucleus of the neighbourhood unit. Schools are meeting places, a focus for community activity and action, a resource for sporting and other community activities and a strong element of community identity.</th>
</tr>
</thead>
</table>

**Planning Commentary and Analysis**

| Pelican Point is a small residential community that has insufficient numbers to support a primary school. As a consequence, local needs must be met by joining with other catchments (e.g. Glen Iris, Eaton). Glen Iris/Moorlands as developing localities will need to adequately address the needs of current and future residents. |

**Recommendation ES7:** That the structure planning for Glen Iris/Moorlands include provision for schools to meet the needs of current and future residents and the needs of residents in proximity.

Soc7: Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.

**Values, Issues and Proposals**

<table>
<thead>
<tr>
<th>Passive and active sport and recreation facilities are an essential part of neighbourhood and district planning. The quality and accessibility of these facilities are key factors affecting sporting participation and active recreation rates.</th>
</tr>
</thead>
</table>

**Planning Commentary and Analysis**

| The Pelican Point, Glen Iris/Moorlands areas have access to facilities such as a golf course, tennis courts and foreshore amenities, however there is a need to ensure that there are adequate facilities available to meet the needs of mainstream junior and senior active sports as these areas grow. Sandridge Park residents are in proximity to a good range of active and passive recreation areas. |

**Recommendation ES8:** That structure planning for the Glen Iris/Moorlands area ensure that adequate provision is made for active and passive recreation facilities and that development of those facilities be aligned with the growth of the Eastern Suburbs.
Soc8: Ensure that the particular needs of youth, seniors and people with disabilities are adequately provided for.

8.2 Review the availability of aged persons accommodation and associated support services to meet current and future demand.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>An ageing population will generate greater demand for purpose built accommodation for seniors. Provision will need to include facilities that range from independent living to supported accommodation and twenty four hour care. Wherever possible ‘ageing in place’ should be promoted as an essential part of the community fabric to ensure that seniors remain as viable members within their neighbourhood.</td>
<td>Structure planning and more detailed local planning needs to make specific provision for aged persons accommodation.</td>
</tr>
</tbody>
</table>

Photograph 52: Woodstock West Aged Persons Accommodation, Eastern Suburbs

Recommendation ES9: That structure planning and more detailed planning for the Glen Iris/Moorlands area make specific provision for aged persons accommodation.
Economic Analysis

Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies:

<table>
<thead>
<tr>
<th>Eastern Suburbs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eco1:</strong> Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.</td>
</tr>
</tbody>
</table>

**Strategy:**

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Glen Iris/Moorlands area has to accommodate large volumes of regional and district traffic passing north and south. It will be important to design for local traffic and neighbourhood level uses and to ensure that connections to the arterial roads are both safe and efficient. The physical separation of Pelican Point and Glen Iris/Moorlands from the City centre places a high importance on public transport connections and presents a significant challenge in the design of pedestrian and cycle paths.</td>
<td></td>
</tr>
<tr>
<td>The future expansion of the port will result in Estuary Drive no longer being a direct connection to Koombana Drive. Local traffic will need to enter the City via the Australind Bypass. This will have implications for the design capacity of intersections, public transport and pedestrian/cycle networks.</td>
<td></td>
</tr>
<tr>
<td>Glen Iris/Moorlands has the Australind Bypass on the northern boundary, the South Western Highway on the southern boundary and Vittoria Road as a major north-south connector. Land uses in proximity to these roads need to minimise access points, provide adequate buffers to residences and community uses, accommodate some commercial development and in the case of the Picton area, provide an appropriate transition from industry to residential. Pedestrian and cycle network planning will need to carefully consider the crossing of major roads.</td>
<td></td>
</tr>
</tbody>
</table>

**Recommendation ES10:** That structure planning for the Glen Iris/Moorlands area ensure limited, safe and efficient access to major arterial roads, uses that can buffer the impact of the major roads from residences and community purposes and adequate provision for public transport and pedestrian and cycle networks.
## Eastern Suburbs

**Eco7:** Attract and facilitate commercial development in the Strategic Regional Centre within the context of commercial centre planning for the South West Planning Framework and the Bunbury Wellington Region.

### Strategy:

7.1 Reinforce the role and function of the Strategic Regional Centre through a commercial centres strategy endorsed by the WA Planning Commission and through strategic planning associated with a review of the Bunbury Wellington Region Plan.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pelican Point and Glen Iris/Moorlands currently are not serviced by a neighbourhood shopping centre from within the City. Shopping needs are met from the adjoining Eaton or Australind centres and/or the City centre. The establishment of a local commercial centre in Glen Iris/Moorlands is a critical element in the development of self contained neighbourhoods.</td>
<td>The location, scale and range of uses that would comprise a neighbourhood centre are key issues for resolution as part of the structure planning process.</td>
</tr>
</tbody>
</table>

**Recommendation ES11:** That a Neighbourhood Centre be planned to service the developing residential areas of Glen Iris/Moorlands.

---

71 Department for Planning and Infrastructure 2007, Interim Greater Bunbury Commercial Centres Strategy.
Composite Recommendations – Eastern Suburbs

ES1: That the principles and objectives of urban water management as contained in Liveable Neighbourhoods be applied to all future subdivision in Glen Iris/Moorlands.

ES2: That the Preston River and Woodley Road wetland be assessed as part of a study aimed at restoring the natural values of these features.

ES3: That the redesign and construction of the Preston River improve the interface with Moorlands, in particular an improvement in the visual amenity of the river levees, opportunities for walk and cycle paths and the development of viewing areas.

ES4: Public transport connections from Pelican Point, Moorlands and Glen Iris to key activity centres be reviewed to ensure that these areas are adequately serviced.

ES5: That a housing strategy be prepared for Greater Bunbury that includes an analysis of demographic and population growth trends as the basis to inform decisions around the housing mix for the Glen Iris/Moorlands area.

ES6: That structure planning for the Glen Iris/Moorlands area gives a high priority to a pedestrian and cycle network.

ES7: That the structure planning for Glen Iris/Moorlands include provision for schools to meet the needs of current and future residents and the needs of residents in proximity.

ES8: That structure planning for the Glen Iris/Moorlands area ensures that adequate provision is made for active and passive recreation facilities and that development of those facilities be aligned with the growth of the Eastern Suburbs.

ES9: That structure planning and more detailed planning for the Glen Iris/Moorlands area make specific provision for aged persons accommodation.

ES10: That structure planning for the Glen Iris Moorlands area ensures limited, safe and efficient access to major arterial roads, uses that can buffer the impact of the major roads from residences and community purposes and adequate provision for public transport and pedestrian and cycle networks.

ES11: That a Neighbourhood Centre be planned to service the developing residential areas of Glen Iris/Moorlands.
Vision Focus Area Analysis – Industry

The South West Region has the most diverse and resilient regional economy in WA based on a strong resources development sector. The City has traditionally been the region’s service centre and has consolidated this position with the introduction and expansion of a broad range of general and service industrial uses.

The Industry Vision Focus Area (Figure 14) is bound to the east by the municipal border and in the southwest by Manea Park. The Industry Vision Focus Area also includes the industrial land and railway in the northeast of the City, which service the port.

The Industry Vision Focus Area comprises largely the industrial land in the south and east of the City including the localities of Preston, Davenport and Picton.

The area is serviced by the South West Highway, Bussell Highway, Robertson Drive, North Boyanup Road, the Australind Bypass, Perth Bunbury Highway, Bunbury Airport and the South West Rail system.

The environmental, social and economic City Vision objectives and strategies are explored in relation to the Industry Vision Focus Area. The relevant objectives and strategies for the area, and the values, issues and proposals applicable to each strategy are the subject of planning commentary and analysis (Table 8). The analysis of the strategy is concluded with a recommendation that is followed by a Priority Issue / Proposal for the Airport Investigation Area.
Figure 14: Industry Vision Focus Area
Environmental Analysis

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

<table>
<thead>
<tr>
<th>Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Env2: Manage rivers, streams, wetlands and estuaries with actions that lead to an improvement in water quality and the protection and reinstatement of natural vegetation and fauna habitats.</td>
</tr>
</tbody>
</table>

Strategy:

2.1 Prepare management plans for Big Swamp, the Preston River, Five Brook and Glen Iris (Woodley Road wetland).

Values, Issues and Proposals

The Preston River traverses the industrial areas of Preston, Davenport and Picton and the alignment has been engineered through Moorlands and the port to provide flood protection for East Bunbury and to make provision for the Inner Harbour.

The river and its catchment has not been effectively managed with a priority to improve water quality, conserve or reinstate riparian vegetation or to remove noxious weeds and feral animals. Notwithstanding the current condition of the river and its environs, it does provide a major opportunity for recreation, development as an environmental corridor and as a positive component of the character and amenity of adjoining uses.

Planning Commentary and Analysis

Attributing environmental, recreation and amenity values to the Preston River and reserving the river environs for those purposes will ensure that it becomes a key area of regional open space.
**Recommendation IND1:** That the Preston River be assessed as part of a study aimed at restoring the natural values of the river and its environs and developing recreation opportunities.

**Env4:** Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

**Strategy:**

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identifying regional open space as part of the Greater Bunbury Region Scheme process has confirmed the high level of community interest in the Preston River and the importance of conserving and enhancing its natural and recreational values.</td>
<td>Improving and conserving the natural and recreation values of the Preston River will require a dedicated recurrent commitment to management (<a href="#">see recommendation SS3</a>).</td>
</tr>
</tbody>
</table>
Social Analysis

Social Goal

To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.

Social Objectives and Strategies:

<table>
<thead>
<tr>
<th>Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soc4:</strong> Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.</td>
</tr>
</tbody>
</table>

**Strategy:**

4.3 Ensure that bus services are regularly reviewed so that rapidly growing outer suburbs and developing inner suburbs are adequately connected to key community infrastructure and employment areas and are meeting the needs of people with disabilities, seniors and youth.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public transport is an essential service for those who cannot drive or do not own a car. It should also provide a viable alternative to the use of the car where the purchase of multiple goods (e.g. shopping) is not the purpose of the journey. A safe, convenient and efficient service are necessary prerequisites to attracting greater patronage.</td>
<td>The Davenport and Picton industrial areas are experiencing rapid development with a growing workforce. Connection to living areas will provide an essential service and an alternative to the private motor vehicle.</td>
</tr>
</tbody>
</table>

**Recommendation IND2:** That public transport connections to Davenport and Picton industrial areas be reviewed to ensure that these areas are adequately serviced.
Economic Analysis

Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies:

**Industry**

**Eco1:** Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.

**Strategy:**

1.1 Review the structure plan and administrative arrangements for the Kemerton Industrial Park with a view to creating greater flexibility in the entry requirements to the estate.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Kemerton Industrial Park is the largest industrial site in the South West Region and is one of WA's strategic industrial areas. It has a high level of accessibility to the port, workforce, community and utility services and has substantial buffers in place to ensure that development is not constrained by the proximity of incompatible uses. Although largely undeveloped, Kemerton is essential infrastructure to attract and retain industries, particularly those that add value to our primary products.</td>
<td>There has been a rapid take-up of industrial land in the Davenport general industry area and there is evidence that supply is not meeting demand. With uncertainty around the amount of land that will be available in the Preston Industrial Area, Kemerton needs to provide greater flexibility in its requirements for entry so that a broader range of industrial land is available. There has been limited development at Kemerton over a twenty year period and industries that are there have located under heavy State subsidy.</td>
</tr>
</tbody>
</table>

**Recommendation IND3:** That the South West Development Commission and Landcorp review current arrangements for entry into the Kemerton Industrial Park with a view to creating a greater range of industrial development opportunities.
### Industry

<table>
<thead>
<tr>
<th>Strategy:</th>
<th>1.2 Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
<td>The Bunbury Port is essential infrastructure that supports major exporting industries. Investment, growth and employment generation in the primary resource sector will depend heavily on the capacity and efficiency of the port.</td>
</tr>
<tr>
<td><strong>Planning Commentary and Analysis</strong></td>
<td>Uses that are not directly related to port operations should not be permitted in the port. Industrial activities, particularly processing need to locate in the designated industrial areas in proximity to the port.</td>
</tr>
<tr>
<td><strong>Recommendation IND4:</strong> That industrial uses that are not directly related to port operations should be located in the designated industrial areas in proximity to the port.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Strategy:</th>
<th>1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Values, Issues and Proposals</strong></td>
<td>The industrial areas of the port, Davenport, Picton, Preston and Kemerton must have major arterial road and rail connections. Currently these areas are well serviced by the South West Highway, Robertson Drive, Bussell Highway, North Boyanup Road, the Australind Bypass, the Perth Bunbury Highway and the South West rail system.</td>
</tr>
<tr>
<td><strong>Planning Commentary and Analysis</strong></td>
<td>As the port and industrial areas grow, so too will the volume and frequency of goods movements. The early construction of the port heavy haulage access has already been identified as necessary and programming for the construction of the Bunbury Outer Ring Road will need to align with increases in industrial, regional and district traffic.</td>
</tr>
</tbody>
</table>

*Photograph 55: Heavy Haulage, Bunbury*
### Industry

**Strategy:**

1.8 Ensure that there is sufficient land supply to meet the needs of commerce and industry in the long term and that incompatible land uses do not constrain development.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The availability of a range of appropriately zoned, fully serviced industrial land is an important factor affecting investment, growth and employment. There is evidence that supply is not meeting demand and that for areas identified for future industry, they are constrained by environmental issues and servicing costs.</td>
<td></td>
</tr>
<tr>
<td>There are significant areas zoned for industry within the City and in the Greater Bunbury Region. However land availability is limited to ‘heavy industry’ at Kemerton and expansion in parts of Picton and Preston are constrained by development costs and environmental values. Further, there are a high percentage of offices/administration businesses in Davenport that would normally be located closer to the CBD.</td>
<td></td>
</tr>
</tbody>
</table>

**Recommendation IND5:** That research be undertaken to establish the type and level of current and future demand for general and service industrial land and the availability of land, including a review of servicing costs, to meet that demand.
## Industry

**Eco5:** Investigate, promote and facilitate the establishment of industrial and commercial activities that add value to our primary resources and employ innovative and technologically advanced methods of production and research.

### Strategy:

5.1 Prepare, in partnership with the Bunbury Wellington Economic Alliance, the South West Area Consultative Committee, South West Development Commission and the Department of Industry and Resources (formerly the Department of State Development) a plan of action that identifies potential industry candidates and the necessary conditions for their establishment.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
<th>Planning Commentary and Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Greater Bunbury Region has the necessary service and community infrastructure, workforce, lifestyle opportunities and proximity to Perth to support new businesses. An analysis of existing and emerging markets and the availability of materials for processing would assist in identifying suitable future industries for the area.</td>
<td>Following a better understanding of the availability of industrial land and the range of uses appropriate to different industrial locations, industries that have been identified as suitable for location in Greater Bunbury can be directed to the right location.</td>
</tr>
</tbody>
</table>

**Photograph 56:** Iluka Resources, Capel

**Recommendation IND6:** Prepare a strategy to identify and attract new industries to the Greater Bunbury Region.
Priority Issue / Proposal

Airport

**Environmental Strategies:**

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

**Social Strategies:**

7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.

**Economic Strategies:**

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people and goods and services.

1.6 Review the standard of service infrastructure and current operation of the Bunbury Airport, analyse options for future use and endorse a business plan for long term development.

1.8 Ensure that there is sufficient land supply to meet the needs of commerce and industry in the long term and that incompatible land uses do not constrain development.

**Trade – Off Analysis:**

The Priority Issue/Proposal for the Airport deals with relocation of the airport or redevelopment of the current facility and future planning for adjoining planning investigation areas.

The Bunbury Airport Strategic Directions Plan 2000-2010 identified several constraints to the existing airport and recommended the commencement of a planning process to assess the development of a new airport at a new site between 2005 and 2010. The Bunbury Airport Location Analysis Study undertook a comparative economic analysis of an option to do nothing, an option to relocate the airport and develop the old site for residential and an option to relocate the airport and develop the old site for industrial.

The study recommended that the airport should remain at its current location and that several improvements be undertaken including upgrading utility services and increases in landing and hanger fees. In addition the study recommended further assessment of the relocation of North Boyanup Road...
to allow for runway extension and a cross runway and to investigate alternative airport management arrangements. These key recommendations were incorporated into the City of Bunbury Town Planning Scheme No. 7 as a local planning policy.

The realignment of North Boyanup Road is the most significant structural element that underpins the extension of the airport runway and development of a cross runway as well as influencing land use allocations (structure planning) for the airport. Traffic engineering advice is that the realignment is not required for traffic management reasons and as a consequence, the cost of land acquisition, planning and construction is a cost that would have to be borne by the proponent (the City) of the airport expansion proposal. A preliminary estimate of the cost of realignment in today’s dollars is likely to exceed five million dollars.

The cost of realigning North Boyanup Road when added to the cost of extending the main runway, developing a new cross runway and upgrading utility services is a substantial outlay. A more recent report by Connell Wagner\textsuperscript{74} has costed works associated with an upgraded existing site (i.e. no runway extension or airport relocation). This included drainage at $863,000, water $400,000, sewer $942,000, access and runways $1.936 million and electricity $746,000.

It is noted that a revenue stream to support this expenditure would not include a Regular Passenger Transport (RPT) service as Bunbury is too close to Perth and cannot compete with road, bus and train. Revenue would need to be generated from substantial commercial development of the area and increases in landing and lease fees.

The role and function of the airport without the option of runway extension, cross runway and a RPT service is limited to the emergency services of Royal Flying Doctor, CALM water bombers, police and armed forces, recreational flying, business charter and training. The cost of developing the existing site, including subdivision is approximately five million dollars

- Prepare an integrated land use and transport strategy that supports the efficient, convenient, safe and equitable movement of people, goods and services (Eco1.5). \textit{The Bunbury Airport is unlikely to support a regular passenger transport service and be used for the goods traffic in the foreseeable future. Planning needs to ensure that emergency services are appropriately catered for.}

- Review the standard of service infrastructure and current operation of the Bunbury Airport, analyse options for future use and endorse a business plan for long term development (Eco1.6). \textit{The City has decided to retain the airport in its current location and progress more detailed planning in relation to subdivision and development of the site. A comprehensive financial analysis of the proposal needs to be concluded with particular emphasis on the capacity of the redevelopment to cover costs. The issue of the realignment of North Boyanup Road needs to be resolved and on the basis that the realignment is not required for traffic reasons and given the role and function of the airport, the realignment is not justified.}

\textsuperscript{74} Connell Wagner 2006, Bunbury Airport – Concept Subdivision Plan and Provision of Infrastructure.
Ensure that there is sufficient land supply to meet the needs of commerce and industry in the long term and that incompatible land uses do not constrain development (Eco1.8). *Land in proximity to the airport has been identified as having potential for commercial, industrial and conservation land uses.*

Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities (Soc7.2). *The Bunbury Airport provides major infrastructure for recreational aviation. Recreation and training is the major use of the facility.*

Development and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet (Env4.1). The Bunbury Airport is surrounded by areas of regional open space. *Structure planning for this area will need to include a detailed assessment of the natural values of the areas that are not reserved for regional open space that adjoin the Preston River and Manea Park.*

### Airport Recommendations

**IND7:** That the current airport site be retained.

**IND8:** That the realignment of North Boyanup Road not be supported and the necessary amendments to planning policy be effected.

**IND9:** That structure planning for the airport be advanced on the basis of:

- retaining North Boyanup Road on its current alignment
- the existing airport being planned for improvements to support recreational flying, light commercial flights and emergency services, and
- an assessment of land use options that would be compatible with areas of high conservation value, airport usage and industrial development.

(Refer to Composite Recommendations.)
Composite Recommendations – Industry

IND1: That the Preston River be assessed as part of a study aimed at restoring the natural values of the river and its environs and developing recreation opportunities.

IND2: That public transport connections to Davenport and Picton industrial areas be reviewed to ensure that these areas are adequately serviced.

IND3: That the South West Development Commission and Landcorp review current arrangements for entry into the Kemerton Industrial Park with a view to creating a greater range of industrial development opportunities.

IND4: That industrial uses that are not directly related to port operations should be located in the designated industrial areas in proximity to the port.

IND5: That research be undertaken to establish the type and level of current and future demand for general and service industrial land and the availability of land, including a review of servicing costs, to meet that demand.

IND6: Prepare a strategy to identify and attract new industries to the Greater Bunbury Region.

Airport Recommendations

IND7: That the current airport site be retained.

IND8: That the realignment of North Boyanup Road not be supported and the necessary amendments to planning policy be effected.

IND9: That structure planning for the airport be advanced on the basis of:

- retaining North Boyanup Road on its current alignment
- the existing airport being planned for improvements to support recreational flying, light commercial flights and emergency services, and
- an assessment of land use options that would be compatible with areas of high conservation value, airport usage and industrial development.
Vision Focus Area Analysis – Port

The Bunbury Port is essential infrastructure that supports major exporting industries. Further development of primary resources within the region, including downstream processing, will be largely dependent upon the capacity and efficiency of the port. Planning for the port and its surrounds must maximise the area for unconstrained expansion that includes provision for the handling of containers.

The Port Vision Focus Area (Figure 15) comprises six harbour berths, the surrounding industrial land and the former port land at Turkey Point, which is now reserve. The area also includes the southwest portion of the Leschenault Estuary and the mouth of the Preston River. To the north are the eastern banks of Koombana Bay.

The environmental, social and economic City Vision objectives and strategies are explored in relation to the port. The relevant objectives and strategies for the port, and the values, issues and proposals applicable to each strategy are the subject of planning commentary, analysis and recommendations (Table 9).
Figure 15: Port Vision Focus Area
Environmental Analysis

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies:

<table>
<thead>
<tr>
<th>Port</th>
<th>Table 9: Port Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Env2: Manage rivers, streams, wetlands and estuaries with actions that lead to an improvement in water quality and the protection and reinstatement of natural vegetation and fauna habitats.</td>
<td></td>
</tr>
</tbody>
</table>

Strategy:

2.1 Prepare management plans for Big Swamp, the Preston River, Five Mile Brook and Glen Iris (Woodley Road wetland).

Values, Issues and Proposals | Planning Commentary and Analysis
--- | ---

The Preston River has had a new course engineered to allow for the construction of the Inner Harbour as well as major levee banks to protect East Bunbury from flooding. The river will be realigned again to maximise the area available for port expansion. Environmental values for the port end of the river will be limited to the mouth where an estuarine flora and fauna habitat has developed.

Plans for the further realignment of the Preston River and levee enhancement in the Moorlands area should form part of a management plan for the river aimed at reinstating its natural values and improving the environs so that it makes a positive contribution to the character and amenity of the City.

Recommendation PRT1: That a management plan be prepared for the Preston River that aims to improve the river environs by enhancing its natural values and upgrading the built components so that they make a positive contribution to the character and amenity of the City.
### Env3: Recognise the key physical features that contribute to the character and amenity of the City and plan for their enhancement.

#### Strategy:

3.1 Identify the defining natural and built characteristics of the City including Big Swamp, Boulters Heights, the Coast, the rivers, Koombana Bay, the Basalt Dyke and the Leschenault Estuary/Inlet and enhance those features in regional and local planning decision making.

<table>
<thead>
<tr>
<th>Values, Issues and Proposals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Port expansion will require the realignment of the Preston River and closure of Estuary Drive. This change will result in the loss of a long-standing entry to the City that involves crossing the river, views of the Inner Harbour and the Leschenault Estuary/Inlet. Shipping movements provide a point of interest in Koombana Bay.</td>
<td>Although there will be a loss of a long-standing entry into the City along Estuary Drive as the port expands, there is an opportunity to enhance the natural values of the mouth of the (realigned) Preston River, the Leschenault Estuary, Turkey Point and Koombana Bay as part of a master management plan for Turkey Point.</td>
</tr>
</tbody>
</table>

**Recommendation PRT2:** That the Turkey Point Master Management Plan be progressively implemented.

### Env4: Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

#### Strategy:

4.1 Development and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Identifying regional open space as part of the Greater Bunbury Region Scheme process has confirmed the high level of community interest in these areas and the importance of conserving their natural and recreational values.</td>
<td>Proposed changes to the Preston River alignment, Estuary Drive and access to Turkey Point have already generated a management response form the City with the preparation of the Turkey Point Master Management Plan.</td>
</tr>
</tbody>
</table>

**Recommendation PRT3:** That a management partnership be established between the State Government and the City for the planning and ongoing management of the Preston River, Leschenault Estuary and Turkey Point.

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75 Hames Sharley, November 2005, City of Bunbury Draft Turkey Point Master Management Plan.
Social Analysis

Social Goal

To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.

Social Objectives and Strategies:

<table>
<thead>
<tr>
<th>Soc7:</th>
<th>Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.</th>
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<tr>
<td>Strategy:</td>
<td>7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.</td>
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<tr>
<td>Both local and regional residents value the foreshore areas of Turkey Point (the Cut) and Koombana Beach for a range of activities including fishing, swimming, boating, walking, beach volleyball and dolphin interaction.</td>
<td>Although the foreshores of the Leschenault Inlet, Turkey Point, and Koombana Beach are proposed regional open space and fall outside of the port operation area, the proximity of these areas to port activity requires careful consideration of proposed activities that could compromise the port and port activities that could expose the public to hazard and risk.</td>
</tr>
</tbody>
</table>

Recommendation PRT4: That planning for sport and recreation facilities in proximity to the port include an analysis of the impact of use on the operation of the port and any public exposure to risk and hazard.
Economic Analysis

Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies:

| Port |  
|---|---|---
| **Eco1**: Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity. | **Strategy:**
| **Values, Issues and Proposals** | **Planning Commentary and Analysis** |
| The Bunbury Port is essential infrastructure that supports major exporting industries. Investment, growth and employment generation in the primary resource sector will depend heavily on the capacity and efficiency of the port. Early relocation of port activities in the Outer Harbour to the Inner Harbour should be given a high priority by the State Government to facilitate redevelopment of the area and allow for the removal of heavy haulage from the CBD. | The proximity of the port to residential areas of the City, the need to provide for flood protection from the Preston River, the impact of heavy haulage on local roads, restricted port access, the importance of foreshore areas for conservation and recreation and the need to provide for unconstrained port expansion has generated the need for detailed structure planning. Structure planning must ensure that port uses on the southern side do not adversely affect the amenity of the East Bunbury residential area and Koombana Beach. It must also provide for safe and convenient access to Turkey Point and establish the case for the early construction of the Picton to port heavy haulage road and the early relocation of activities from the Outer Harbour. Land uses on the Australind Bypass side of the Preston River realignment must be consistent with a structure plan that addresses the relationship with the Glen Iris/Moorlands Structure Plan. |
**Recommendation PRT5:** That structure planning for the Bunbury Port must ensure that port activities meet environmental standards for cumulative impacts, promotes the early relocation of activities from the Outer Harbour, promotes the early construction of the Picton to port heavy haulage road, acknowledges the importance of the adjoining recreation areas of Koombana Beach and Turkey Point and requires further structure planning for the land between the Preston River realignment and the Australind Bypass.

**Strategy:**

1.3 Actively promote and provide support for the relocation of port facilities in the Outer Harbour to the Inner Harbour and advance planning for the redevelopment of the area.

<table>
<thead>
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<tr>
<td>There is sufficient capacity in the Inner Harbour to accommodate the current Outer Harbour operations. It is highly undesirable for heavy haulage vehicles to be passing through the CBD, including the residential area of Marlston Hill and industrial activities are in direct conflict with recreation and community purpose uses.</td>
<td>Alternative uses have been proposed for the Outer Harbour for over twenty years. The development of Marlston Hill and the adjoining Koombana Bay foreshore has created a high standard of urban development and amenity. There have been consistent calls for mixed-use development to compliment the CBD for this area and a halt to heavy haulage movements.</td>
</tr>
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See Priority Issue / Proposal:  
- Bunbury Waterfront

**Strategy:**

1.5 Prepare an integrated land use and transport strategy that supports efficient, convenient, safe and equitable movement of people, goods and services.

<table>
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<tr>
<td>The Bunbury Port with its Inner and Outer Harbour generates heavy haulage transport movements that require careful management. In some cases, such as Koombana Drive, Casuarina Drive and Estuary Drive, the heavy haulage is incompatible with domestic and tourist movements.</td>
<td>The two critical decisions that are needed to improve current heavy haulage access to the port are the relocation of port activities from the Outer Harbour to the Inner Harbour and the construction of the heavy haulage road from Picton to the port.</td>
</tr>
</tbody>
</table>

See Priority Issue / Proposal:  
- Bunbury Waterfront

**Recommendation PRT6:** Consistent with the Port Structure Plan, ensure early construction of the Picton to port haul road.
Composite Recommendations – Port

PRT1: That a management plan be prepared for the Preston River that aims to improve the river environs by enhancing its natural values and upgrading the built components so that they make a positive contribution to the character and amenity of the City.

PRT2: That the Turkey Point Master Management Plan be progressively implemented.

PRT3: That a management partnership be established between the State Government and the City for the planning and ongoing management of the Preston River, Leschenault Estuary and Turkey Point.

PRT4: That planning for sport and recreation facilities in proximity to the port include an analysis of the impact of use on the operation of the port and any public exposure to risk and hazard.

PRT5: That structure planning for the Bunbury Port must ensure that port activities meet environmental standards for cumulative impacts, promotes the early relocation of activities from the Outer Harbour, promotes the early construction of the Picton to port heavy haulage road, acknowledges the importance of the adjoining recreation areas of Koombana Beach and Turkey Point and requires further structure planning for the land between the Preston River realignment and the Australind Bypass.

PRT6: Consistent with the Port Structure Plan, ensure early construction of the Picton to port haul road.
Part 3: Implementation, Monitoring and Review
Implementing City Vision

The City Vision document is directed at the three tiers of government, the private sector and the wider community. To achieve outcomes will require acceptance by all stakeholders of the direction and specific strategies of City Vision and commitment to actions through budgeted resource allocations.

The City of Bunbury Council has a key role in progressing many of the actions, but will need to establish partnerships with adjoining local government authorities and the State Government particularly to give effect to the full strategic plan. To a lesser extent (but no less important), agreements with the Commonwealth Government and industry groups will also be necessary.

The outcomes of City Vision have highlighted the need to progress implementation on two fronts. There are those objectives and strategies that relate to the City of Bunbury, are generally matters that are of local significance and are contained within the area of the City. In fulfilling these recommendations the City will utilise:

- an Action Plan, detailing specific outcomes to be achieved
- a communication strategy.
- City Vision will form a basis for programmes and actions in the City’s corporate Strategic Plan
- the Five Year Financial Plan will provide details of the resources and budget requirements to fulfil the City Vision recommendations, and
- the City’s planning team will utilise the Local Planning Policy Framework (LPPF) to realise City Vision objectives and strategies that relate to land use and infrastructure planning.

The LPPF involves preparation of a Local Planning Strategy (LPS) and a review of the Local Planning Scheme (Scheme) and local planning policies. The LPPF and the LPS and its suite of supporting strategies in particular will expand on how the City Vision goals will be realised by comprehensively exploring appropriate objectives and strategies.

There are also those objectives and strategies that have regional implications. These are generally of major structural significance (e.g. arterial roads, port expansion and commercial centres) and require high level agreement with key stakeholders including the adjoining local government authorities.

Corresponding with completion of City Vision, Council resolved to determine that the objectives, strategies and recommendations should be actioned through a regionally focused Implementation Taskforce. As well, the City Vision Taskforce, with completion of its purpose and handover of the document to the City, was dissolved on the understanding that the regional Implementation Taskforce would fulfil its role.

Implementation Taskforce

The full details about the structure and scope of the Implementation Taskforce have not been formalised and the Taskforce will be influenced by the role of the State Government in inter-district land use planning negotiations and the City’s review of its committees. It is however envisaged that an Implementation Taskforce is to be established and shall comprise representatives from the key organizations that would be party to partnerships and agreements. The Taskforce should be formalised through a memorandum of understanding between the State Government, the City of Bunbury Council and adjoining local government authorities. The Taskforce will be supported by a planning team and a Technical Advisory Group based at the City.
Terms of Reference

A proposed Terms of Reference for the Implementation Taskforce is:

- to prepare an infrastructure plan to support City Vision that includes economic, social and environmental capital works and funding mechanisms linked to timelines

- to formulate the basis of a state/local government partnership agreement and provide progress reports to the Cabinet Standing Committee on regional policy

- to review the recommendations of a marketing strategy and agree on those elements that require action, and

- to ensure that strategic and statutory plans reflect the endorsed City Vision Strategy.
Greater Bunbury Region

Objectives, Strategies and Proposals

The City is strongly linked to the adjoining suburban areas of Australind, Eaton, Gelorup and Dalyellup within the Shires of Harvey, Dardanup and Capel. Approximately half of the Greater Bunbury population reside outside of the City of Bunbury and these outlying areas have population growth rates that are some of the highest in the State and Australia.

The environmental, social and economic dynamics of the Greater Bunbury Region are based on a homogeneous and interdependent urban area where there is a hierarchy of infrastructure and services, a regional transport and regional open space network, industrial areas that collectively reinforce the area as the service centre of the South West and as a major distribution and processing centre for particularly primary products.

In addition to the extraordinary rates of population and building growth is the growth of interregional movements of people and goods. The South West has developed into a major tourist, recreation and alternative living area for an increasing number of Perth residents.

The Greater Bunbury Region has the necessary attributes to attract continued investment and growth. The challenge is to manage that growth and change within a framework of sustainability. The following are the components of the City Vision Strategy that relate to the Greater Bunbury Region and that will be the subject of further assessment by the Implementation Taskforce.

Environment Goal

To value and protect the environment. The region must balance the protection of ecological processes and natural systems with economic development and the maintenance of the cultural, social and physical wellbeing of communities.

Environment Objectives and Strategies

WATER

Env1 Manage demand and extraction of potable ground water resources within sustainable limits.

1.1 Support ongoing research that will improve knowledge of the sustainable yield from the Yarragadee aquifer.

Values, Issues and Proposals

The water needs of the City of Bunbury and Greater Bunbury are largely met from the extraction of groundwater from the Yarragadee aquifer. A trend of lower rainfall has been confirmed for the South West which will result in less recharge of the aquifer. In a region of high population and building growth rates, demand for water is expected to expand rapidly. It is therefore essential that extraction is based on a sustainable yield.
Planning Commentary and Analysis

The key to establishing the sustainable yield is a comprehensive understanding of the hydrogeology of the aquifer, the accuracy of predictions for recharge from rainfall, the regulation of extraction to ensure that the resource is not depleted and the protection of recharge areas from incompatible activities.

REGIONAL OPEN SPACE

Env4 Areas identified as regional open space under the Greater Bunbury Region Scheme to be managed with a priority to protect natural values.

4.1 Develop and/or review as a high priority management plans for the Ocean to Preston River Regional Park, Big Swamp, Hay Park, the Preston River and the Leschenault Estuary and Inlet.

Values, Issues and Proposals

The identification of areas of regional open space through the process of preparing the Greater Bunbury Region Scheme has confirmed the high level of community support and concern for the conservation of key environmental areas as well as their scientific and regional planning importance.

Planning Commentary and Analysis

To protect, conserve and enhance the natural values of these areas will require a dedicated recurrent allocation of resources for management. As several of these areas are degraded, management arrangements need to be put in place urgently.

WASTE

Env5 Address industrial and domestic waste streams at a regional level and promote waste minimisation strategies including recycling and reuse.

5.1 Establish a regional council comprising the Shires of Harvey, Dardanup, Capel and the City of Bunbury to produce a regional waste strategy based on Waste 2020.

Values, Issues and Proposals

For the Greater Bunbury area, planning for the disposal of waste is more efficient and effective if undertaken as a joint operation by the four local government authorities. More emphasis should be placed on reducing waste through education, recycling and reuse.

Planning Commentary and Analysis

The optimum location of a strategic waste disposal site to service the Greater Bunbury area, and the economies of scale in managing waste for all the urban areas in Greater Bunbury are key factors supporting the creation of a regional council comprising the four local government authorities.
ENERGY CONSERVATION

Env6 Incorporate energy conservation measures in all planning and development control processes and procedures.

6.3 Investigate the application of renewable energy technologies in the supply of power for domestic, community and industrial uses.

Values, Issues and Proposals

Whilst it is accepted that the base-load power requirements for the Greater Bunbury area will be met through generation of power from fossil fuels, there are many power requirements, particularly domestic, that can be met from alternative sources such as wind and solar.

Planning Commentary and Analysis

A strategic power plan for the Greater Bunbury area that targets opportunities to establish wind generators, solar heating, solar energy storage and energy efficient appliances should be developed in conjunction with the Office of Energy.

Social Goal

To plan and develop cohesive, inclusive, educated and healthy communities with a strong sense of place, access to all essential services and facilities and housing to meet diverse needs.

Social Objectives and Strategies

HOUSING

Soc1 Provide for a range of housing types that are affordable, accessible and consistent with current needs and demographic trends.

1.1 Prepare a housing strategy, including land availability, for Greater Bunbury.

Values, Issues and Proposals

The Greater Bunbury region has many different physical environments (e.g. the coast, wetlands, estuary, forest and rivers) and socio-economic histories (e.g. farming, service centre, railways, holiday settlement and retirement). This diversity is highly valued as it provides a range of housing types, areas of common interest and a range of prices. Neighbourhoods are generally cohesive, strong and distinctive.

76 The Sustainable Energy Development Office (SEDO) provides support.
Planning Commentary and Analysis

The regional population is growing strongly and the traditional independent urban cells of Gelorup/Dalyellup, Eaton and Australind are now part of a contiguous urban form that radiates from the Strategic Regional Centre of Bunbury. Future urban areas including strategies for the provision of housing need to planned on a regional basis and this is reinforced through the Greater Bunbury Region Scheme.

PUBLIC TRANSPORT

Soc4 Maintain and improve public transport services within the Greater Bunbury Region and to interregional locations, particularly Perth.

4.1 Review current bus and train services between the City and Perth to ensure that the transport needs of all users especially seniors, people with disabilities, young families, school children and business commuters are met.

4.2 Review the operation of the central bus station in the Central Business District with a view to improving terminus facilities and connections to attractions, businesses, facilities and adjoining districts.

Issues, Values and Proposals

Public transport is an essential service for many people and a key component of any strategy to reduce car dependency and encourage pedestrianisation and cycling. An efficient and effective public transport service needs to be planned on a regional basis so that key activity areas (e.g. employment, shopping, health, education) are easily accessible and the region is effectively connected to other regions, especially Perth.

Planning Commentary and Analysis

Public transport in Greater Bunbury is not well patronised (apart from school children). The private motorcar dominates urban areas and planning responses to increasing car movements has traditionally been to provide bigger, better and more roads. There are environmental, social and economic reasons to reduce the dominance of the motor vehicle and planning policies such as Liveable Neighbourhoods provides a planning framework to achieve a change in emphasis.

Photograph 61: Bunbury Bus Terminus
HEALTH

Soc6  Ensure that health and education infrastructure and services are meeting the needs of the current population and forecast growth and demand within the Greater Bunbury Region.

6.1 Develop and support strategies to increase the number of general practice doctors servicing the Greater Bunbury Region.

Values, Issues and Proposals

There is evidence that the number of general practice doctors currently servicing Greater Bunbury is not adequately meeting demand. Many families and individuals that have been serviced by one doctor, who has an understanding of the person’s medical and personal history, are now serviced by larger corporate entities where waiting times have increased and the choice of doctor reduced.

Planning Commentary and Analysis

Access to primary health care is an essential service that contributes to the health and wellbeing of communities. Strategies need to be developed to attract and retain General Practice doctors to service the rapidly growing regional communities.

6.2 Support the enhancement of the Bunbury regional health campus to include research and expanded specialist services particularly in the areas of mental health and drug and alcohol abuse.

Values, Issues and Proposals

The health campus is a major regional facility that provides higher order medical services. There is a need to enhance the facility with a wider range of services and activities including alignment with the academic and training programmes of the adjoining university campus.

Planning Commentary and Analysis

Planning should be progressed to integrate the activities of the health and education campuses and to create the necessary conditions that will attract a greater range of specialist, training and research activities.
EDUCATION PLANNING

6.3 Ensure that plans and development timetables for new, upgraded and improved primary and high schools are aligned with accurate forecasts of student numbers and the provision of supporting infrastructure and services.

Values, Issues and Proposals

Schools, particularly primary schools, are often at the centre of the neighbourhood unit. They are key meeting places for formal and informal activities and a source of interest and vitality. It is important that schools have the appropriate level of infrastructure and resources to service their immediate catchments.

Planning Commentary and Analysis

Planning for primary and secondary schools needs to be undertaken on a regional basis as catchments often transcend municipal boundaries. There is also a need to establish population growth rates, demographic trends and the 'life cycles' of neighbourhoods so that the facilities are timed to meet community needs.

6.4 Promote an improvement in the articulation between secondary, post secondary, TAFE and tertiary education courses and programmes and expand degree course options at the Edith Cowan University Bunbury campus.

Values, Issues and Proposals

There has been significant commentary around the skills shortage in Western Australia as the mining, construction, oil and gas industries are booming. As a consequence, the education system has focussed on facilitating a greater intake and output of students undertaking trades and other associated vocational courses. Entry into professional degree courses is no longer promoted or serviced to the same extent as in the past.

Planning Commentary and Analysis

Greater Bunbury has three public and three private senior high schools and a district high school. There is also a senior college to be built at the Edith Cowan University site in the next year that is to focus on vocational education and training. The extension of the compulsory leaving age will create a greater number of senior students and the need to provide pathways that will lead to meaningful employment.

The change in the employment requirements of commerce and industry has generated the need to thoroughly review the range and delivery of courses in secondary, post secondary, TAFE and tertiary so that students can work towards qualifications at an early stage in high school and move between campuses as they progress.
SPORT AND RECREATION

Soc7 Promote and facilitate sport and recreational activities for all age groups and ensure that facilities and access are appropriate for each type of user.

7.2 Department of Sport and Recreation in partnership with local governments and the community prepare regional and local plans that address public liability, access, participation and facilities.

Values, Issue and Proposals

Sport and recreational activities are important contributors to the health and well being of communities. There is growing concern at the increasing numbers of overweight children and the potential for health problems caused by poor diets and lack of exercise. The skills necessary to participate and the opportunities to engage in formal and informal activities are best provided at a young age.

Planning Commentary and Analysis

Children of primary school age should be provided with high quality physical education and diet education programmes delivered by qualified physical education teachers. Children at a young age should also be offered opportunities to join and participate in formal sport through community based clubs.

Economic Goal

To promote Greater Bunbury’s regional advantage and support the necessary conditions for sustained investment, growth and employment generation.

Economic Objectives and Strategies

INDUSTRIAL LAND

Eco1 Ensure that major key infrastructure that supports industrial and commercial development is maintained and developed to attract investment and new businesses, supports operational efficiency and facilitates economic diversity.

1.1 Review the structure plan and administrative arrangements for the Kemerton Industrial Park with a view to creating greater flexibility in the entry requirements to the estate.

Issues, Values and Proposals

Kemerton is a strategic industrial estate for the state. It has the potential to accommodate a large number of major industries and associated support industries. In over twenty years, there have not been any industries that meet the criteria for entry that have been willing to locate in the estate without State subsidy. There is also evidence that there is a shortage of serviced general industry land emerging.
Planning Commentary and Analysis

The original intention of 'quarantining' Kemerton for major heavy processing industries that have a requirement to be in proximity to the port had merit when there was the prospect of an alumina refinery being located there. Since the mid 1980's, the estate has been largely undeveloped despite having a very large area available for buffered industrial development. Opportunities for a greater variety of industries to locate in the estate need to be investigated so that the significant State investment can be realised and a greater supply of industrial lots are available to meet growing demand.

TOURISM

Eco2 Establish the City of Bunbury as a major tourist destination for domestic, interstate and international visitors.

2.1 Prepare a tourism marketing strategy that highlights the City and regional attractions and the availability of accommodation and services.

Issues, Values and Proposals

The City of Bunbury and its hinterland has quickly developed as a major tourist destination and a headquarters for tourism experiences throughout the South West Region. The standard of natural and built attractions is continuously improving along with a professional approach to hospitality.

Planning Commentary and Analysis

The many tourist and recreation attributes of the City and its hinterland should be highlighted and promoted as part of a sustained tourism marketing campaign.

DECENTRALISATION

Eco4 Promote and facilitate Greater Bunbury as an alternative living area to Perth and living area of choice for intrastate, interstate and international persons.

4.1 Promote the triple bottom line advantages of decentralising the population of metropolitan Perth to Greater Bunbury.

Issues, Values and Proposals

Since the Bunbury 2000 programme, government policy has been directed to specific projects rather than a coherent strategy aimed at decentralising decision making and population. Growth in the public service over the past five years has proportionally increased in the Perth metropolitan area at the expense of regional WA and decision making has become more centralised.
Planning Commentary and Analysis

Substantial planning effort is being directed towards making Perth more compact and accessible as the urban areas sprawl north and south of the CBD. In an age of sophisticated telecommunications and effective transport options, greater effort could be applied to decentralising particularly government activities to regional areas such as Greater Bunbury.

INDUSTRY ATTRACTION

Eco5 Investigate, promote and facilitate the establishment of industrial and commercial activities that add value to our primary resources and employ innovative and technologically advanced methods of production and research.

5.1 Prepare, in partnership with the Bunbury Wellington Economic Alliance, the South West Area Consultative Committee, South West Development Commission and the Department of Industry and Resources (formerly the Department of State Development) a plan of action that identifies potential industry candidates and the necessary conditions for their establishment.

Issues, Values and Proposals

The resources boom has generated substantial investment and growth in all sectors of the economy. It is an opportune time to investigate the conditions that could attract and retain businesses that add value to primary products.

Planning Commentary Analysis

The Greater Bunbury area is well placed to attract investment in new, innovative businesses with its attractive living areas, high level of community and utility services, high quality transport system and port, the availability of industrial and commercial land, proximity to Perth and proximity to training and research facilities.

EDUCATION AND TRAINING

Eco6 Align post secondary and tertiary education and training with employment growth areas and business needs.

6.1 Prepare in partnership with the Department of Education and Training and the Bunbury Wellington Economic Alliance an analysis of employment needs in the region and a plan to meet those needs through a review of the delivery of courses and improvements in the articulation between secondary, post secondary and tertiary education and training.

Issues, Values and Proposals

An essential part of attracting and retaining businesses in the region is the capacity and alignment of education and training programmes to meet their needs.

Planning Commentary and Analysis

The Greater Bunbury region is well placed to take advantage of the current strong economic conditions and a highly trained and educated workforce will make a substantial contribution to sustaining investment and growth.
City of Bunbury

Objectives, Strategies and Proposals with Regional Implications

The above set of regional objectives, strategies and proposals generally relate to a physical area that is greater than the City of Bunbury. There are however several other objectives, strategies and proposals that have major regional implications, but are located within the City. These are discussed in the main body of the report and are listed here for consideration by the Implementation Taskforce.

1. Structure Planning for the Bunbury Port (Eco1.2).
2. Integrated transport and land use strategy (Eco1.4).
3. College Grove and the health and education campuses (Eco1.5).
4. Bunbury Airport (Eco1.6).
5. Sporting facilities and major sporting events (Eco1.7).
6. Land supply for commerce and industry (Eco1.8).
7. Commercial centres strategy (Eco7.1).
8. Regional museum, Aboriginal culture, tourist bureau (Soc9.1).
Monitoring and Review

The City Vision Strategy reflects the dynamic nature of the Bunbury community and as such the Strategy is a ‘living’ or working document, which will be utilised as the source of strategic and operational decision making and activity by the City and its partners. As the organisation principally responsible for implementing the Strategy, the City’s business processes inform the formulation, alignment and review of the following suite of tools.

City Vision

The City Vision Profile provides statistical data that relies on a number of sources. The review of the Profile should occur each year, however, elements of it will need to be revisited at various stages and in response to information releases, such as census data released from the Australian Bureau of Statistics.

While the City Vision Strategy takes a long term approach to planning for the City and its region, the Strategy should be reviewed regularly and in a timeframe that compliments the review of other major corporate and planning tools. The Strategy should be revisited prior to, and to ensure timeliness with, the five year review of the corporate Strategic Plan and the LPS and Scheme and it will respond to the dynamic nature of the City and its communities. As the City Vision recommendations are fulfilled and realised, in accordance with the City Vision Action Plan, future versions of the reviewed Strategy will supersede the more detailed Strategy resulting in a more concise City Vision Strategy.

The City Vision Action Plan will be reviewed regularly as outcomes and recommendations are realised. As the Action Plan feeds the Five Year Financial Plan and annual budget, the Action Plan should be reviewed annually to ensure timeliness with the dedication of resources through the normal business planning tools and processes.

Communication Strategy

The City’s communication strategy will be a corporate document that communicates the outcome of the City Vision process. The communication strategy will be used in the constant monitoring and review of the Strategy to test and adjust the City Vision strategies and recommendations.

Five Year Financial Plan

The City’s Five Year Financial Plan is a Corporate Services project that provides details of the resources and budget requirements for the City. The Five Year Financial Plan is reviewed, as its name suggests, every five years and is a principle strategic tool that informs the annual budget, for the implementation of the City Vision Strategy outcomes and recommendations.

Local Planning Policy Framework

City Vision Strategy will inform the review of the LPPF, which is composed of:

- the Local Planning Strategy
- the Local Planning Scheme
- local planning policies, and
- a suite of land use and infrastructure based strategies (e.g. tourism, heritage and character, environmental assets and natural resources, integrated transport, activity centres and neighbourhoods).

The LPS and Scheme are long term planning tools and are to be reviewed every five years. Local planning policies will be revisited updated and added frequently and in accordance with the City Vision Strategy, the LPS and Scheme.

In order to reflect the dynamic nature of the Bunbury community the review of the City Vision Strategy and its suite of supporting tools will require constant improvement by monitoring in an ongoing iterative cycle (Figure 16).
Figure 16: The Cyclical Nature of the Planning Process
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