BUNBURY CENTREPOINT
& STIRLINGS CENTRE
STAGE ONE REDEVELOPMENT
DEVELOPMENT APPLICATION

FEBRUARY 2016
URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director          Karen Wright
Associate Director Peter Fitzgerald
Senior Consultant Emma Dunning
Consultant        Stephanie Norgaard
Job Code          PA0812
Report Number     DA.1
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Introduction

Urbis acts on behalf of our client, Primewest, owner of the Centrepoint Shopping Centre and the Stirlings Centre Shopping Centre, Bunbury.

This application relates to the first stage of Primewest’s proposed integrated redevelopment of the Shopping Centres as per the Indicative Master Plan prepared for the sites.

The City of Bunbury and Department of Planning have adopted an ‘Activity Centres for Greater Bunbury Policy’ (ACGBP) with the sites designated therein, as being within the City Centre locality. Generally, an Activity Centre Structure Plan (ACSP) is necessitated prior to any major development within the City Centre. However, as confirmed with the City of Bunbury and Department of Planning, in this instance the proposed development is sufficiently minor that it can be approved in the absence of an ACSP.

It should be noted, however, that an ACSP is under preparation and will be lodged with the City of Bunbury in due course. The Structure Plan will provide a framework to guide the progressive redevelopment of the Centres over time and in an integrated manner.

In the interim, and to assist the assessment of this proposal, an Indicative Master Plan has been submitted with this application. The Indicative Master Plan does not hold any status and is provided for information purposes, rather than being a formal guide to future development. It is intended to diagrammatically and conceptually illustrate how the proposed Stage 1 development relates to longer term redevelopment plans and the forthcoming ACSP.

The proposed development refers to additional food and beverage tenancies, associated alfresco and landscaping and related changes to the internal configuration as identified on the architectural plans within Appendix A and summarised below:

1. New food and beverage tenancies in the northern extent of the Centrepoint Shopping Centre
2. A built form linkage between the two shopping centres
3. Changes to the loading dock in the north eastern extent of Centrepoint
4. Demolition of car deck to accommodate the same
5. Alterations to internal layout/lettable area
6. Improvements to public areas including to the rear of the Paisley Centre
7. Improvements to centre facades

In summary, the proposal adds approximately 2,064m² of floor area to the Centre.

The development will improve the appearance of the key entrances to the shopping centres, augment the food and beverage offer of the Centre and will enhance the building facades by way of activation and interaction through land use (including alfresco dining), a high level of glazing and use of materials. The outcomes combine to enhance the relationship of the buildings to the public realm – to both the street frontages and the adjacent Paisley Centre.

The proposal in no way compromises the ability to unfold the redevelopment of the overall centres in an integrated and planned manner. It is also consistent with the overall planning framework, including both statutory and strategic planning controls.

This application has been prepared by Urbis and Taylor Robinson Architects. It is supported by technical reporting from specialist consultants, including:

- Cardno (Traffic Engineering)
- Emerge (Landscape Design)
1 Site Details

1.1 LOCATION AND SITE INFORMATION

The Centrepoint and Stirlings Shopping Centres are situated across eight (8) lots on a combined site bounded by Haley Street, Blair Street, Stirling Street and Stephen Street. These sites are located within the Bunbury City Centre, opposite the Queens Gardens and Bunbury foreshore as depicted in Figure 1.

FIGURE 1 – LOCATION PLAN

1.2 LOT DETAILS AND TENURE

The land upon which the development is proposed is described in Table 2 and depicted in Figure 2:

<table>
<thead>
<tr>
<th>LOT NO.</th>
<th>STREET</th>
<th>DIAGRAM</th>
<th>AREA</th>
<th>REGISTERED PROPRIETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>60 Blair Street</td>
<td>D71673</td>
<td>3.0490ha</td>
<td>Crestway Nominees Pty Ltd (Primewest)</td>
</tr>
<tr>
<td>290</td>
<td>60 Blair Street</td>
<td>P222212</td>
<td>0.1077ha</td>
<td>Crestway Nominees Pty Ltd (Primewest)</td>
</tr>
<tr>
<td>289</td>
<td>Lot 289 Blair Street</td>
<td>P222212</td>
<td>0.0997ha</td>
<td>Crestway Nominees Pty Ltd (Primewest)</td>
</tr>
<tr>
<td>288</td>
<td>Lot 288 Blair Street</td>
<td>P222212</td>
<td>0.0710ha</td>
<td>Crestway Nominees Pty Ltd (Primewest)</td>
</tr>
<tr>
<td>20</td>
<td>22 Stephen Street</td>
<td>D75876</td>
<td>0.9987ha</td>
<td>Crestway Nominees Pty Ltd (Primewest)</td>
</tr>
<tr>
<td>LOT NO.</td>
<td>STREET</td>
<td>DIAGRAM</td>
<td>AREA</td>
<td>REGISTERED PROPIETIER</td>
</tr>
<tr>
<td>--------</td>
<td>----------------</td>
<td>---------</td>
<td>--------</td>
<td>-----------------------------------------------------------</td>
</tr>
<tr>
<td>483</td>
<td>R28821 (Stephen Street)</td>
<td>P216809</td>
<td>0.0551ha</td>
<td>State of Western Australia (City of Bunbury)¹</td>
</tr>
<tr>
<td>690</td>
<td>1 Arthur Street</td>
<td>P187908</td>
<td>0.1464ha</td>
<td>State of Western Australia (City of Bunbury)¹</td>
</tr>
<tr>
<td>856</td>
<td>856 Haley Street</td>
<td>P219592</td>
<td>0.1065ha</td>
<td>State of Western Australia (City of Bunbury)¹</td>
</tr>
</tbody>
</table>

¹ Reserves for the purposes of car parking under Management Order to City of Bunbury.

The site is affected by two drainage easements in favour of the City of Bunbury and the Water Corporation for the purposes of drainage or access to drainage.

Copies of relevant titles are included in Appendix B.

FIGURE 2 – SUMMARY OF LOT DETAILS
1.3 EXISTING LAND USE

1.3.1 CENTREPOINT SHOPPING CENTRE

The Centrepoint Shopping Centre, located within the eastern portion of the subject site is classified as a sub-regional centre. The existing development consists of Coles, Target and Red Dot Discount Department Stores, and 46 specialist stores, services and food and beverage outlets. The centre is particularly well positioned to provide a greater number, quality and diversity of fashion tenancies and Primewest has indicated an intention to develop this offer further, along with introducing a greater food and beverage offering.

1.3.2 STIRLINGS CENTRE

The Stirlings Centre is located within the western portion of the subject site. The existing development consists of the anchor tenant, Best and Less, supported by a range of speciality stores including Priceline, Medibank Private, Witchery and The Reject Shop. Once integrated with the Centrepoint Shopping Centre, the Stirlings Centre has the potential to provide for an additional anchor tenant, along with a greater food and beverage offering.

1.3.3 PAISLEY CENTRE

The Centrepoint Shopping Centre site effectively wraps around the Paisley Centre building located on Arthur Street. The Paisley Centre is listed on the State Register of Heritage Places (Permanent entry, reference No.00330). It is understood that there is no conservation order or heritage agreement in place with respect of the site. The City of Bunbury has listed the property on the Town Planning Scheme No.7 Heritage List (reference no.B003) and the site has also been adopted into the Local Municipal Inventory. It is also registered as a permanent entry on the National Estate and classified by the National Trust.

Whilst the application does not directly affect the Paisley Centre, the proposed landscaping will incorporate a portion of the Paisley Centre lot in an effort to integrate the shopping centres and the Paisley Centre.

1.4 SITE CONTEXT

Located within the Bunbury City Centre, the subject site is surrounded by a wide range of commercial, civic, transport and recreational uses, including;

- Blair Street, a major road located to the east of Centrepoint providing direct access to and from the City Centre.
- Victoria Street is Bunbury’s ‘main street’ located to the west. Land use and development in this locality, extending eastwards to Centrepoint is characterised predominantly by street-based retail.
- The Parking Station to the south of the shopping centre site is owned by the City of Bunbury and partially leased to Primewest for the use of the Centrepoint Shopping Centre. The balance of parking is available to other City Centre visitors.
- The western end of Stephen Street houses numerous civic uses including a Library, Art Gallery and Bunbury Senior High School.
- The Bunbury Information Centre and Transport Depot are located directly to the north of the subject site.
- To the east and north-east of the subject site is Queens Gardens with Leschenault Inlet beyond.

The proposal is highly compatible with these surrounding uses, which combine to form the City Centre/Principal Regional Centre. Importantly the redevelopment of Centrepoint will provide a catalyst for further development in the wider City Centre, to the benefit of the region.
2 Context

The subject site is identified as forming part of the City’s Principal Regional Centre (Bunbury Central Business District) in the Activity Centres for Greater Bunbury Policy. A centre of this kind is earmarked as having the following attributes:

- Retail including department stores, discount department stores, supermarkets, specialty shops and personal services.
- Office – major offices, government agencies, major institutional uses.
- Restaurants and a wide range of entertainment facilities.
- Services for the greater Bunbury and south west regions.

The Centrepoint Shopping Centre and Stirlings Centre are at a key location within the Strategic Regional Centre, anchoring the eastern end of Stephen Street. Stephen Street is a vital connection forming an axis with Victoria Street, Bunbury’s Main Street, and is anchored at the western end by a civic precinct containing the City of Bunbury Offices, Police Station and Courts.

Lower-scale ‘main street’ development and land use characterises the majority of the Principal Regional Centre. The Centrepoint Shopping Centre and Stirlings Centre combine to provide the only shopping centre retail within the overall Principal Regional Centre.

The Centrepoint Shopping Centre and Stirlings Centre are both due for refurbishment – to reflect contemporary retail and urban design requirements, and to ensure their ongoing viability into the longer term. Such refurbishment will create greater interactions with the existing city centre, reinforce the overall viability of the wider Centre and catalyse further land use and development nearby. It will facilitate the desired outcomes of the Activity Centres for Greater Bunbury Policy to be implemented, and protect the overall city centre from pressure to syphon regional-level uses to other Centres within the City/Region.

The Centrepoint Shopping Centre and Stirlings Centre have important view corridors – Stephen Street through to Victoria Street and beyond, and northwards to the Bunbury Transport Depot. Similarly the site is in close proximity to the Paisley Centre, which is significant from a heritage perspective. It is important that the relationship between the centres and the Paisley Centre is maintained, enhanced and maximised. The proximity of the centres to the Leschenault Inlet to the east provides opportunities for views to the Bunbury Foreshore and harbour beyond.

To ensure that development occurs in a coordinated manner consistent with planned outcomes, the ACGBP requires the preparation and endorsement of an Activity Centre Structure Plan (ACSP) prior to major development occurring. Through liaison with the City of Bunbury and Department of Planning it has been confirmed that the development proposed in this application does not constitute development of such significance that it must be preceded by an ACSP. An ACSP will be prepared prior to future redevelopment stages.

As such, in addition to outlining the proposed development, it is necessary at this stage to demonstrate in a conceptual/indicative sense, the manner in which the current proposal would fit into a more comprehensive redevelopment of the Centrepoint Shopping Centre and Stirlings Centre over time. This is achieved through an Indicative Master Plan which is included at Appendix C and discussed in detail at section 6. The Indicative Master Plan confirms that the current proposal can proceed while not limiting the ability to unfold further redevelopment in a manner consistent with the ACGBP.

This Development Application delivers upon the initial stages of the Indicative Master Plan, which deals with the environs of the Centrepoint Centre and the Stirlings Centre, and the eastern edge of the city generally.

To that end, Primewest and the design team have engaged with City of Bunbury and Department of Planning officers to pursue a variety of design options that serve the centre’s leasing led growth, yet also ‘creates’ amenity and quality public realm around the centre and increase interactions with the wider City Centre.
The design team most recently presented concept imagery and ideas (to City officers) on 9\textsuperscript{th} September, 2015 and 16\textsuperscript{th} November 2015, which became a precursor to the built form and design outcomes within this Development Application. A copy of these concepts accompanies the Indicative Master Plan within \textbf{Appendix C}. Though not included in the Stage 1 Development Application, the concept imagery notes the potential for a weekend market to be located in the northern car park to form an important linkage with Bicentennial Place and extend out-of-hours activity at the centre. The capacity for the markets will be explored post-approval.
3 Proposed Development

The proposed development involves the extension and linkage of the Centrepoint Shopping Centre and the Stirlings Centre. The proposal seeks to bridge the gap between the currently disconnected buildings (from both physical and functional perspectives) and create a single integrated centre with modern design features, a highly activated exterior and the provision of an enhanced food and beverage offering within the overall development.

The key components of the Centrepoint Shopping Centre and Stirlings Centre redevelopment include:

- The addition of 2,064m² NLA of floor space
- Linking of the Centrepoint Shopping Centre and Stirlings Centre via a covered walkway
- Construction of a Prinsep Place food precinct, extending from the northern façade of the Centrepoint Shopping Centre towards Haley Street
- Construction of a new decked parking structure at the corner of Haley Street and Blair Street
- Reconfiguration of existing food and beverage and speciality retail tenancies within the existing centres
- Construction of Paisley Square landscaping area
- Demolition works associated with the above

A copy of the architectural plans demonstrating the proposal is located within Appendix A.

3.1 LAND USE

The proposal seeks to reconfigure and enhance the Centrepoint Shopping Centre’s and Stirlings Centre’s current retail offering. Changes primarily relate to the introduction of a new food and beverage precinct located on the northern side of the Centrepoint Shopping Centre, the reconfiguration of the existing food and beverage tenancies located on the southern side of the Centrepoint Shopping Centre, and the introduction of new retail tenancies on the western side of the Stirlings Centre.

As a result of the additional food and beverage tenancies, and the creation of the link between the two centres, a reconfiguration of the existing internal retail tenancies is required. The reconfiguration of the Centrepoint Shopping Centre primarily relates to those tenancies immediately adjacent to the new food and beverage tenancies and the link between the centres. The reconfiguration of the Stirlings Centre involves internal modifications to the centre including all tenancies, malls and back of house areas. These modifications facilitate the alignment of the internal malls with the new link to the Centrepoint Shopping Centre and the entry/exit points to the Prinsep/Haley Street car park, and Stephen Street.

3.2 BUILT FORM

The proposed development provides an additional 2,064m² NLA to the combined centres. This is to be established in two primary localities as set out below:

1. **Prinsep Place** – located adjacent to Prinsep Street and Haley Street, the development in this locality consists of the development of a food precinct extending northward from the existing entrance to the Centrepoint Shopping Centre. In association with this development is the establishment of the new multi-level decked parking structure, providing two levels of parking in addition to ground level parking. The proposal includes interactive facades at ground level, with aesthetic screening provided to the edges of the car parking levels in order to create a high amenity outcome in this locality. Further detail on the design is outlined within sections 3.3 and 3.4 below.
2. **Paisley Square** – located between the existing shopping centres and the Paisley Centre, the development in this locality includes the linkage of the Centrepoint Shopping Centre and Stirlings Centre through a covered walkway (also accessible from Prinsep Place), negotiating the level change between the two centres. Additional food and beverage tenancies and associated alfresco areas are to be established along the western facades of the Centrepoint Shopping Centre. These tenancies have been designed to maximise interactions with the redeveloped Paisley Square and landscaped areas. Further detail on design is outlined within sections 3.3 and 3.4 below.

### 3.3 BUILT FORM AND THE PUBLIC REALM

Creating an activated and inviting public realm has been key focus of the proposal and the design of the exterior spaces and facades. The proposal seeks to enhance the public realm through upgrading the existing facades and introducing new areas of public space and interaction. A summary of the key element of the design’s public realm has been provided below:

**FACADES:**
The façade treatments offer attractive active frontages with large glazed windows providing the interior access to natural light while facilitating integration between the outdoor and indoor areas. The non-glazed areas of the façade comprise a mix of glazed and feature masonry façade treatments. Shade has been provided through lightweight awnings transitioning into verandas. The design and articulation at street level is configured to enable a vibrant and engaging pedestrian experience.

**PAISLEY SQUARE:**
The design of Paisley Square has been influenced from the traditional material palette of the Paisley Centre. The proposed buildings on Paisley Square have a mix of glazed and feature masonry façade treatments so the square has a unified design, which complements the heritage character of the area. A new parapet sweeps around from the main entry to the proposed southernmost tenancy, framing the public space and uniting the old and the new. Lightweight awnings transition to verandas to provide shade to seating areas. High end paving treatment extends from Paisley Square into the atrium to create a contiguous pedestrian zone. Broad pedestrian walkways have been incorporated, which wrap around public seating areas and the food and beverage outlets which front the public realm.

**PRINSEP PLACE:**
The design and articulation at street level is configured to enable a vibrant and engaging pedestrian experience. The food and beverage precinct includes a permeable glazed façade allowing interaction between the internal dining and alfresco seating area. The food and beverage alfresco areas spill out onto vibrant ‘laneway-style’ avenue with broad pedestrian walkways and public seating.

### 3.4 DESIGN PRINCIPLES

The proposal comprises several design features that assist in establishing the newly integrated centres. Based on the context of the City and the prominence that the ports have at Bunbury, the centres have been designed to incorporate a nautical theme with various elements inspiring the colour scheme and design. **Figure 3** illustrates some of the themes that have been incorporated in the redevelopment. In addition, the proposal includes integrated landscaping areas, which create attractive lounge areas and enhance the public realm.
3.4.1 COLOURS AND MATERIALS

The building comprises a number of façade materials with variation corresponding to surface changes, internal layout, streetscape and feature elements. The materials and finishes will be selected to respond to the coastal location and the ‘urban’ character of the city centre. The colour scheme includes various shades of green, blue and grey. The colour scheme will be implemented on both the existing facades and the proposed facades. A variety of materials will be used to create unique and identifiable areas including, wall cladding, wooden beams, metal sheeting, masonry and painted cement.

3.4.2 LIGHTING

Detailed lighting design will be undertaken at the design development stage. Lighting will be incorporated into the overall building design and into awnings with consideration given to the appearance of the building at night. Lighting will be designed for safety and security at night time.

3.4.3 SIGNAGE

The proposal includes multiple wall signs located on the exterior of the building facades. The elevations depict the proposed signage locations, however the contents of the sign shown in the elevations is indicative. Further detail of the signage contents and individual tenancy signs will be addressed at the detailed design stage by way of a separate development application or applications.

3.5 LANDSCAPING

The key focus for landscaping has been around the Paisley Square environment. Minor landscaping is proposed as part of the overall works associated with the reconfiguration of car parking on the site.

Key landscaping features within Paisley Square include:

- High end paving treatments to create a contiguous pedestrian zone suitable for all users (including those with trolleys or prams and those with disabilities)
- Raised platforms to provide seating opportunities
- Flexible plaza space to allow for informal gatherings, community activities or after hours events
- Terraced decking to provide for seating and lounging areas away from main pedestrian thoroughfares
- Turfed areas to allow for a reducing in paving / provide a cooling effect and to allow for informal play areas for children
- Planting to create shade and to enhance aesthetics for those utilising the area
- Retention of the Norfolk Island Pine and understorey to reflect the history of the site and retain connections with the surrounding coastal environment
- Opportunities for green walls to be integrated into the centres
- Provision of lighting to provide for evening amenity and safety

Similar principles have been incorporated into the landscape design for Prinsep Place.

Further detail on the proposed landscaping has been provided within the Landscape Plans incorporated in Appendix A.

3.6 TRANSPORT AND PARKING

As well as the additional floorspace, the proposal seeks to replace an existing two-level car park with a multi-deck structure.

While 14 car parking bays will be removed from the area between the two centres, Cardno notes that these bays are poorly configured and, moreover, will be replaced through the proposed car parking deck area (from which a net increase in bays will result).

Cardno further notes that the proposed new east-west pedestrian mall to link the centres will enhance pedestrian movements in the locality.

Other changes to car parking layout and to car park access have been noted within the Cardno report.

Cardno confirms that all transport related elements of the proposal are minor and acceptable.

3.7 SERVICING

There are no significant changes to the servicing for the subject site. The existing servicing is considered to be appropriately located and of sufficient capacity to accommodate the additional floor space and activities proposed as part of this application.
4 Town Planning Assessment – State Framework

4.1 GREATER BUNBURY REGION SCHEME

The subject site is zoned ‘Regional Centre’ in the Greater Bunbury Region Scheme. Clause 12 of the Scheme defines the zone as:

“Regional Centre — The Bunbury central business district where commercial, civic, cultural, residential, service and administration serving the region are located.”

This zoning facilitates the development and use of the land as proposed.

**FIGURE 4 – GREATER BUNBURY REGION SCHEME**

Source: Western Australian Planning Commission

4.2 GREATER BUNBURY STRATEGY

The Greater Bunbury Strategy guides urban and regional land use planning, growth and infrastructure delivery in the sub-region to facilitate a robust, diverse and sustainable economy. The strategy identifies four integrated layers:

- Settlement hierarchy
- Activity centres network
- Movement network
- Green network
To achieve the ‘connected city scenario’ the strategy proposes that new growth occur in a balanced way within an activity centre’s network, linked by robust movement trails and a network of parks, conservation and biodiversity areas.

The Strategy identifies the hierarchy of activity centres and their functions, typical characteristics and performance targets. The Strategy advocates that the CBD remain in its current location rather than be relocated inland.

The outcomes of the strategy have been reflected in the Activity Centres for Greater Bunbury Policy described below.

The proposed development is consistent with the continued function of the CBD as a Regional Centre in its present location.

4.3 ACTIVITY CENTRES FOR GREATER BUNBURY POLICY

The Western Australian Planning Commission’s (WAPC’s) Activity Centres for Greater Bunbury Policy (ACGBP) applies to the area within the boundaries of the Greater Bunbury Region Scheme. It specifies high level requirements for the planning and development of new activity centres and the redevelopment, and renewal of existing centres within the City of Bunbury and the Shires of Capel, Dardanup and Harvey.

A key focus of the Policy is to ensure the strategic distribution of activity centres to meet different levels of community need, specifically through the application of activity centre hierarchies. A key theme of the policy is to ensure that development outside of the Bunbury CBD does not adversely affect or undermine the City Centre as the focus of primary activities.

To this end, the Centrepoint Shopping Centre and the Stirling Centre are located within the CBD – a Regional Centre. As such, it is expected to include retail types such as: department stores, supermarkets, speciality shops and personal services.

Under the Policy, major developments within the Bunbury CBD are not required to undertake a retail sustainability assessment for any development or redevelopment. As such an assessment of this kind has not been included within this application.

At section 3.3, the Policy indicates that an Activity Centre Structure Plan (ACSP) must precede ‘Major Development.’ The Policy defines Major Development as:

‘Development of any building or extension/s to an existing building where the building or extensions are used or proposed to be used for shop/retail purposes and where the shop/retail nla of the:

- Proposed building is more than 10,000m²; or
- Extension/s is more than 5,000m².

The proposed development, being the integration of the Centrepoint and Stirlings Centre shopping centres and addition of food and beverage tenancies of 2,064m² is not considered to fall within the classification of a major development. As such, an ACSP is not required to be prepared in respect of this proposal.

The more comprehensive redevelopment of the Centrepoint Shopping Centre and Stirlings Centre over time may constitute major development. An ACSP is presently being prepared separate to this application and will address the ACSP content and performance indicators as specified by Table 4 of the ACGBP. In the interim, the Indicative Master Plan, discussed at section 6 of this report, illustrates how this proposal relates to the proposed overall redevelopment of the land.

To further illustrate the minor yet compatible nature of this application, Table 2 provides a comparison of the same against the ACGBP.
<table>
<thead>
<tr>
<th>FUNCTION/CHARACTERISTIC/ PERFORMANCE TARGET</th>
<th>DESCRIPTION</th>
<th>COMMENTARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hierarchy</td>
<td>Principal Regional Centre</td>
<td>The proposed linkage and extensions to the Centrepoint Shopping Centre and Stirling Centre will ensure their continued contribution to the Bunbury City Centre as the Principal Regional Centre.</td>
</tr>
<tr>
<td>Main Role/Function</td>
<td>The City Centre is the largest of the activity centres, providing the most intensely concentrated development in Greater Bunbury. It has the greatest range of higher order services and jobs and the largest commercial component of any activity centre in Greater Bunbury. The City Centre services greater Bunbury and the South West Region.</td>
<td>The development is the first stage of a wider, comprehensive redevelopment of Centrepoint Shopping Centre and Stirlings Centre, and immediate surrounds. The proposed extensions will enhance the retail, entertainment and employment offer of Centrepoint Shopping Centre and the Stirlings Centre, reinforcing the combined site as a regional-scale attractor.</td>
</tr>
<tr>
<td>Name of Activity Centre</td>
<td>Bunbury Central Business District</td>
<td>Noted.</td>
</tr>
<tr>
<td>Transport Connectivity and Accessibility</td>
<td>Focus of regional road and rail infrastructure as well as radial bus network</td>
<td>A contemporary, fully realised Centre will capitalise on nearby transport routes/nodes, including road, bus and rail with the Bunbury station located a short walk from Centrepoint Shopping Centre and the Stirlings Centre.</td>
</tr>
</tbody>
</table>
| Typical Retail Types                        | • Department Stores  
• Discount Department Stores  
• Supermarkets  
• Specialty Shops  
• Personal Services | The proposal will result in the creation of additional food and beverage space as well as enhanced specialty shop space consistent with planned function under the Policy. |
| Typical Office Development                  | • Major offices  
• Commonwealth and State Government agencies  
• Major institutional uses such as courts and local Government office | No offices are proposed as part of the Development Application. |
| Entertainment                               | • Regional convention centre/theatre/Exhibition centre (gallery/museum)  
• Restaurants  
• Cinema | The proposal will result in the creation of enhanced and additional restaurant space consistent with planned function under the Policy. Importantly, this includes a much improved relationship |
Amusement parlour
Wide range of arts, cultural and entertainment facilities to the public realm.

Future Indicative Service Population (trade Area) Greater Bunbury and South West Regions The development will enhance the retail, entertainment and employment offer of Centrepont and the Stirling Centre, reinforcing it as a regional-scale attractor.

Walkable catchment for Residential Density target N/A N/A

Dwelling Density Per Hectare Density development desirable in appropriate locations The subject site is not capable or suitable for such land use.

4.4 DESIGNING OUT CRIME GUIDELINES

The ACGBP requires development of the nature proposed to be supported by commentary with respect to crime prevention. This section discusses the application in the context of the WAPC’S Designing out Crime Guidelines, the objectives of which are as follows:

- to raise awareness of key community safety, security and crime prevention issues, designing out crime principles and solutions
- to ensure that planning and detailed design for land use, development and redevelopment activity takes into consideration designing out crime principles
- to aid the integration of safety and security concerns throughout the planning and development assessment process for public and private sector projects and in the management and maintenance of the public realm
- to encourage the incorporation of designing out crime principles in operational aspects of community and neighbourhood management
- to identify public and private sector roles, responsibilities and opportunities for partnerships in the planning and design process in the interest of community safety

An assessment of the proposal against the considerations of the Guidelines is provided in Table 3.

TABLE 3 – SUMMARY OF GUIDELINES

<table>
<thead>
<tr>
<th>CONSIDERATION</th>
<th>COMMENTARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Surveillance</td>
<td>The proposed design provides for increased opportunities for natural surveillance. This is achieved through both the uses proposed and the design and materials of the building. The introduction of additional food and beverage tenancies including alfresco areas to the edges of the buildings provides opportunities for additional eyes on adjacent public spaces such as Paisley Square and the car parking areas. The use of open facades, avoiding tight spaces and blind corners, along with significant glazing ensures opportunities for surveillance.</td>
</tr>
<tr>
<td>Urban Structure</td>
<td>The proposal aims to build upon the existing landscape and buildings to create high amenity spaces which are legible and promote the safe and efficient movement of pedestrians. This will not only allow for safe movement but will encourage the use of the</td>
</tr>
<tr>
<td>CONSIDERATION</td>
<td>COMMENTARY</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>areas, adding to opportunities for passive surveillance.</td>
</tr>
<tr>
<td>Land Use Mix</td>
<td>The proposal primarily incorporates additional food and beverage tenancies to the centre. Whilst operating during the main opening hours of the centres, these uses are also anticipated to have extended operating hours, promoting activity and surveillance in the surrounding public areas. In addition to the food and beverage tenancies the proposal includes reconfiguration of the existing speciality retail and mini major offerings within the centre.</td>
</tr>
<tr>
<td>Activity Generators</td>
<td>The food and beverage tenancies are considered to be activity generators for the centres, particularly after core centre hours. The uses provide ground floor activities across various facades, providing surveillance opportunities over public spaces both to the north and west of the main building mass.</td>
</tr>
<tr>
<td>Building Design</td>
<td>The proposed design aims to reconfigure the interactions of the centres with the surrounding public spaces. In particular the integration of the centres (the south western development) incorporates public space and a portion of the Paisley Centre lot. This creates a high amenity space which has high levels of surveillance, active frontages, legible pedestrian routes and provides opportunities for users to actively participate in the locality. The building configuration and materials have been specifically designed to ensure clear and legible direction for patrons, to avoid potential for graffiti and avoid the potential for undesirable access to off limit areas.</td>
</tr>
<tr>
<td>Lighting</td>
<td>Appropriate placement of lighting has been designed into facades, entrances and public spaces.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>The landscaping has been designed to promote passive surveillance, clear sight lines from adjacent buildings and parking areas, legibility throughout the space and opportunities for a range of recreational uses to occur within spaces. Landscape elements and vegetation have been specifically chosen to reflect the existing environment and to create safe areas which allow for visibility, sightlines and prevent inappropriate activities from taking place.</td>
</tr>
<tr>
<td>Management and Maintenance</td>
<td>Where practicable, the design has incorporated a variety of treatments and materials, particularly on long expanses of facades. Building materials and landscaping elements have been selected to ensure durability and ease of ongoing maintenance to ensure reduction in vandalism.</td>
</tr>
<tr>
<td>Sight Lines and Way Finding</td>
<td>Care has been taken within the design to create appropriate sightlines to and from the centres, public spaces and car parking areas. In particular to allow for appropriate sightlines into Paisley Square, the southern car park has been reconfigured to ensure legibility for pedestrians. Building design, in terms of built form and materials, ensures legibility and way finding to the major centre entrances and to ensure there are no blind spots within the development.</td>
</tr>
<tr>
<td>CONSIDERATION</td>
<td>COMMENTARY</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Signage</td>
<td>Directional signage currently exists within the centres. This signage will be updated by Primewest upon completion of the proposed development works.</td>
</tr>
<tr>
<td>Predictable Routes and Spaces</td>
<td>The proposed development allows wide entrances and multiple options when accessing the centres and surrounding public spaces. Built form and landscaping in these areas encourage legibility and safe movement through to destinations.</td>
</tr>
<tr>
<td>Entrapment</td>
<td></td>
</tr>
<tr>
<td>Civic and Town Centres</td>
<td>The proposed development aims to ensure safe and easy movement between uses within the centre and the wider Bunbury City Centre. The provision of food and beverage tenancies encourages increased use and activity at the edges of the building overlooking public spaces and spilling into the wider City Centre. These tenancies provide ground level activation and have the potential to trade past core centre hours, providing activity and surveillance into the evening/night.</td>
</tr>
<tr>
<td>Shopping, Commercial, Health</td>
<td>As outlined within the descriptions above, the proposed development aims to increase interaction with adjacent development through the incorporation of appropriate landscaping and built form principles such as use of complementary materials and vegetation, maintaining sightlines and creating high amenity spaces suitable for a range of uses and interactions.</td>
</tr>
<tr>
<td>and Education Centres</td>
<td></td>
</tr>
<tr>
<td>Parks and Public Open Space</td>
<td>There are no formal parks or public open spaces associated with the proposed development. The redevelopment of Paisley Square has been detailed under the previous landscaping section.</td>
</tr>
<tr>
<td>Car Parks</td>
<td>The configuration of existing car parks has been altered to ensure ease of use and to provide appropriate sightlines to the centre entrances and public spaces.</td>
</tr>
<tr>
<td>Transit Stations Including</td>
<td>There are no public transit stations, bus stops or taxi ranks associated with the proposed development.</td>
</tr>
<tr>
<td>Bus Stops and Taxi Ranks</td>
<td></td>
</tr>
<tr>
<td>Public Toilets</td>
<td>The existing public toilets within the Paisley Centre have been integrated into the landscape design. Appropriate screening is proposed to ensure the entrance is visually aesthetic whilst still allowing for sightlines and safety considerations.</td>
</tr>
<tr>
<td>Pedestrian Routes</td>
<td>Movement patterns to and from the additional tenancies, through Paisley Square and around car parking areas has been specifically considered to ensure sightlines are maintained, legibility in movement is provided and potential for entrapment is reduced. This occurs through the design of built form and materials, allowing for surveillance and appropriate access and orientation.</td>
</tr>
<tr>
<td>Pedestrian Overpasses and</td>
<td>There are no overpasses or underpasses existing or proposed as part of the proposed development.</td>
</tr>
<tr>
<td>Underpasses</td>
<td></td>
</tr>
</tbody>
</table>
5 Town Planning Assessment – Local

5.1 CITY VISION STRATEGY

The City Vision Strategy (2007) is a high-level strategic document aimed at achieving sustainable development within the entire City of Bunbury community over a 25 year period. Based on the ‘triple bottom line’ ethos, the plan sets out environmental, social and economic goals and strategies which require all subsequent plans and policies to be aligned.

The goals and strategies identified in the Strategy are vast and varied, and have been broken down into recommendations for specific areas of the City. One of the key recommendations from this strategy was to finalise a commercial centres strategy for Greater Bunbury to ensure the appropriate and sustainable commercial growth of the City.

The proposal in the context of this Strategy (the ACGBP) was discussed in section 4.

5.2 LOCAL PLANNING STRATEGY FOR ACTIVITY CENTRES AND NEIGHBOURHOODS

The Local Planning Strategy for Activity Centres and Neighbourhoods (LPSACN) was adopted by the City in March 2011. The LPSACN has a strong focus on the growth of the lower order centres and adopts a more flexible approach in terms of floorspace allocations to activity centres compared to that of the State strategies and policies.

In the past, the Bunbury City Centre accounted for 70% of the City’s total “Shop/Retail” floorspace, 96% of its “Other” floorspace and 92% of its “Office/Business” floorspace. However, since 2006 these figures have dropped. In a response to decreased figures and the City’s objectives for the CBD, the LPSACN suggests that steps needs to be taken to address this issue if the vitality of the CBD is to be maintained.

This development application is the first stage in a wider redevelopment of the Centrepoint Shopping Centre and Stirlings Centre sites, and adjacent City of Bunbury car park site, which is consistent with the objective of improving the overall viability and sustainability of the City Centre.

We note that to ensure the viable growth of the CBD, there is no floorspace limit prescribed for the CBD.

5.3 LOCAL PLANNING POLICIES

5.3.1 BUNBURY STRATEGIC PLANNING POLICIES

5.3.1.1 PARKING STRATEGY

This Strategy seeks to:

‘provide an adequate supply of short and long term parking to support desired growth in the Central Business District’s activities without detrimental effect to the City’s environment, traffic and pedestrian flows.’

The Strategy provides the basis for consideration of cash in lieu of parking and reciprocal parking arrangements.

The proposal increases the car parking from 990 to 1064 car parking spaces (including Council Car Park and immediately adjacent on-street parking). The increase in floor area by 2064m² requires an additional 103 car parking spaces (at a ratio of 1:20m²). It is considered the car parking on the site is sufficient to cater for the number of patrons visiting the centres.

The Transport Assessment at Appendix D illustrates the manner in which the proposal satisfies relevant parking criteria. In particular, section 2 of the Assessment notes that the increase in parking demand
associated with the development will be sufficiently accommodated for within the capacity of the existing supply.

5.3.1.2 ROAD HIERARCHY
It is noted that Blair Street is a Type A District Distributor while the remainder of surrounding streets are a combination of Local Distributors/Access Streets.

The Policy provides for the submission of a Traffic Impact Statement in support of planning proposals in order to provide ‘a clearer picture of the impact of the new use and a basis for recommending controls to ensure that the new development will not have an adverse impact on the functioning of the surrounding road system.’

The Transport Assessment appended to this report confirms, at section 3, that ‘traffic is well within the capacity of the access and the local road network to support.’

5.3.2 LAND USE AND DEVELOPMENT PLANNING POLICIES

5.3.2.1 POLICY 3.1 - ACCESS AND PARKING FOR PEDESTRIANS, BICYCLES AND VEHICLES
This Policy aims for a consistent and accountable approach to car parking within land use and development. Further it seeks to meet the transport needs of the community, particularly in the CBD.

As noted in the Transport Assessment, this Policy is the basis for the application of 1 bay/20m² of GLA across all land uses within the centres rather than the application of different rates by land use.

That the proposal is consistent with anticipated parking demand has been previously noted.

5.3.2.2 POLICY 3.2 - BUILDING FACADES OF COMMERCIAL AND INDUSTRIAL DEVELOPMENT
This Policy applies to all commercial development in the City and aims to:

Achieve and maintain a high quality of urban design, landscaping and visual amenity of commercial … buildings that enhances local streetscape character and amenity.

Promote active frontages to commercial and industrial buildings through appropriate building design, fencing and landscaping, that permits passive surveillance of streetscapes.

The commentary in the following table measures the development against ‘Part C – Development Requirements’ of the Policy, thereby demonstrating compliance with the same:

<table>
<thead>
<tr>
<th>TABLE 4 – SUMMARY OF FAÇADE DEVELOPMENT CRITERIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEVELOPMENT CRITERIA</td>
</tr>
<tr>
<td>Building Facades and Materials</td>
</tr>
<tr>
<td>All building facades facing a primary street are constructed in brick, painted concrete, masonry of glass, or a combination of those materials for 2/3 of the vertical height of the façade or 2.4 metres above natural ground level whichever is the greater</td>
</tr>
</tbody>
</table>
activated frontage.

The Haley Street façade uses a combination of materials to create a vibrant and interesting outlook. The first floor of the façade comprises a combination of masonry and painted concrete. The upper floor of the façade consists of semi permeable coloured metal sheeting. The two levels are linked through a growing green wall.

Both façades have been designed to be integrated with design features starting at natural ground level and continuing up to the roof line.

| Building facades and walls that front a street (primary and/or secondary) are detailed and articulated with design indentations/reliefs, architectural features, colour schemes and active frontages, such as door and window openings, that reduce the visual impact of large blank wall spaces. | All building facades include various materials, colours and architectural features that create unique façades which are vibrant and activated. The number of blank walls has been kept to a minimum through the use of glazing and wall cladding. | ✓ |
| All external surfaces of concrete tilt panel shall be painted. | All concrete tilt panels will be painted in the colour scheme illustrated in the elevations. | ✓ |

### Surveillance

| Building design, fencing and landscaping complies with Designing Out Crime Guidelines | The proposal is consistent with the Designing out Crime Guidelines, further detail of the proposal’s compliance has been provided in section 4.4. | ✓ |

5.3.2.3 POLICY 3.12 – BUILDING HEIGHT

The Policy provides maximum height limits across the City, along with a context for discretion. The Centrepoint Shopping Centre is located in Central Business District Local Area – Map 2 where the maximum allowable as of right height is 21 metres (Commercial). The Stirlings Centre is identified as Commercial frame and is subject to a maximum as of right height of 32 metres.

The Policy provides a method for the calculation of height; however, it also states that where a variation is sought to the maximum heights, a Development Impact Assessment (Building Height and View Shed Analysis) must be provided.

It is noted that the proposed development does not substantially increase the height associated with the existing centres – being designed to integrate with the existing development and manage height differences between the existing structures. The proposed shade structures on the upper level of the proposed parking deck increase the overall height; however this remains well within the 21m height limit.

5.3.2.4 POLICY 46 – HERITAGE CONSERVATION DEVELOPMENT POLICY FOR HERITAGE AREAS

The policy provides for the protection of places of historical importance and provides guidance for development and design of these areas.
Given the minor nature of the development, and that works within the Paisley Centre lot are limited to landscaping, and will have no impact on the external fabric of the Paisley Centre, a Heritage Impact Statement is not required.

5.3.2.5 POLICY 48 – LANDSCAPING
A Landscaping Plan is required for all commercial development within the City of Bunbury though discretion is available for the City Centre Zone.

As the proposal includes improvements to the public realm and given its proximity to Paisley Centre, a Landscaping Plan has been prepared and is attached at Appendix A.

The Landscaping Plan addresses those matters identified for inclusion, by the Policy. The public realm elements of the development application are described at section 3 of this report.

5.3.2.6 POLICY 56 – PROVISION AND LOCATION OF PUBLIC ART FOR MAJOR DEVELOPMENT PROPOSALS
This Policy encourages rather than mandates public art as part of major developments. It includes flexibility in terms of location and what to include from a public art perspective but notes that art should ‘be site specific, relating to the use and identity of the location, building or open space within the broader context for the themes of the City.’

As the proposal is for minor development only and because it will contribute to an improvement in the public realm, no public art is proposed.
5.4 CITY OF BUNBURY LOCAL PLANNING SCHEME NO. 7

The subject property is located within the City Centre zone of Town Planning Scheme No.7 (TPS 7). The objectives of the City Centre zone are as follows:

“To provide for a broad range of uses including administrative, civic, cultural, entertainment, educational, residential, recreational, retail and hospitality/tourist as well as other commercial functions and activities which assist in maintaining and promoting the primacy of the Bunbury Central Business District -

a) within the local government area; and

b) as the Regional Centre within the Bunbury Wellington Region.”

FIGURE 5 – TPS7 ZONING MAP

Table 1 of the Scheme stipulates permissible uses within each zone of the City. This application proposes additional speciality shops and food and beverage tenancies. Dependant on final lease arrangements, these uses fall within the use classes of Fast Food Outlet, Restaurant, Tavern and Shop under TPS 7, all of which are a ‘P’ (permitted) use within the City Centre zone.

Table 2 of the Scheme requires 1 car bays per 20m² of NLA (with a minimum of not less than 5 bays) for any new development or extension of floorspace for a retail use of this nature. The traffic assessment prepared by Cardno (refer Appendix D) addresses parking and traffic aspects of the development.

The Scheme identifies that any building within the City Centre zone may have a plot ratio up to 20 percent in excess of that the 1:3.5 plot ratio allowance set out in TPS 7. The plot ratio for the existing and proposed centres remains well within the 1:3.5 plot ratio allowance set out under TPS 7, having a ratio of 1:0.51.

There are no specific building setbacks, landscaping requirements or height restrictions associated with development within the City Centre. These are noted to be at the discretion of the local government.
The built form associated with the proposed development is consistent with that of the existing built form of both the Centrepoint Shopping Centre and the Stirlings Centre. A minor increase in height is created via the installation of solar PV shade structures on the upper deck of the car parking structure. It is considered this minor height increase is consistent with the context of the surrounding environment and will not result in any adverse impacts.

The extension of the Centrepoint Shopping Centre to the north, places the building closer to Haley Street than the previous car parking structure. The proposed food and beverage arm of the centre and the attached multilevel parking deck create a nil setback to Haley Street. A nil setback is considered to be appropriate within a City Centre; additionally the façade treatment ensures that sufficient activation and visual interest are achieved along this façade. It is noted that there is already a decked carpark visible from the intersection in this location. The primary focus has been on activating Prinsep Street and the western face of the centre with activation along this façade limited to façade treatment as opposed to openings and direct interactions with the street. Within a City Centre and shopping centre environment there will always be a back end where servicing and parking must occur and the location proposed is seen as the most suitable given the constraints of the site created by previous design decisions.

5.4.1 LOCAL PLANNING SCHEME REVIEW

Draft Local Planning Scheme No. 8 (LPS 8) is presently before the Department of Planning for review. Once this has occurred, the draft will be advertised for public comment.

It is understood that the land will retain its “City Centre” zoning under LPS 8, and that the development standards for the zone will be amended (for example, possible increase in plot ratio and flexible car parking standards). In any case, detailed development standards for the longer term redevelopment of Centrepoint Shopping Centre and the Stirlings Centre will be per an ACSP for the site.
6 Indicative Master Plan

In acknowledging the minor nature of the proposed development and the intentions for a wider scale redevelopment in the future, it has been agreed with the City of Bunbury and the Department of Planning that an Indicative Master Plan will be provided in order to support the application for development approval. A copy of the Indicative Master Plan is attached at Appendix C.

The Master Plan is intended to provide context to the overall redevelopment prior to the preparation of an Activity Centre Structure Plan, demonstrating that the proposed development will not prejudice the potential for a wider redevelopment, and the establishment of key retail components such as a Department Store.

The Indicative Master Plan for Bunbury Centrepoint Shopping Centre has been informed through inputs from a background review of available information, technical analyses, valuable input on the history and performance of the centre from Primewest and Colliers, and through various revisions to concept plans which have been assessed and tested by the Project Team.

The Master Plan aims to provide additional retail floorspace, introduce limited commercial and other non-retail floor space and to generally upgrade the design and interface of the centre internally and externally. Through improved design features such as better defined entrances to the centre, active interfaces with the surrounding developments, and improved visual aesthetics, the centre will not only create greater design outcomes for the City Centre, but will potentially draw in additional shoppers.

6.1 INDICATIVE DEVELOPMENT

The Indicative Master Plan provides clarification on the future intentions for the redevelopment of the Centrepoint Shopping Centre including:

- The development of a two level Department Store, located on the site between Stirling Street and Cornwall Street (currently utilised as a City of Bunbury decked car park)
- Development of speciality stores and food and beverage tenancies sleeved in front of the department store fronting Stirling Street
- Reconfiguration of the decked parking area and access to the same.

The indicative development will provide for additional retail in line with the outcomes set out within the Activity Centres for Greater Bunbury Policy, in particular providing for a Department Store within the City Centre.

The proposed ACSP will provide the required justification for the future redevelopment of the Centre, along with considerations relating to land use, design principles, transport and movement considerations, urban form and implementation. It is acknowledged that due to the reduction in car parking spaces, a comprehensive parking strategy for the City Centre will be necessary to identify other opportunities for parking.
7 Conclusion

The proposed integration, alterations and additions to the Centrepoint Shopping Centre and Stirlings Centre provides the first stage in the redevelopment of the centres. This proposal will allow the centres to better service the retail, and dining/entertainment needs of the Bunbury community, enabling the enhancement of retail offer, consistent with the City Centre’s role in the planned centre hierarchy.

The proposed development not only provides for the additional food and beverage tenancies, but allows for a greater level of activation and interaction with the surrounding public realm through the amalgamation of the centres and the upgrades to key public spaces such as Paisley Square and the newly created Prinsep Place.

The proposal is consistent with relevant state and local government strategic and statutory requirements as well as current best practise principles for such a development.

The proposed development is considered to be sufficiently minor (as agreed with the City of Bunbury and Department of Planning) to negate the need for an ACSP to be prepared prior to lodgement. By way of demonstrating that the proposal is consistent with the longer term objectives for the subject site, an Indicative Master Plan has been prepared and incorporated into this report for information purposes. The preparation of an ACSP is currently underway and will be lodged with the City of Bunbury in due course.

Based on the rationale outlined in this report, it is respectfully requested that the City of Bunbury recommend to the Development Assessment Panel that the application be approved subject to fair and reasonable conditions.

Primewest and Urbis look forward to continuing to work with the City of Bunbury in its assessment of the application.
Disclaimer

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