A Visual Assessment of Bunbury’s Built and Natural Environs

LANDSCAPE CHARACTER STUDY
**Disclaimer**

This document is produced by the City of Bunbury. Information pertaining to this document may be subject to change, and should be checked against any amendments subsequent to the document’s publication.

The City of Bunbury shall not be liable for any loss or damages, howsoever caused, as a result of reliance upon information contained in this document.

Copyright © the City of Bunbury 2010, except where otherwise stated in this text.

### Edition Details

<table>
<thead>
<tr>
<th>Title</th>
<th>Landscape Character Study: A Visual Assessment of Bunbury’s Built and Natural Environs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Production Date</td>
<td>July 2010</td>
</tr>
<tr>
<td>Prepared By</td>
<td>Strategic &amp; Environmental Planning</td>
</tr>
<tr>
<td>Author</td>
<td>Kelly Shore (Strategic Planner)</td>
</tr>
<tr>
<td></td>
<td>Thor Farnworth (Coordinator Strategic &amp; Environmental Planning)</td>
</tr>
<tr>
<td>Acknowledgements</td>
<td>Angela Satre (Consulting Strategic Planner)</td>
</tr>
<tr>
<td></td>
<td>Ben Deeley (Senior Environmental Officer)</td>
</tr>
<tr>
<td></td>
<td>Kelvin Storey (Senior Strategic Planner)</td>
</tr>
<tr>
<td></td>
<td>Leigh Barrett (Heritage Officer)</td>
</tr>
<tr>
<td>Photography</td>
<td>Kelly Shore (Strategic Planner)</td>
</tr>
<tr>
<td>Mapping</td>
<td>Kelly Shore (Strategic Planner)</td>
</tr>
<tr>
<td></td>
<td>Thor Farnworth (Coordinator Strategic &amp; Environmental Planning)</td>
</tr>
<tr>
<td></td>
<td>Neville Dowling (Consulting Strategic Planner)</td>
</tr>
</tbody>
</table>
# Preliminaries

## Table of Figures

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1.2.1</td>
<td>Visual Landscape Planning in Western Australia</td>
<td>1:2</td>
</tr>
<tr>
<td>Figure 1.2.2</td>
<td>Stages of Developing the Landscape Character Study</td>
<td>1:2</td>
</tr>
<tr>
<td>Figure 1.2.3</td>
<td>Gold Coast City Council's Landscape Character: Guiding the Image of the City</td>
<td>1:2</td>
</tr>
<tr>
<td>Figure 1.7</td>
<td>South-West Region, Greater Bunbury</td>
<td>1:4</td>
</tr>
<tr>
<td>Figure 2.3</td>
<td>Aboriginal Heritage Sites in Bunbury, City of Bunbury 2008</td>
<td>1:4</td>
</tr>
<tr>
<td>Figure 2.4.1</td>
<td>Natural Landscape Character of Bunbury</td>
<td>1:5</td>
</tr>
<tr>
<td>Figure 2.4.2</td>
<td>Built Landscape Character of Bunbury CBD</td>
<td>1:5</td>
</tr>
<tr>
<td>Figure 2.5.1</td>
<td>Natural Features and Built Structures within the CBD Area.</td>
<td>1:6</td>
</tr>
<tr>
<td>Figure 2.5.2</td>
<td>Citywide Landscape Character Units of Bunbury</td>
<td>1:7</td>
</tr>
<tr>
<td>Figure 3.1.1</td>
<td>Bunbury Wellington Region</td>
<td>1:8</td>
</tr>
<tr>
<td>Figure 3.1.2</td>
<td>Example of Detailed Area Plan from Liveable Neighbourhoods</td>
<td>1:9</td>
</tr>
<tr>
<td>Figure 3.1.3</td>
<td>Indicative Shared Network Path example from Liveable Neighbourhoods</td>
<td>1:9</td>
</tr>
<tr>
<td>Figure 3.2.1</td>
<td>City Vision Strategy Investigation Areas</td>
<td>1:10</td>
</tr>
<tr>
<td>Figure 3.2.2</td>
<td>Local Planning Strategy for Activity Centres &amp; Neighbourhoods Map</td>
<td>1:14</td>
</tr>
<tr>
<td>Figure 3.3.1</td>
<td>Forrest Highway</td>
<td>1:15</td>
</tr>
<tr>
<td>Figure 3.3.2</td>
<td>Regional Road Networks and City Entry Points</td>
<td>1:16</td>
</tr>
<tr>
<td>Figure 3.3.5</td>
<td>View Shed Analysis</td>
<td>1:17</td>
</tr>
<tr>
<td>Figure 3.8.2</td>
<td>Integrated Open Space</td>
<td>1:23</td>
</tr>
<tr>
<td>Figure 3.8.3</td>
<td>Ocean to Preston River Regional Park</td>
<td>1:24</td>
</tr>
<tr>
<td>Figure 3.9.1</td>
<td>VLP, Diagram of Appropriate Siting and Design</td>
<td>1:25</td>
</tr>
<tr>
<td>Figure 3.9.2</td>
<td>Elements of Telecommunications Tower Design</td>
<td>1:26</td>
</tr>
<tr>
<td>Figure 2.1</td>
<td>City of Bunbury Local Area Plan Boundaries</td>
<td>2:2</td>
</tr>
<tr>
<td>Appendix 1</td>
<td>Regional Landform and Soils</td>
<td>4:4</td>
</tr>
<tr>
<td>Appendix 2</td>
<td>Regional Vegetation Complexes</td>
<td>4:5</td>
</tr>
<tr>
<td>Appendix 3</td>
<td>Bunbury Settlement Pattern Map</td>
<td>4:6</td>
</tr>
<tr>
<td>Appendix 4</td>
<td>Table 3 Examples of elements (natural, rural, built) that may be described at each scale of application: regional, local and site (VLPWA)</td>
<td>4:7</td>
</tr>
</tbody>
</table>
Part 1: Preliminaries

Chapters

1.0 Preliminaries
1.1 How to Use this document
1.2 Scope
1.3 Objectives
1.4 Application
1.5 Glossary of Terms
1.6 Study Area

2.0 Description of the Landscape Character of Bunbury
2.1 Regional Landform and Soils
2.2 Regional Vegetation Complexes
2.3 Aboriginal Heritage Sites
2.4 Landscape Character Units
2.5 Key Natural & Built Features in the Landscape

3.0 How the Landscape is Viewed, Experienced and Valued
3.1 State Planning Policy Framework
3.2 Local Planning Policy Framework
3.3 City Entry Points
3.4 Settlement Pattern
3.5 Views of Significance
3.6 Point of View Analysis
3.7 Valued Landscape Character and Contributing Features
3.8 Integrated Open Space
3.9 Telecommunications Infrastructure
3.10 Public Artworks
3.11 Suburban Entry Statements
1.1 How to Use this Document

‘Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design’ (VLPWA) written by the Department for Planning and Infrastructure for the WAPC in 2007, sets out a model for evaluating visual landscapes. The VLPWA has been used to develop a Landscape Character Study (LCS) for Bunbury, which represents a comprehensive survey of the City’s landscape character values and the amenity of its neighbourhoods. The LCS is more than just an assessment of building age and condition, it provides an holistic picture of city-wide features and assets (the macro level issues) right down to the street and front garden (the micro level issues).

The criteria in the VLPWA manual has been modified to suit the needs of the City specifically, concentrating on defining the city’s landscape as a whole: how it is viewed, experienced and valued, and evaluating the existing character.

Finally, the LCS recommends strategic directions for the protection of character and amenity in each of the local areas and summarises the components that are identified as providing a positive contribution to the character of that area, and any policy documents that may need to be written in order to do so.

1.2 Methodology

Figure 1.2.1 Visual Landscape Planning in Western Australia

The document is set out in the following parts:

Part 1: Preliminaries
Part 2: Visual Diary
Part 3: Strategic Direction
Part 4: References and Appendices

The format for the document is broadly adapted from the WAPC’s Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design, 2007 (refer to Figure 1.2.1). The document was endorsed in 2007 subsequent to the commencement of research for a landscape character study for the City of Bunbury based on the model of landscape character assessment derived from the Gold Coast City Council’s (GCCC) Landscape Strategy, 2000 - Part 1: Landscape Character: Guiding the Image of the City, prepared by John Mongard Landscape Architects. (refer to Figure 1.2.3).

The LCS has been prepared in 5 steps adapted from ‘Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design’, 2007, however, the process has been adjusted to meet the needs of the City, as the scope was defined prior to the inclusion of the VLPWA as a manual in which to conduct the assessment process.

1.3 Scope

The project is divided into ten local areas for the purpose of assessment. The project scope is to establish the following information to identify character and amenity, form observations and inform future strategic direction:

- Identify the landform and topographical elements of the Greater Bunbury area, and how they area experienced, including a view shed analysis and identifying valuable landmarks.
- Identify the entry points into Bunbury and analyse the experience from a vehicle perspective;
- Identify which historical, cultural and geographical information makes up each local area;
- Identify landmarks, activity centres and significant artworks or attractions.
- Provide photographic evidence of the current state of built form and amenity of local areas;
- Analyse the elements that contribute to the character of these areas; from a neighbourhood level to individual property contribution;

- Recommend future strategic direction for each local area, focusing on residential density, land use compatibility, streetscape and amenity.
Landscape Character Study

1.4 Objectives

The objectives of the Landscape Character Study are:

(a) To chronicle the valuable landscape features and assets, both cultural and natural, that contribute to the recognition of the City’s identity.

(b) To capture the entry points and strategic view sheds that contribute to City’s image.

(c) To provide a record of the contributing landscape elements of each local area within the City that define the unique identity of that place.

(d) To provide a benchmark of the City’s visual landscape character in shaping the future of Bunbury through the City Vision Strategy and City Vision Action Plan.

(e) To provide a reference point for understanding and managing change through the Local Planning Policy Framework.

1.5 Application

This landscape character study may be applied as a point of reference on Council’s position on existing character and amenity of residential and commercial character across the City. The document is specifically intended to provide an understanding of the existing and desired character and amenity of Bunbury that will inform the development of the Local Planning Strategy (LPS). Similar to the way a Municipal Inventory works for the assessment of historical heritage character, Part 2: Visual Diary is an inventory of the current state of building stock and landscape character in Bunbury, as recorded 2007-2010 for this edition.

Whilst the LCS is not a statutory planning instrument, it nevertheless provides an important reference source for formulating and implementing the Local Planning Policy Framework (e.g. it informed the rationale for reviewing the residential density coding (R-Coding) of the City’s established neighbourhoods in a manner that sought to preserve existing local character and amenity).

1.6 Glossary of Terms

The meaning of specific words and expressions relevant to this document are given below:

“Amenity” means all those factors which combine to form the character of an area and include the present and likely future amenity.

“East Bunbury Heritage Area” refers to the area adopted under Town Planning Scheme No 7 (TPS) as Local Planning Policy: Stirling Street Heritage Area, as adopted 2007.

“Landscape Character Unit” refers to areas of homogenous (similar) patterns of visual characteristics such aslandform, vegetation, water front and land use as well as individual features.

“Local Area Plan” Through the City Visioning process it has been recognised that there are fundamental differences in the physical, social and economic environments across the City. That is, the neighbourhood areas of Pelican Point, East Bunbury, South Bunbury, Carey Park, Usher and College Grove are all very different.
Landscape Character Study

1.7 Study Area

This landscape character study has been prepared for the City of Bunbury and includes all land within the Local Planning Scheme Boundary. Bunbury is located approximately 180km south of Perth City in the south-west region of Western Australia.

2.0 Description of the visual landscape character of Bunbury

2.1 Regional Landform and Soils

The City of Bunbury is in the Greater Bunbury Region in the South West. The Swan Coastal Plain Landform and Soil profiles show that Bunbury is divided into 3 categories: two types with marine deposits; Yoongarillup and Vasse, and one type with Aeolian deposits; Quindalup.

In summary the soil type of Bunbury is predominantly poorly drained with estuarine and marine deposits and shallow yellow and brown sands over marine limestone and coastal dunes. (See Appendix 1)

2.2 Regional Vegetation Complexes

The Swan Coastal Plain ‘Regional Vegetation Complexes’ Map shows that Bunbury is divided into three categories: One Aeolian complex; Quindalup, and two Marine Complexes; Yoongarillup and Vasse. The city is predominantly within the Vasse vegetation complex consisting of predominantly Melaleuca species with woodlands of Eucalyptus rudis – Melaleuca spp, and open forest of E. Gomphocephalia, E. calophylla, and E. marginata. (See Appendix 2)

2.3 Aboriginal Heritage Sites

There are many sites in Bunbury identified as having cultural and historical significance to the Indigenous Nyoongar people of the South West region. Aboriginal sites are places of importance and significance to Aboriginal people and to the cultural heritage of Western Australia. Aboriginal sites are significant because they link Aboriginal cultural tradition to place, land and people over time (refer to Figure 2.3).

Aboriginal sites are as important today as they were many thousands of years ago because they continue to be an integral part of the lives of Aboriginal people and the heritage of Western Australia.

Figure 2.3: Aboriginal Heritage Sites in Bunbury, City of Bunbury 2008

Sites can be a diverse range of places. They can be put into two basic but overlapping categories:

Archaeological sites – places where material remains associate with past Aboriginal land use.

Anthropological sites – places of spiritual importance and significance to Aboriginal people. (http://www.dia.wa.gov.au/Heritage-Culture/Aboriginal-heritage/Aboriginal-sites/: last accessed on 16.10.08)
2.4 Landscape Character Units

Bunbury consists of expansive coastal dunes, sandy and rocky shorelines, low lying flood plains and woodlands. This expansive range of landscape characters creates valued scenic backdrops and viewsheds from both high and low landforms. (refer to Figure 2.6)

2.4.1 Natural Landscape Character Units

Visual elements that define natural landscape character are landform, vegetation, waterform, soils and rock formations. The Ocean Beach Local Area demonstrates how the built form is accommodated within a natural landscape. The natural form of the land absorbs the impact of the built form, and maintains an open coastal landscape (Refer to Figures 2.4.1 and 2.4.2).

2.4.2 Built Landscape Character Units

Built landscape elements may include: settlement patterns, land tenure and zoning, general road layout, streetscapes, buildings, pedestrian ways, trees, public open space, colour and style of built form, location and design of industry and commercial areas, height, historic landmarks and features. The CBD consists of a greater level of built form which is located on a narrow peninsula and oriented to take advantage of the proximity to water on three sides. The city was built between two higher grounds, and is therefore afforded expansive views from either end. Identifiable built features in the landscape are accentuated by a reasonably clear skyline, and maintain clear view corridors between larger forms thus far (Refer to Figures 2.4.2 & 2.6).

2.5 Key Natural & Built Features in the Landscape

The landscape and built form of the City is presently defined by a number of natural features and built structures as summarised in Table 2.5 below in descending order of height. The table corresponds with Figure 2.5.1: Natural Features and Built Structures within the CBD Area.

Table 2.5: Summary of Existing and Natural Built Forms.

<table>
<thead>
<tr>
<th>Natural &amp; Built Structures</th>
<th>Significant Feature</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bunbury Tower</td>
<td>At eleven storeys, the Bunbury Tower is the tallest building in the City and forms a dominant feature on the skyline. It is desired by the Local Government that no additional buildings of this height be permitted. Built in the late 1980's, the highest point is 68.7 AHD.</td>
</tr>
<tr>
<td>2. Marlston Lookout (formerly referred to as the Rotary Lookout) Apex Drive</td>
<td>Formerly the site of Bunbury’s first steel lighthouse, which was built in 1903, (Barnes, P 2001) the Lookout was built in 1988 to commemorate the Bicentenary of Australia. The top of the lookout is at 41.7 AHD and is the third highest point of view in Bunbury; it has a 360 degree view of the city and ocean.</td>
</tr>
<tr>
<td>3. Entertainment Centre Lot 3 Blair Street</td>
<td>Built in 1990, and located between Blair Street and Victoria Street, the most dominant views of this building are from across the Leschenault Inlet and from the north end of town. A vertical tower of 22.6 AHD above sea level is a recognisable in contrast to the red brick, curved roof two-storey red brick portion of the building.</td>
</tr>
<tr>
<td>4. Lord Forrest Hotel 20 Symmons Street</td>
<td>The Lord Forrest was built in 1985 to boost the tourism industry (Barnes, P 2001). It has total height of 27.7 AHD. The most dominant views of the Lord Forrest are along the north south axis of Wittenoom Street, and Victoria Streets and heading north along Ocean Drive.</td>
</tr>
<tr>
<td>5. Residential Apartments 11 Prinsep Street</td>
<td>Built in 2003, a dominant feature from the north of town along the coastal side fits neatly into the hillside backdrop. Six storeys in total.</td>
</tr>
<tr>
<td>6. Call Centre Building 7 Wellington Street</td>
<td>Built in 2002, the building is a bulky 2 storeys, viewed predominantly from the coast, it sits in a low point sloping down from Boulters Heights.</td>
</tr>
<tr>
<td>Natural &amp; Built Structures</td>
<td>Significant Feature</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>7. Victoria Place</strong></td>
<td>Five storey commercial building, dominant views approaching the city from the south and across the Leschenault Inlet.</td>
</tr>
<tr>
<td>91 Victoria Street</td>
<td></td>
</tr>
<tr>
<td><strong>8. Bunbury Senior High School</strong></td>
<td>This two-storey building, constructed on the land known as the Kings Table in 1922 is at one of Bunbury's most prominent locations. The roof of the building has a height of 52.5 AHD, making it the second highest building above sea level in Bunbury.</td>
</tr>
<tr>
<td>10 Haig Crescent</td>
<td></td>
</tr>
<tr>
<td><strong>9. Ommaney Building</strong></td>
<td>A three storey commercial building on the corner of Victoria and Elliot Streets, built in 2006, the design has a dominant corner facade with arching openings across the frontages of the upper most storey, as seen from the northern end of town.</td>
</tr>
<tr>
<td>53 Victoria Street</td>
<td></td>
</tr>
<tr>
<td><strong>10. Waterfront Silos</strong></td>
<td>Originally built in 1937 for wheat store, the building was decommissioned in the late 1980’s. (Barnes, P 2001) In 2006 the main structure was converted into a luxury apartment tower. The overall existing height of the structure is 27 metres in height or 30.8m AHD.</td>
</tr>
<tr>
<td>1 Bonnefoi Boulevard</td>
<td></td>
</tr>
<tr>
<td><strong>11. Boulters Heights Reserve,</strong></td>
<td>Views are down Stirling Street and straight across the Leschenault Inlet, and Inner Harbour. In 1966 a 26-metre waterfall was constructed to celebrate the Queen Mother’s visit to Bunbury (Bunbury Heritage Trail Brochure). The waterfall no longer exists. Views are predominantly of the Outer Business District and south east of the CBD.</td>
</tr>
<tr>
<td>Haig Court</td>
<td></td>
</tr>
<tr>
<td><strong>12. The (former) St Patrick’s Roman Catholic Cathedral</strong></td>
<td>The original Cathedral was built in 1920, the spire being completed in 1967 (Bunbury Heritage Trail Brochure). The Cathedral was demolished due to structural damage after a tornado hit in 2005. Reconstruction of the church is underway at present.</td>
</tr>
<tr>
<td>16 Parkfield Street</td>
<td></td>
</tr>
<tr>
<td><strong>13. Chequered Lighthouse</strong></td>
<td>The chequered lighthouse replaced the light house on top of Marlston Hill in 1971, as the old light house was increasingly difficult to see from ships, the original copper top was reused on the new lighthouse (Barnes, 2001).</td>
</tr>
<tr>
<td>Lot 524 Carey Street</td>
<td></td>
</tr>
<tr>
<td><strong>14. St John of God Hospital Site</strong></td>
<td>The former St John of God Hospital still stands vacant on what is known as Bury Hill. To date the building has approval for redevelopment as a 5-6 storey apartment complex, but will most likely be demolished.</td>
</tr>
<tr>
<td>9 Edward Street</td>
<td></td>
</tr>
</tbody>
</table>
Figure 2.5.2: Citywide Landscape Character Units of Bunbury
3.0 How the landscape is viewed, experienced and valued

The importance of defining the way that landscape character is viewed, experienced and valued is reflected in our strategic planning instruments at both state and local government levels. Protecting valuable elements such as significant views and natural landmarks are effectively supported in both State and Local planning policy framework documents such as Strategies, Schemes and planning policies, and often feature highly in their objectives.

The Western Australian Planning Commission have provided the ‘Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design’ (DoP, 2007) to provide assistance to local governments in determining valuable State, Regional, and Local landscapes relevant within their region. The VLPWA has shaped the method of assessment undertaken for Bunbury, and has provided the Study with a format and assessment criteria that is recognised by the Commission statewide.

Other influential State planning policy framework documents in the formulation of this Study have been the State Planning Strategy, the Greater Bunbury Region Scheme (GBRS); the overarching statutory document for the Greater Bunbury Region and the Bunbury-Wellington Region Plan.

Local Planning Policy Framework documents that have been instrumental in understanding the landscape character of Bunbury are the City Vision Strategy, Bunbury Integrated Land Use & Transport Vision 2030, the LPS for Tourism, LPS for Heritage & Character and the LPS for Activity Centres & Neighbourhoods; all of which have been pertinent to the development of this Study.

3.1 State Planning Framework

The State Planning Strategy

The State Planning Strategy specifies regional objectives, which are relevant to Bunbury under Part 8.1.3: The South-West Region. The relevant strategic objectives and accompanying actions related to preservation of landscape character are headed under:

- Protect sensitive environmental areas and cultural heritage; and,
- Provide a sense of community.

It is from this framework that the State level planning instruments for the south-west have been developed, including the GBRS and Liveable Neighbourhoods, to enable the South-West Planning Committee of the Department of Planning (DoP) to exercise concise decision-making whilst implementing strategic decisions that are consistent with Statewide objectives when assessing development of regional significance.

The Greater Bunbury Region Scheme

The Greater Bunbury Region Scheme (WAPC, 2007) is the head of power for the State Planning Policy Framework for the south west region consisting of Beela, Benger, Binningup, Boyanup, Brunswick Junction, Bunbury, Burekup, Capel, Dardanup, Harvey, Myalup, Roelands, Waterloo and Yarloop. Greater Bunbury is south of the Peel Region approximately 2 hours south of the Metropolitan Perth area.

The aims of the Scheme that are relevant to the LCS are:

(b) provide for regional transportation, community services and infrastructure in a way that is efficient, equitable and timely;
(c) protect as regional open space the region’s coastal foreshores, the foreshores of the Harvey, Brunswick, Collie, Preston and Capel Rivers, and the Leschenault Estuary and Inlet, as well as other areas of regional conservation significance and areas for regional recreational facilities;
(d) protect surface water catchments and groundwater areas for future water supplies;
(f) provide for future urban purposes and prevent development which could prejudice the future development of urban land; and,
(h) protect strategic minerals and basic raw materials of State and regional importance and provide for the efficient and timely extraction of minerals and raw materials and subsequent rehabilitation of affected land.

Bunbury-Wellington Region Plan

The Bunbury-Wellington Region Plan was published in 1995, and its principles focus on compatibility of land uses, natural resources, sustainability, residential, social and economic growth.

Retaining the identity of Bunbury as the ‘capital’ regional centre of the south-west is the foremost objective of the Plan and the landscape character of Bunbury plays a significant role in that identity.

Bunbury is the ‘city of three waters’, with a unique CBD coast line featuring the Leschenault Inlet, Koombana Bay and Indian Ocean foreshores.

The seven broad principles that provide the foundation of the regional plan and the land use strategy are:

- Separation of conflicting land uses;
- Economic development;
- Social development;
- Conservation of the natural environment;
- Regional identity;
- Recognition of land use rights; and
- Ecologically sustainable development.

Figure 3.1.1: Bunbury Wellington Region
Liveable Neighbourhoods has been prepared to implement the objectives of the State Planning Strategy which aims to guide the sustainable development of Western Australia to 2029. Liveable Neighbourhoods operates as a development control policy, or code, to facilitate the development of sustainable communities. Liveable Neighbourhoods addresses both strategic and operational aspects of structure planning and subdivision development in a code framework.

The Principal aims of Liveable Neighbourhoods are:

1. To provide for an urban structure of walkable neighbourhoods clustering to form towns of compatible mixed uses in order to reduce car dependence for access to employment, retail and community facilities;
2. To ensure that walkable neighbourhoods and access to services and facilities are designed for all users, including those with disabilities;
3. To foster a sense of community and strong local identity and sense of place in neighbourhoods and towns;
4. To provide for access generally by way of an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving.
5. To ensure active streetland use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity.
6. To facilitate new development which supports the efficiency of public transport systems where available, and provide safe, direct access to the system for residents.
7. To facilitate mixed-use urban development which provides for a wide range of living, employment and leisure opportunities, capable of adapting over time as the community changes and which reflects appropriate community standards of safety, amenity and health.
8. To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.
9. To ensure the avoidance of key environmental areas and the incorporation of significant cultural and environmental features of a site into the design of an area.
10. To provide for a more integrated approach to the design of open space and urban water management.
11. To ensure cost-effective and resource-efficient development to promote affordable housing.
12. To maximise land efficiency wherever possible. (Liveable Neighbourhoods, Western Australian Planning Commission, 2007)

Liveable Neighbourhoods has been used extensively to make assessments of character and amenity throughout this document, particularly in the Visual Diary, and in conjunction with Designing Out Crime Planning Guidelines (Office of Crime Prevention and WAPC, 2006).

Contributing elements of landscape character have been assessed using a combination of the principles for sustainable urban design and community safety which have been adopted from a combination of these two guiding documents.

In particular, design elements such as street layout, pedestrian and vehicle movement networks, public open space, lot layout and solar orientation are critical elements found in Liveable Neighbourhoods, whereas street lighting, landscaping design, fencing, security, passive surveillance and pedestrian safety are elements covered in Designing Out Crime.
### Local Planning Policy Framework

#### City Vision

The City Vision Strategy and associated City Vision Action Plan is the principle strategic driver in seeking to achieve a more sustainable future for Bunbury over the next 25 years. The City Vision project was commenced in 2004 with the aim of addressing the key and emerging issues affecting Bunbury and its region according to the quadruple bottom line.

The Strategy and accompanying Action Plan represent the outcomes of a process conducted by the City with the participation of the broader community in conjunction with public and private sector stakeholders. In doing so the project drew upon extensive local knowledge and history to augment existing planning research and analysis in order to make specific recommendations. These recommendations are directly used by the City in its activities to strengthen the role of the City as the regional capital and toward adopting more comprehensive approaches to planning.

A composite list of these recommendations that cover key elements of environmental, social and economic goals are laid out in the following summary of relevant recommendations.

#### Central Business District (CBD)

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.
- **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.
- **CBD10**: Identify available sites for tourist development and

#### Figure 3.2.1: City Vision Strategy Investigation Areas

Preliminaries

1. CBD16: That the Strategic CBD Centre be assessed to establish the constraints and opportunities for commercial development.
2. CBD17: That a staged CBD streetscape strategy be programmed by Council.
3. CBD18: That Blair Street remains connected to Koombana Drive.
4. 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.
5. CBD20: That Symmons Street be developed as a key pedestrian and visual connection between the cappuccino strip north to Clifton Street and the Inlet.
6. CBD22: That the central bus station be retained.
7. 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.
8. 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.
9. CBD25: That decked parking sites be planned to service the northern, central and southern sectors of the CBD.
10. CBD27: That further research be undertaken to establish the appropriate location of a decked parking site to service the northern sector of the CBD.
11. CBD28: That the State Coastal Planning Policy Amendment 45 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 Fawley 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.
Landscape Character Study

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.

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-oriented uses. Other development opportunities may be considered following the public release and community feedback on the Bunbury Waterfront Project prepared by Landcorp.

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 features and build on the existing facilities that currently service small craft to large ships.

Outer Business District (OBD)

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 listed below:

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.

Inner City Living West (ICLW)

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.

ICLW9: That the alternative tourist commercial uses be investigated for the Punchbowl Caravan Park site.

Inner City Living East (ICLE)

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.

Southern Suburbs (SS)

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 Plan70 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.
**Landscape Character Study**

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.

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.

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**

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.

**Eastern Suburbs Vision Focus Area (ES)**

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 connection from Pelican Point, Moorlands and Glen Iris to key activity centres be reviewed to ensure that these areas are adequately serviced.

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

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.

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.

**City Vision**

*Strategy*

*Shaping the Future of Bunbury*

*September 2007*
Landscape Character Study

Housing Strategies

The inaugural Bunbury Housing Strategy was prepared by Hocking Planning and Architecture (November 1993), which provided a baseline analysis of established housing stock in relation to character and condition according to 20 discrete precinct areas.

The 1993 Housing Strategy took into account a range of issues such as demographics, housing demand and the need for conveniently located centres, but its main focus and contribution was in documenting the residential character and amenity within the defined precincts.

The current City of Bunbury Housing Strategy was prepared by SJB Planning and Urban Design in association with GHD Pty Ltd (July 2001), which carried on with the precinct-based approach of the previous 1993 Housing Strategy as a starting point. However, the 2001 Housing Strategy modified the boundaries to reflect criteria such as lot sizes, zoning, density coding, service availability, housing age and condition, development potential, heritage values and current development pressures.

The 2001 Housing Strategy placed a greater emphasis on defining precincts as neighbourhood cells - seeking to encourage infill residential development to be focused around local and district centres.

The 2001 Housing Strategy concluded from analysis of population and housing trends that:

- young families would tend to gravitate to new residential subdivisions on the fringe of and outside the City as the supply of new residential land within the city boundaries is limited in the long term;
- the demand for a variety of medium density housing would expect to increase, particularly close to the coast and the CBD, in response to the needs of an ageing population; and
- infill development would be the key to meeting this demand but was subject to various constraints including existing lot size and shape, prevailing density coding, the availability of deep sewerage, the presence of flood-prone areas, character and heritage considerations.

While the 2001 Housing Strategy identified opportunities and constraints for residential development within precinct areas - it nevertheless outlined the need for further work in formulating a general policy for each precinct and specific policies for regulating development in heritage areas, medium density infill development, aged persons housing and interfaces with conflicting commercial uses. However, many of the 2001 Housing Strategy recommendations were not implemented due to the currency of data used and imitations in methodology.

The Landscape Character Study is not intended to function as a land use planning strategy or a local planning policy for influencing housing - but instead is intended to inform the development of revised strategies and policies. As such the Landscape Character Study represents an important methodological step in good urban planning practice by acting as a reference document in the preparation of the revised Local Planning Policy Framework (incorporating the Local Planning Strategy for Activity Centres & Neighborhoods and Integrated Local Area Planning). In simple terms, the Landscape Character Study documents what is in terms of our City’s landscape character which fundamentally underpins both its identity and quality of life.
Landscape Character Study

Integrating Land Use & Transport

The Bunbury Integrated Land Use & Transport Vision 2030 (GHD, 2006) provides a direction for transport in the City and actions to improve transport for the next 30 years.

Vision Statement

“To provide an improved quality of life to the people of the City of Bunbury through a balanced transport system built on sustainable transport and land use options.”

The City of Bunbury is the focus for many activities in the South West of Western Australia. Therefore regional transport from the hinterland also focuses on the City. The City serves local residents plus those in the immediate surrounding urban areas of Australind, Eaton, Dalyellup and more, together with commerce and industry. As a result, the transport system serves a variety of purposes both regional and local.

The most relevant elements of the document are the objectives for public transport and land use integration. Before implementing policies that will improve the public transport system in Bunbury and surrounding Shires, the nature of growth in Bunbury, both residential and commercial, must first be understood.

The objectives are as follows:

Public Transport
• More direct bus routes
• More attractive bus stops and shelters
• Remove single CBD bus stop and replace with on-street bus stops
• Implement Park and Ride facilities including a Free Transit Zone (FTZ)
• More frequent bus services
• Better bus scheduling and hours of operation
• Public sector/Land developer partnerships to coordinate the set up of services
• Develop an integrated multi-modal Bunbury accessibility scheme.

Land Use and Integration
• Ensure that land use supports public transport through development around public transport routes
• Ensure that land use supports walking and cycling through mixed use development, safe routes and attractive precincts for activities
• Ensure new developments include facilities for cycling and for people with disabilities
• Encourage local employment business and leisure activities in the City
• Facilitate integration of land use and transport planning.

The Vision document was published in 2006 and was developed for the City of Bunbury in conjunction with technical consultants, and involvement from the public and other government agencies.

Local Planning Strategy: Activity Centres & Neighbourhoods (DRAFT)

The Local Planning Strategy for Activity Centres and Neighbourhoods (LPSACN) is currently in draft form, and has been developed simultaneous to the LCS to ensure consistency in the designation of future R-coding of activity centres and neighbourhoods with the desired future character and amenity (Figure 3.5: Local Planning Strategy for Activity Centres & Neighbourhoods Map).

The principle aim of the LPSACN is to facilitate a network of mutually supportive residential neighbourhoods and activity centres that contribute to the economic, social and environmental sustainability of the City of Bunbury.
Landscape Character Study

Rather than attempting to define a specific, idealised future outcome for the City, the LPSACN identifies the fundamental characteristics of a sustainable city and deliberately leaves open as many options as possible for achieving these characteristics. It is in effect a principles-based general strategy to guide town planning scheme zoning, policy development and decision making in relation to residential, commercial and mixed use development.

The LPSACN seeks to address four key planning issues distilled from analysis of all the relevant background information, as summarised in the preceding sections. These issues are:

- how the regional centre can best be planned and managed to accommodate future commercial demand;
- how the viability and attractiveness of the City’s other activity centres, particularly the smaller ones, can best be supported and improved;
- how the integrity and positive qualities of existing residential neighbourhoods can be maintained and enhanced;
- how best to accommodate the increases in residential density necessary to satisfy the future demand for townhouses and apartments.

3.3 City Entry Points

There is no single entry point into Bunbury; however, there are a number of key entry corridors that lead into the city from Perth and from surrounding towns inland and further south. The main point of entry is Australind Bypass. With the completion of the New Bunbury to Perth Highway, which opened September 2009, the journey from Bunbury to Perth has been significantly reduced as the continuous stretch of freeway bypasses Mandurah and skirts further inland, reducing the trip by approximately 20 kilometres and up to half an hour of trip time.

Refer to Figure 3.3.1: Forrest Highway and Figure 3.3.2: Regional Road Networks and City Entry Points.

3.4 Settlement Pattern

Captain James Stirling first explored the future town-site of Bunbury in 1830. Bunbury, lying on the neck of land leading to Casuarina Point, was named in honour of Lieutenant Henry William Bunbury in 1836 and was officially declared a town in 1841. A port was established at the site and became an outlet for resources from the vicinity, such as horses bred in the area. By 1870, timber being cut and milled in the surrounding South West Division was being shipped from Bunbury port.

The rapid development which took place in the area was representative of the dramatic expansion of Bunbury that coincided with the Western Australian gold boom and the resultant growth in the timber export trade in the region. With the completion of the railway connection with Perth in 1893, and significant development of the harbour, Bunbury became an important administrative centre for the south-west region. (CoB East Bunbury Heritage Area Study, Heritage and Conservation Professionals, 2009) Refer to Appendix 3: Bunbury Settlement Pattern Map. The settlement pattern map shows that inner city suburban areas developed between 1940-1960 whilst the outer suburban areas were developed between 1980-2000.

3.5 Views of Significance

The Study focuses on local and site-specific viewing experiences with a stronger emphasis on the CBD and views of the three waters of Koombana Bay, Leschenault Inlet and the Indian Ocean from Ocean Drive and coastal surrounds. Localised viewing experiences have been mapped including major road corridors, landmarks, lookouts, walking trails and significant buildings sites across the City to define the location of significant viewsheids and corridors (refer to Figure 3.5).

The VLPWA uses the following three scales to evaluate viewing experiences;

- Regional,
- Local, and
- Site Specific

(Refer to Appendix 4 for the VLPWA hierarchy table).

3.6 Point of View Analysis

The Point of View (POV) is the location in which key views are most visible and the viewpoint is the arc of visibility which may vary from foreground to background views depending on topography and built form within its path.

The analysis consists of ten POV’s across the City where significant views of landmark features and landscapes are visible. Significant corridors are generally along major roads or thoroughfares such as Ocean Drive, Blair Street, Koombana Drive and Symmons Street.
Landscape Character Study

Figure 3.3.2: Regional Road Networks and City Entry Points

1. Australind Bypass via Eellup Roundabout
The main entrance into Bunbury from Perth is via Australind Bypass which continues on from Old Coast Road. This entry is known as the Northern Entrance, and is marked with an abstract nautical art sculpture.

2. Koombana Drive
Koombana Drive is accessed off of the Eelup roundabout, and it gives the first distant glimpse of the City over the Leschenault Inlet.

3. Bunbury Bypass & Picton Road Intersection
The Bunbury Bypass is a short strip between the Eelup roundabout and South Western Highway. Picton Road is accessed predominantly for commercial and industrial uses, and also as an alternative route into the City from Picton and Halifax.

4. South Western Highway & Bunbury Bypass
The South Western Highway is used between Bunbury and Harvey, and Dardanup via Boyanup Picton Rd. The traffic is generated by commuters and commercial vehicles, more than by tourists.

5. Robertson Drive & Bussell Highway
This route is a major access for traffic accessing Busselton and Margaret River and is also a thoroughfare for local traffic of Dalyellup. The hospital and tertiary campuses are located along this stretch.

6. Bussell Highway & Washington Avenue
The intersection of Washington Road and Bussell Highway signifies the entrance into Bunbury from the south, and will become a major interaction as urban areas are developed in College Grove and south of Washington Avenue.

7. Parade Road & Centenary Road
This is the recently constructed road link to Dalyellup residential area in the Shire of Capel. This entrance is predominantly to divert residential traffic from the Bussell Highway in peak traffic hours.
Landscape Character Study

Viewshed Analysis

View Types
Panoramic, Sequential, Canopied, Enclosed, Feature, Focal, Landmark, Corridor, Long Vista, Seasonal, Travelling.

1. Marlston Hill Lookout
Type: Panoramic Vista
Description: Whilst there are 360° views from the lookout, the significant viewshed is approximately 120° spanning from east to west, looking south over the CBD.

2. Rocky Point
Type: Panoramic
Description: Takes in Ocean Drive looking east towards the Lighthouse Hotel and pans around to the foreshore, Indian Ocean and basalt rock formation along the beach.

3. Corner of Carey Street & Ocean Drive
Type: Panoramic
Description: Views north towards the lighthouse, directly down Carey Street and glimpsing the Bunbury Runners Club.

4. Corner of Symmons Street & Ocean Drive
Type: Panoramic
Description: Views down Symmons Street towards the Bunbury Tower, and north east of the Bunbury Runners Club and foreshore area on the periphery.

5. Corner of Wellington Street & Ocean Drive
Type: Focal/ Panoramic
Description: Overlooking public reserves to the north, the Bunbury Runners Club, and direct view down Wellington Street; focus still on the Bunbury Tower.

6. Foreshore car park behind the SLSC
Type: Focal
Description: Views are obscured by dunes at eye level, sight lines are toward the Senior High School at the top of the hill in the background, single dwellings in at mid level and play courts in the foreground to the north.

7. Boulters Heights Lookout
Type: Panoramic
Description: The lookout has views over the CBD, the Inner Harbour and Outer Business District. Major features include the residential tower in the foreground and the Bunbury Tower in the background and St John of God hospital site to the south.

8. Bunbury Motor Boat Club Jetty, Leschenault Inlet
Type: Panoramic/ Long Vista
Description: Views of the CBD over the silos to the north to the rowing club to the south with the Bunbury Tower in the centre.

9. The ‘gateway’ bridge over the Cut
Type: Travelling/ Landmark/ Panoramic
Description: Views of the CBD as approaching from Koombana Drive with the Silo to the immediate right, the Tower ahead and the Inlet foreshore to the left.

10. Crossing the Inlet from Koombana Bay
Type: Travelling/ Seasonal/ Landmark
Description: The White Mangroves are in the foreground, and a border of housing curving around the left, including the Parade Hotel blending into the CBD in the background centred by the Bunbury Tower. This view changes with the tides, as the Mangroves are exposed and covered throughout the day.
Landscape Character Study

View Corridor Analysis

1. Symmons Street
Description: Symmons Street is an east-west road in the CBD which is the only visible link from Ocean Drive to the Leschenault Inlet. Viewed from the east, is an expansive view with a long vista. The west is an enclosed view with the flag pole forming a focal point at the end. This link is an important pedestrian movement corridor.

2. Ocean Drive
Description: Ocean Drive is a long, open vista with expansive views of the Indian Ocean to the west and the diverse rolling topography to the east which is predominantly developed for residential and tourism uses at a low to medium scale. The views are equally significant in a north or south direction.

3. Koombana Drive
Description: Driving over the bridge on Koombana Drive reveals an open vista with a landmark feature in the midground and several other landmark features within the same viewshed. Both left and right of the bridge contain landmark features, making this vista a significant one. It is expected that future development within the field of view here will alter this view corridor significantly, yet retain views to major landmarks.

4. Blair Street
Description: Driving down Blair Street from the CBD or Koombana Drive is an enclosed corridor experience that signifies the entrance of a mixed business/commercial district. Low & medium scale buildings in bright colours and excess advertising creates a character synonymous with commercial activity, car yards, bulky goods retail and light industry trades.
3.7 Valued Landscape Character and Contributing Features

The elements that contribute to landscape character may be split into categories to express the type of value that they represent. These landscapes may contribute to an overall landscape character or they may individually encompass a whole area; for example natural landscapes may be a larger expanse of area, with no other contributing features such as built form.

Residential Landscapes

East Bunbury Heritage Area

The East Bunbury Heritage Area was developed in the 1880’s and is located on the south side of the Leschenault Inlet. The neighbourhood is valued for its cultural and historical significance and the building stock is protected under the Local Planning Scheme to conserve the character and amenity that is valued.

Natural Landscapes

White Mangroves

The White Mangroves are estimated to be around 25000 years old. The mangroves are a unique ecosystem that contains more than 60 species of waterbird (City of Bunbury Visitor Guide 2008-2009). There is a boardwalk in and around the mangroves for walking and cycling.

Big Swamp Reserve

The Big Swamp Wildlife Park is a natural wetlands system that includes walking trails and observation decks. The Park has a wildlife enclosure that is home to many native birds and animals where students, community groups and the public can observe and pet the animals, in addition to the many waterbirds, turtles and snakes that live within the wetlands.

Located in the urban area of South Bunbury, Big Swamp holds significant cultural and ecological significance to its inhabitants and visitors and is a great place for recreational and social activities. The park has excellent playground facilities, public amenities and availability of car parking.

Historical Landscapes

ANZAC Park War Memorial

The ANZAC Park War Memorial is located in the Memorial gardens at the end of Victoria and Stirling Streets in the CBD (in front of the City Library). The memorial statue is a tribute to World War I soldiers and is the location of memorial services such as Anzac Day and the Remembrance Day Services. The accompanying palm trees contribute to the historical heritage significance of the memorial and are also listed on the Municipal Inventory.
Landscape Character Study

**Saint Mark’s Anglican Church**

St Mark’s Anglican Church was completed in 1842, (located in Sandridge Park) and is the second oldest surviving church in Western Australia. The Church was reconstructed some years later, replacing the original post and lintel construction but largely maintaining the character of the original building. (Bunbury Heritage Planning Committee, Bunbury Heritage Trail, W.A. Heritage Committee, 1988).

The accompanying cemetery contains the headstones of founding Bunbury families, and early members of the church. The fragile state of building and landscape require regular maintenance and conservation works to maintain the current integrity of the site.

**Saint Boniface Cathedral**

Saint Boniface Cathedral was built in 1960 by the Anglican Church, and is located to the south of the CBD. The height of the Cathedral is visible on approach, signalling the location of the building that would otherwise go unnoticed in a suburban setting.

The church replicates the Saint Boniface Cathedral of Bunbury in Cheshire, England and has historical and cultural significance in the Bunbury community.

**Cultural Landscapes**

**Tree Streets Character Area**

The Tree Streets Character Area is a residential neighbourhood south of the CBD that was developed in the 1900’s and is a grid of streets all named after local trees. The area is renowned for its uniformly tree-lined streets. Notably, in particular the Cape Lilacs that characterise the area are as old as many of the houses.

Residents that identify with the area have an instilled sense of community pride in the elegantly aged homes and scenic streetscapes. Due to the poor health of some of the trees, the contentious issue of replacement is currently being discussed with the community to implement a long term plan and suitable species replacement to maintain the established character.

**3.8 Integrated Open Space**

Bunbury has a well connected network of public parks and reserves ranging from foreshores, to sporting fields to local neighbourhood parks. Some of this is crown land and some is vested to the local government or community groups.

The proposed Ocean to Preston River Regional Park (OPRRP) is predominantly located within the City limits as well, which consists of a series of interconnected parks across the City that form a Regional Park which provides a substantial education, recreation and conservation resource.

Bunbury has a range of park sizes which form a network of open space across the city which provides a continuous linkage of natural landscapes beneficial to wildlife and Bunbury citizens alike. (Refer to Figure 3.8.2)

**Regional Open Space**

Land reserved for Regional Open Space under Clause 10 (a) of the Greater Bunbury Region Scheme (GBRS) is zoned for public purposes that will protect the natural environment, provide recreational opportunities, safeguard important landscapes and provide for public access. Land reserved under the GBRS is generally used for community purposes or reserved to protect significant vegetation and wetlands, such as Big Swamp Wildlife Reserve and the White Mangroves. These parks generally contribute positively to landscape character because they are natural attractions, and are being preserved for future generations to enjoy (refer to Figure 3.8.1).
Public Open Space

Public open spaces are a valued community asset whether they are the scale of a local neighbourhood park, sports grounds or a coastal foreshore. Open space is usually used for passive recreation, sporting facilities, club rooms, and playgrounds. However, it is also used for community events and may be reserved for the protection of native vegetation or waterways. Many local parks are designated as part of a contribution to the development of a new suburb, which ensures that the majority of residents may enjoy a larger open space than the confines of their property for physical activity or passive recreation (refer to Figure 3.8.1).

<table>
<thead>
<tr>
<th>Regional Open Space Reserves</th>
<th>Figure 3.8.1: Open Space</th>
<th>Local Open Space Reserves</th>
</tr>
</thead>
</table>

**Rocky Point coastal Foreshore**
The coastal foreshore is a highly valued public amenity that provides areas for passive recreation, social gatherings and beach access.

**White Mangroves Reserve**
The White Mangroves have high historical and natural value. Whilst the area is not fully accessible, boardwalks have been built throughout to allow people to experience the mangroves.

**Big Swamp Wildlife Reserve play space**
Big Swamp Wildlife Reserve is a large man-made swamp land that is inhabited by many native species of birds, wildlife and fauna alike. The parklands to the south of the swamp include extensive children’s play equipment, a wild life enclosure, car parking and public amenities, which can support multiple social events or casual use all year round.

**Local Park, Usher**
This local reserve in Usher has been implemented as part of a new subdivision, and provides all of the amenities that make a park worthwhile visiting including shaded areas, bbqs and picnic areas, open play spaces, trees and parking areas.

**Bunbury Racecourse**
The Bunbury Racecourse occupies a large area to the south of Carey Park, and whilst it is not used all year round, the club is available throughout the year for social events as well as race season. A broader range of uses incorporated on the periphery of the race course may increase the community usage of this venue.

**Pioneer Park, CBD**
Pioneer Park is an historical burial site for the pioneering men and women of Bunbury. The land has been reserved and provides a high level of amenity for the enjoyment of CBD workers during work breaks and for family activities.
Landscape Character Study

Figure 3.8.2: Integrated Open Space

[Map of Bunbury showing integrated open spaces]
Landscape Character Study

**Ocean to Preston River Regional Park**

The State Government is currently planning for the establishment of the Ocean to Preston River Regional Park in order to provide a substantial education, recreation and conservation resource for the existing and future population of Greater Bunbury.

The proposed regional park is situated almost entirely within the City of Bunbury and Council is currently responsible for managing approximately 60% (~560 ha) of the park's total area of 913 hectares. A portion of the regional park is located in the Shire of Capel, which is currently vested in the State Housing Commission and the Water Corporation.

The Western Australian Planning Commission released the Draft Ocean to Preston River Regional Park Establishment Plan in April 2008 in order to guide the establishment of the regional park. Within the document it is proposed that the City of Bunbury relinquishes the majority of its current land holdings to the State Government for management by the Department of Environment and Conservation, excluding the Maidens playground area which is to remain under Council’s control.

In May 2008, the Western Australian Planning Commission contacted the City of Bunbury in order to seek confirmation of the land holdings that Council is willing to relinquish to the State Government.

The regional park proposal presents many issues for Council to consider and there is still much uncertainty regarding the likely final outcome. It is understood that much of this uncertainty will not be resolved until the Department of Environment and Conservation prepares the Conservation Management Plan for the regional park in the future (refer to Figure 3.8.3).

Figure 3.8.3: Ocean to Preston River Regional Park
3.9 Telecommunications Infrastructure

Principles of Siting and Design

Telecommunications facilities should be designed and sited to minimise any potential adverse visual impact on the character and amenity of the local environment, in particular, impacts on prominent landscape features, general views in the locality and recognised significant views. The following principles are a guide to achieving these objectives.

- Telecommunications facilities should be designed and sited to minimise adverse impacts on areas of natural conservation value and places of heritage significance or where declared rare flora are located.
- Telecommunications facilities should be designed and sited to minimise adverse impacts on the visual character and amenity of residential areas.
- Telecommunications cables should be placed underground, unless it is impractical to do so and there would be no significant effect on visual amenity or, in the case of regional areas, it can be demonstrated that there are long-term benefits to the community that outweigh the visual impact.
- Unless it is impractical to do so, telecommunications towers should be located within commercial, business, industrial and rural areas outside identified conservation areas.

The siting and design of telecommunications infrastructure is well documented and should be in accordance with existing State Planning Policies and publications such as:

- CALM Policy Statement No. 49 – Radio Communications Facilities Policy (1993);
- WAPC 2004 - Statement of Planning Policy No 5.2: Telecommunications Infrastructure;
- WAPC 2008 - Visual Landscape Planning In Western Australia: A manual for evaluation, assessment, siting and design;
- WAPC 2004 – Guidelines for the Location, Siting and Design of Telecommunications Infrastructure;
- WAPC 1997 – Telecommunications Infrastructure Planning Bulletin 22;
- WAPC 2000 – Applications for Telecommunications Infrastructure Planning Bulletin 46; and,

as well as local planning scheme provisions and local planning policies.

(adapted from Guiding Principles for the Location, Siting and Design, Statement of Planning Policy No 5.2: Telecommunications Infrastructure: 2004)
Landscape Character Study

Visual Elements of a Telecommunications Tower

The components of telecommunications towers that are likely to affect the surrounding landscape and visual character comprise:

- location of the tower;
- height of the tower;
- additional structures on the tower;
- visible bulk of the structure; and,
- colour of the tower (VLPWA: p136, 2007).

Measures such as surface mounting, concealment, colour co-ordination, camouflage and landscaping to screen at least the base of towers and ancillary structures, and to draw attention away from the tower, should be used, where appropriate, to minimise the visual impact of telecommunications facilities.

(Guiding Principles for the Location, Siting and Design from the Statement of Planning Policy No 5.2: Telecommunications Infrastructure: 2004)

Visual Impacts

Objectives of Minimising Visual Impacts:

- Avoid clutter on individual towers. Combine all additional elements in the most streamlined way possible.
- Combine several towers that are in the same location. This avoids duplication and consolidating the facilities on to one tower reduces the overall visual impact on multiple towers in one location.
- Reduce the visible bulk of the entire structure. Lattice web towers are usually less intrusive that solid towers. This applies with wide to slim design towers. (Fig 3.30-3.32 VLPWA)

Residential Antennae & Satellite Dishes

- Stockley Road, Bunbury
- Rose Street, Bunbury

Council planning consent is required for overhead cabling, radio communication dishes (greater than 1.2 metres in diameter) and mobile telecommunication towers. As Bunbury is not in a metropolitan area, the television reception is received through regional stations. Metropolitan and international television and radio coverage can be achieved with an aerial mast on the property, some of which stand 10-15 metres high.

The visual intrusion of these masts on the skyline of a residential area is more common in regional areas, however it can be avoided by the location of a community antennae in a neutral position in the suburb that everyone is given the opportunity to connected to.
Landscape Character Study

3.10 Public Art Works

Public art is a valuable means of contributing to a sense of place and cultural identity, improving the amenity of the public domain, fostering community values and encouraging interaction, stimulating economic growth and assisting in the interpretation of history and heritage.

Bunbury is deficient in the provision of interpretive material and signage within the built environment. Areas of Indigenous, historical, heritage and environmental significance require interpretation to contribute to the sense of place, as does public art. Including artworks or aesthetic themes in both public and private developments to improve the overall appearance of the city and contribute to the sense of place is strongly encouraged. The sense of place of a city is informed by the general attractiveness, look and feel of the place. The development of a strong sense of place delivers benefits to the local resident as well as to the visitor market and, as such, should be a priority when considering development of public spaces for human activity, recreational activity, performance, festivals and events, and retail activity.

The development of a strong sense of place should be a celebration of the unique character of Bunbury. This can be expressed thematically with relevant interpretative works in the public domain working together to create linkages between key sites such as the three waters and the CBD.

Whilst the appreciation of art is subjective, there are elements of siting and planning that contribute to the successful execution of an art installation that will enable it to form an integral part of the landscape. The following considerations should be assessed in the process of commissioning and implementing the artwork:

Public Art Work Design Criteria

Themes
The character of Bunbury should be conveyed via the strengthening of the city’s sense of place. This should not be confined to a singular theme, but should instead be an amalgamation of the characteristics that are the bedrock of Bunbury’s cultural identity such as historical, aboriginal and cultural heritage, maritime and port works, the Tuart Forest, the dolphins, the lighthouse, ship wrecks and European settlement and the three waters.

Site Selection
Selecting the site for the art work requires consideration of the following: What vantage point the art is going to be viewed and experienced from? Will it gain enough exposure? Will it be accessible to construct and maintain? Is the site culturally significant to the interpretation of the art? Will the artwork visually obstruct any sight lines for vehicles or pedestrians, or block a significant view?

Life Cycle
It is important to design the artwork to endure a set time frame (e.g. 5 years, 10 years, 20 years) by using appropriate materials and implementing reasonable maintenance. Installations that have outlived their life span may contribute to the degradation of a landscape and appear untidy or neglected. Setting a realistic life expectancy will allow for planning ahead to replace or maintain the art, to continue benefiting the community.

Maintenance
Maintenance of artwork contributes to the hundreds of thousands of dollars spent by the Council annually on removing graffiti and damage from vandals in addition to standard requirements of care. The importance of material selection and design to prevent early deterioration, damage or vandalism is essential.

Accessibility
Coastal: Artwork along the foreshore is accessible and engages with the public as the coastal areas are highly traversed for each of the Bunbury fore shores. Interpretive art and accompanying information plaques are successful here because people are able to walk right up to the art and read it.

Roundabouts: The use of roundabouts as a base for artwork is common in Bunbury, as the road network does feature a lot of roundabouts in and around the CBD and coastal area. Whilst the work gets reasonable exposure from these vantage points, the height and bulk of the art can become a problem for maintaining sight lines across the intersection. Public safety is a primary concern in working with roundabouts, and the art should not be inviting for people to engage with or be encouraged to approach.

Parks and Reserves: Like coastal fore shores, parks & reserves are a perfect location to encourage interaction and high visibility. Materials should be designed with exposure to irrigation systems in mind, and consideration for public safety. Visual exposure to nearby shops and residences will reduce the chance of vandalism of the artwork as well.

Sight Lines
Where public art is located in a public reserve or roadside, the placement of the piece should not be positioned to block sight lines for pedestrians and vehicles across intersections, in front of signage or turn-offs etc. It should also not visually distract drivers within 100m of a major intersection with moving, flashing or animated elements.

View points & Vistas
A well-placed piece of public art may create a significant point of view along a corridor or within a vista that is a point of recognition. Alternatively, the art work may be located at the point of view to encourage tourists and visitors to approach a strategically placed art piece that draws attention to a view or vista or tourist destination.

Anti-Vandalism
Consideration should be given to finishes and textures that do not encourage graffiti, such as graffiti resistant materials to enable quick and easy maintenance when necessary.

Base Treatment
The treatment of the artwork at ground level (or connection point) affects the way in which people interact with it. The finish(es) of the base material should be user friendly, not contain any sharp edges or protruding pieces that may compromise public safety. It should create either a natural progression between the art and the landscape or an intentionally stark contrast in colours and finishes that are compatible with the piece and chosen as an integral part of the art.
Lighting

Lighting is integral to any project in the public realm. In the instance of public art, there are two considerations; safety and aesthetics. Lighting should be provided to the Australian Standard where it is located for accessibility at night. Particularly where the location is not within a visual catchment of night time activity. If the artwork is not intended to be viewed at night, then lighting is not necessary.

Lighting that forms part of the artwork is open to creative license as long as it does not pose a public safety risk, e.g. protruding from the pavement or directed at eye level of pedestrians or motorists.

Wall Murals

Painted wall murals usually represent a community or school group that have been commissioned to express a theme or message that is relevant to their organisation or the local area.

The life cycle of a mural tends to be shorter than most art works due to the rapid deterioration of paint, and frequency of vandalism (graffiti). Murals often reflect a changing or growing theme and can be regularly updated or repainted to reflect this, particularly if it's a student based program. Murals should always appear fresh and relevant, and remain engaging to the community.

Interaction/Engagement

Successful public art is engaging and interactive with its audience. Sculptures are the most common form of art that can be climbed, sat on, walked through or moved, and can provide informative, educational or historical interest writing to interpret the theme of the work.

Water features are another form of highly interactive artwork that can provide entertainment for all age groups or more specifically as a ‘water playground’. The location on the artwork is imperative to the success of the interaction that it receives. High exposure and presence in a public reserve is crucial to the success of an interactive piece.

Table 3.10: Inventory of Current Public Art Work in Bunbury

<table>
<thead>
<tr>
<th>Art Work</th>
<th>Artist</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forest Trees</td>
<td>Howard Taylor</td>
<td>Stephen Street, CBD</td>
</tr>
<tr>
<td>Saddle Grove</td>
<td>Ian Dowling</td>
<td>Council Office Foyer, CBD</td>
</tr>
<tr>
<td>Floating Stone</td>
<td>Richard Williamson</td>
<td>Council Office Gardens, CBD</td>
</tr>
<tr>
<td>Bust of John Forrest</td>
<td>Mark LeBuse</td>
<td>Stephen Street, CBD</td>
</tr>
<tr>
<td>Unnamed</td>
<td>Marie Norris Mohn &amp; Julie Parsons</td>
<td>Police Complex Wittenoom St, CBD</td>
</tr>
<tr>
<td>Echo</td>
<td>Tony Jones</td>
<td>BRAG, Wittenoom St, CBD</td>
</tr>
<tr>
<td>Fold</td>
<td>Don Walters</td>
<td>West end of Stirling St, Heights, CBD</td>
</tr>
<tr>
<td>Brother and Sister</td>
<td>Russell Sheridan</td>
<td>Cnr of Victoria St &amp; Wellington St, CBD</td>
</tr>
<tr>
<td>Gateway</td>
<td>Mary Knott</td>
<td>Cnr of Victoria St &amp; Symmons St, CBD</td>
</tr>
<tr>
<td>Bust of Patric Usher</td>
<td>Gerard Darwin</td>
<td>Pat Usher Foreshore, Leschenault Inlet</td>
</tr>
<tr>
<td>Bridging the Gap</td>
<td>Alex &amp; Nicole Mickle</td>
<td>Foreshore of Inlet at Rowing Club</td>
</tr>
<tr>
<td>The Navigators</td>
<td>John Tarry</td>
<td>Roundabout - Casuarina Drv &amp; Koombana Drv, CBD</td>
</tr>
<tr>
<td>Young Smithy</td>
<td>Russell Sheridan</td>
<td>Roundabout - Scott St &amp; Upper Esplanade</td>
</tr>
<tr>
<td>Dividers/ sextant</td>
<td>Tony Jones</td>
<td>Bonnefoi Blvd, Marlston Waterfront</td>
</tr>
<tr>
<td>Enigmatic Forms</td>
<td>Douglas Chambers</td>
<td>Bonnefoi Blvd, Marlston Waterfront</td>
</tr>
<tr>
<td>Peter Gelencser</td>
<td>Bust of Capt Nicholas Baudin</td>
<td>Bonnefoi Blvd, Marlston Waterfront</td>
</tr>
<tr>
<td>Fish / Ship</td>
<td>Tony Jones</td>
<td>Bonnefoi Blvd, Marlston Waterfront</td>
</tr>
<tr>
<td>Marine Statement</td>
<td>Bernard Kaiser</td>
<td>Dolphin Discovery Centre, Koombana Bay</td>
</tr>
<tr>
<td>Various art works</td>
<td>Various artists</td>
<td>Jetty Baths Playground, Marlston Waterfront</td>
</tr>
<tr>
<td>Mrs Scott’s Washing Line</td>
<td>Kath Weatley</td>
<td>Roundabout - Ocean Drv &amp; Hayward St, South Bunbury</td>
</tr>
<tr>
<td>Yoo Walkool Doy Inj-Coming Together</td>
<td>Andrea Bach &amp; NMSH Students</td>
<td>Big Swamp Reserve - South West Corner, South Bunbury</td>
</tr>
<tr>
<td>Surveying the Team</td>
<td>Tony Jones &amp; Judith Forrest</td>
<td>Roundabout - Ecclestone St &amp; Wisbey St, Carey Park</td>
</tr>
<tr>
<td>Binoculars</td>
<td>Tony Jones &amp; Judith Forrest</td>
<td>Cnr Frankel St &amp; Mitchell Cres, Carey Park</td>
</tr>
<tr>
<td>Horse &amp; Rider</td>
<td>Jon Tarry</td>
<td>Cnr Blair St &amp; Frankel St, Carey Park</td>
</tr>
<tr>
<td>Live</td>
<td>Alex &amp; Nicole Mickle</td>
<td>Roundabout - Brittain Rd, Carey Park</td>
</tr>
<tr>
<td>Now</td>
<td>Alex &amp; Nicole Mickle</td>
<td>Roundabout - Brittain Rd, Carey Park</td>
</tr>
<tr>
<td>Fish Markers</td>
<td>Shaun Chambers</td>
<td>Roundabout - Parade Rd &amp; Hudson Rd, Withers</td>
</tr>
<tr>
<td>Unnamed</td>
<td>Andrew Hickman</td>
<td>South West Sports Centre, Withers</td>
</tr>
<tr>
<td>Maidens</td>
<td>Russel Sheridan</td>
<td>Cnr Ocean Drv &amp; Westwood St, Withers</td>
</tr>
<tr>
<td>Interplay</td>
<td>Lorena Grant</td>
<td>Roundabout - Woodley Rd &amp; Orchid Drv, Glen Iris</td>
</tr>
<tr>
<td>Pilot</td>
<td>Louise Morrisson &amp; Matt Dickman</td>
<td>Australind Bypass, Vittoria</td>
</tr>
</tbody>
</table>
Landscape Character Study

3.11 Suburban Entry Statements

Entry statements are a common feature at the entrance to a housing estate or larger suburban development that are intended to evoke a “coming home” feeling upon entering and encourage a sense of belonging for an enclosed community. Generally the quality of an entry statement is synonymous with the character of the neighbourhood within.

Table 3.11: Suburban Entry Statement Principles

<table>
<thead>
<tr>
<th>Element</th>
<th>Principles</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Visibility / Sight Lines</strong></td>
<td>An entry statement serves a directional purpose and therefore it is important that the suburb name/street name is visible at all times of day; lighting is essential and consideration should be given to plant selection in front of and around the statement so that information is not concealed by plant growth.</td>
<td>The Grand Canals, Pelican Point</td>
</tr>
<tr>
<td><strong>Lighting</strong></td>
<td>For the purpose of lighting entry statements, there are two considerations; public safety and aesthetics. Lighting should be provided to the Australian Standard where it is located for accessibility at night. Lighting of the entry statement is open to creative license as long as it does not pose a public safety risk, e.g. Protruding up from the pavement or directed at eye level of pedestrians or motorists.</td>
<td>College Grove</td>
</tr>
<tr>
<td><strong>Theme</strong></td>
<td>New suburban developments often adopt a marketing theme that is carried through the streetscape, signage and artwork that usually represents something significant to the historical, cultural or environmental aspect of the area. Many entry statements feature walling, water features, a logo and name signage that tie together with a theme (e.g. a type of forest tree, or river that is in the vicinity, or a name that introduces the type of community that you are entering).</td>
<td>Pelican Point Lake Estate</td>
</tr>
<tr>
<td><strong>Maintenance</strong></td>
<td>As these entry statements are often accompanied by heavily landscapes formal garden beds, the irrigation needs are high, and the work account for water spray and constant moisture; particularly in a bore reticulated area where discoloration occurs on metals, timber and stone structures. The presence of graffiti, poor maintenance and deterioration are three negative impacting aspects of presentation that have a strong affect on the character of the suburb.</td>
<td>Kinkella Park</td>
</tr>
<tr>
<td><strong>Anti-Vandalism</strong></td>
<td>Consideration should be given to finishes and textures such as graffiti resistant materials to enable quick and easy maintenance when necessary. Graffiti that is left on the statement is unsightly and draws away from the positive contribution an entry statement should make to the neighbourhood.</td>
<td>Glen Iris</td>
</tr>
</tbody>
</table>