

Greater Bunbury Strategy 2013

FINAL REPORT



Department of
Planning



DECEMBER 2013



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Bunbury
Strategy 2013

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Published by the
Department of Planning
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140 William Street
Perth WA 6000

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Published December 2013

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Minister's foreword

The Greater Bunbury area is a significant contributor to the economy of Western Australia, and of the nation. The South West region has diverse social and economic history and supports a unique array of natural resources, complex biodiversity and attractive agricultural and tourism landscapes.

Greater Bunbury plays an important role in the State's South West, providing key infrastructure such as the Bunbury international sea port and major health and education facilities. Its proximity to metropolitan Perth, major mining employment opportunities in Collie and the tourist attractions of Busselton–Margaret River makes Bunbury a prominent strategic centre and key to the long-term viability of the State.

The continued sustainability of Greater Bunbury will be determined by the strength of its communities; the liveability and self-sufficiency of its towns and city centre; the flexibility of its economy; and the preservation of its natural and cultural history.

The *Greater Bunbury Strategy 2013* demonstrates a future for our community to which we aspire. I look forward to watching the Greater Bunbury sub-region evolve economically and equitably, while retaining its unique lifestyle opportunities and desirability as a place to live and visit.

John Day MLA
Minister for Planning



Chairperson's foreword

The future of Bunbury as Western Australia's second major city outside of the Perth metropolitan area is secured through the planning vision contained within the *Greater Bunbury Strategy 2013*.

The resilience and self-reliance of the area will be maintained through its diversity in economic base, and the protection of its unique environment. Some exciting and significant development and infrastructure projects are proposed in the sub-region, which will demonstrate world class best practice and innovation in technology. Bunbury's communities will continue to be supported through proactive social infrastructure and networks.

The Strategy retains and strengthens the region's local sense of place and seeks to improve connectivity between activity centres and employment lands whilst maintaining the natural and cultural values of the area.

This Strategy will be reviewed every five years to ensure that development can react to changes in demand and planning philosophies.

Eric Lumsden PSM
Chairperson
Western Australian Planning Commission



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1. Executive Summary

The *Greater Bunbury Strategy 2013* has been prepared by the Department of Planning to guide urban, industrial and regional land use planning; and associated infrastructure delivery in the Greater Bunbury sub-region in the short, medium and long terms.

Based on the State Demographer's *WA Tomorrow 2012* report, the projected population growth for Greater Bunbury to the year 2026 ranges between a conservative figure of 100,400 people to a possible population of 145,500 people, with a median projection of 122,400 people.

The Greater Bunbury Strategy provides for necessary land uses to accommodate the population of the Greater Bunbury sub-region from 83,598 (2011 census), to over 150,000 people, which is considered adequate for the short and medium terms. This provides an excess to the population projected to in 2026 but provides flexibility and robustness to accommodate any accelerated growth that may occur.

As the supply of urban and industrial land and provision of associated infrastructure requires significant lead time to enable planning, design, funding and development, the Greater Bunbury Strategy will be reviewed every five years to ensure there is adequate land supply to respond to growth patterns.

1.1 What is the *Greater Bunbury Strategy 2013*?

The *Greater Bunbury Strategy 2013* advocates a 'compact and connected' growth pattern as the most balanced and responsible way for the Greater Bunbury sub-region to develop. This will support:

- a robust, diverse and sustainable economy;
- an efficient way to provide economic and social infrastructure;
- a range of housing options;
- the conservation of the Greater Bunbury sub-region's natural and cultural heritage and environmental values;
- improvements and investment in public transport and walking and bicycle use;
- the protection of agricultural land for its economic, landscape, tourism and social values; and
- a community identity, particularly for the hinterland towns.

1.2 Objectives of the *Greater Bunbury Strategy 2013*

1. Identify the most advantageous and sustainable locations to accommodate urban growth.
2. Identify the most advantageous and sustainable locations for future industrial areas.
3. Assist in the coordination of major infrastructure provision from a government perspective.
4. Determine areas required for future Greater Bunbury Region Scheme public purposes (e.g. airports, hospitals, high schools, etc.).
5. Determine appropriate future Greater Bunbury Region Scheme reserved lands (e.g. regional open space, waterways, railways, port infrastructure, primary regional roads and other regional roads).



1.3 Key outcomes of the *Greater Bunbury Strategy 2013*

- A population of more than 150,000 people will be accommodated and serviced within the Greater Bunbury sub-region within existing urban zoned land and identified urban expansion area.
- A compact and connected urban form will be delivered to protect the Greater Bunbury sub-region's diverse economic base, efficient provision of social services, the efficiency of road and rail infrastructure, productive agricultural land, conservation areas, and important resource lands.
- The Bunbury central business district (CBD) will be protected and recognised as the regional centre for the South West Region and the revitalisation of the Bunbury CBD will be facilitated.
- Future urban growth will predominantly be accommodated within existing urban zoned land, maintaining a pattern of compact and consolidated urban areas.
- New, strategically located greenfield expansion areas for urban and industrial uses will be developed sequentially for development.
- Economic and social infrastructure provision will be coordinated and prioritised to provide efficient services to meet the demands for residential, industrial, commercial and agricultural uses. Significant investments in roads, rail, port, drainage, water and power networks and public open space will ensure that the Greater Bunbury sub-region will grow while enhancing its unique lifestyle and be an enviable place to live, work and visit.
- Activity centres will provide a mix of land uses, with a significant increase in the number of dwellings provided within the activity centres.
- A range of housing types and lifestyle options will be provided across Greater Bunbury.



1.4 Implementation

The Greater Bunbury Strategy identifies a number of key tasks and planning actions required as part of its implementation. Some of these tasks and actions are already underway and are anticipated to be implemented within the short term. Others will be implemented in the medium to long term. The Department of Planning and the Western Australian Planning Commission (WAPC) are committed to working with other agencies to achieve these goals.



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2. Introduction

2.1 The challenge of change

As our population and economy fluctuates, land use planners have the challenge of balancing current trends and the predicted future needs of the community. To secure the ongoing prosperity and wellbeing of our communities we need to ensure that we meet the needs of current and future generations, while ensuring economic growth can be sustained without compromising the natural environment or diminishing quality of life.

It is important to invest in infrastructure and use existing infrastructure more effectively. Better planned cities and better services will make a real difference to improving social equity in our communities. The decisions made by government, businesses and individuals alike have a significant impact on our community now and into the future.

In the past, new housing development has been concentrated on the outer edges of our cities. The low density of Australian cities, compared with many other international cities means that residents have to travel further each day to complete our daily activities, and businesses spend more time moving their supplies, products and services, therefore reducing their productivity. Vehicle congestion reduces urban liveability and is detrimental to the environment.

Historically, the Australian Government has not been a major funder of transport systems, including public transport. Recent population and economic growth has highlighted the need for governments to use public transport to leverage more sustainable urban development forms, with investment in public transport routes often acting as the catalyst of regeneration of areas within walking distance of the routes. This contributes towards more accessible, less car dependent communities and businesses.

Recent positive trends across Australia include:

- increasing density in inner urban areas, which increases use of public transport and walking and cycling and helps justify investment in such infrastructure;
- greater awareness regarding energy and water consumption;
- investment in renewable energy by households and businesses;
- increased recycling of waste; and
- climate-suitable landscaping, incorporating water sensitive design principles and more attractive and safer public urban spaces.

2.2 Climate change

The built environment has the potential to deliver cost effective approaches to climate change mitigation and adaptation. To realise this potential our urban areas need to be planned and built to minimise risks from events such as bushfires and flooding, in build resilience, reduce consumption of land and natural resources as well as reducing their greenhouse gas emissions by moving to renewable energy resources. As demonstrated by recent events around Australia, floods and bushfire can dramatically affect the economy, productivity, self-sufficiency and mental health of communities on a local, national and global level.



2.3 Planning context

Previously, land use planning within the Greater Bunbury, on a strategic level, has been guided by the Greater Bunbury Structure Plan which formed part of the Bunbury Wellington Region Plan (WAPC, 1995).

The *Greater Bunbury Strategy 2013* supersedes the portion of the Bunbury Wellington Region Plan that relates to land use within the Shires of Harvey, Capel and Dardanup and the City of Bunbury. The Strategy will form part of Statement of Planning Policy No. 1: State Planning Framework. The outcomes of the *Greater Bunbury Strategy 2013* will be implemented through the relevant statutory documents, being the Greater Bunbury Region Scheme and Local Planning Strategies and Schemes.

The *Draft Greater Bunbury Strategy 2011* was prepared by the Department of Planning in collaboration with the local governments of Bunbury, Capel, Dardanup, and Harvey and in consultation with key State Government agencies and service providers. The draft Greater Bunbury Strategy document was advertised for public comment between June and October 2011.

The purpose of the Greater Bunbury Strategy is to provide a strategic planning framework that gives clear direction for the planning and management of urban growth to at least the year 2026. This plan addresses the key elements within the Greater Bunbury sub-region to inform and guide the:

- preparation of strategic and statutory plans and policies by landowners, land developers and infrastructure providers, and by certain State government agencies; and
- consideration for the approval processes of district and local structure plans by State government agencies, local governments and the WAPC.

The Greater Bunbury Strategy is not a statutory plan, but a strategic document that aims to guide the planning and management of growth and development via a broad set of policy principles and responsibilities. The Greater Bunbury Strategy should be read in conjunction with the *Draft Greater Bunbury Strategy*, *The Report on Submissions – What was said about the draft Greater*

Bunbury Strategy (2011), other Western Australian Planning Commission strategic and statutory policies, plans, strategies and schemes, and all other statutory documents and guidelines that provide for a holistic approach to the development of the area. As the role of the Greater Bunbury Strategy is to provide broad overarching direction for the sub-region it is important to consider the local government local planning strategies and schemes for more specific details at a local level. Land development must be considered in a broader context to ensure consistency with the provision of regional infrastructure and services.





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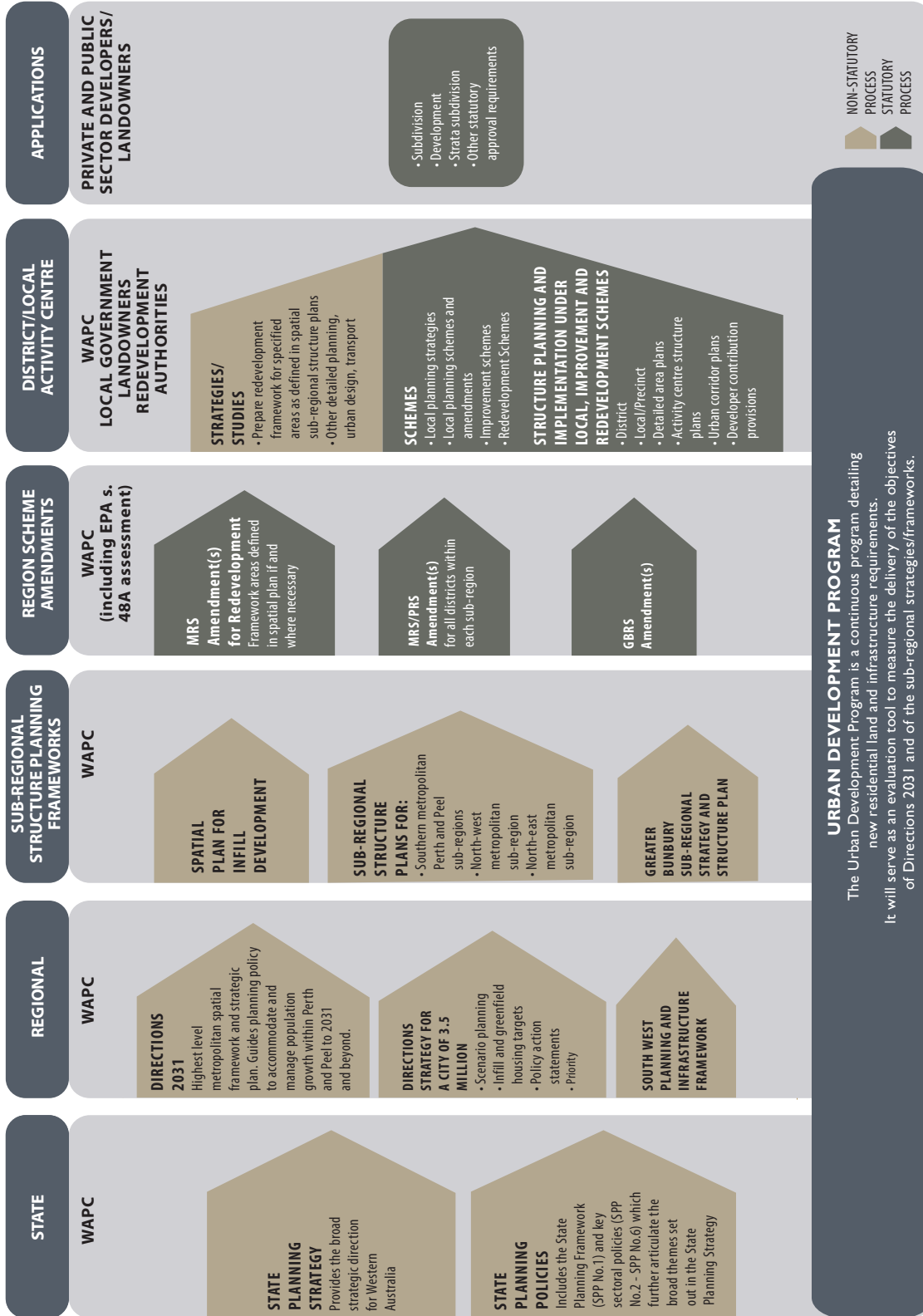


Figure 1: State Planning Framework



2.4 The study area

The Greater Bunbury sub-region covers an area of 464,000 hectares comprising four local government areas - the City of Bunbury and the shires of Capel, Dardanup and Harvey. The Greater Bunbury sub-region includes a number of historical towns and Bunbury, which acts as the Regional City of the South West Region. The study area is consistent with the Greater Bunbury Region Scheme boundaries.

The Government is promoting the Greater Bunbury sub-region to be developed as the 'second city' of Western Australia. When considering the future development of the Greater Bunbury sub-region it is important to consider the key elements of growth that have affected Western Australia in its evolution. Since the 1950s, the Perth Metropolitan Region has been guided through periods of growth via the preparation and adoption of successive spatial plans which is not dissimilar to the Greater Bunbury sub-region with the 1987 Bunbury Region Plan and the Bunbury-Wellington Region Plan of 1995, which included the Greater Bunbury Structure Plan. There were a number of consistent themes running through the Perth plans which are especially relevant to the Greater Bunbury sub-region today and include:

- an emphasis on limiting urban expansion;
- concern for the protection of green space;
- the promotion of a series of well-designed places or centres and movement corridors; and
- the need to plan for population and employment growth.

Historically, strategic spatial planning for regional Western Australia has been minimal due to significantly less development pressure than the Perth Metropolitan area. However, due to recent unprecedented development pressure in regional centres including Bunbury, Geraldton, and Karratha, primarily due to mining and gas, the need is apparent for State Government to coordinate urban growth and infrastructure through similar spatial plans. Notably, growth in the other regions of Karratha and Geraldton will compete for funding for

projects and infrastructure. Therefore, one aim of this Greater Bunbury Strategy is to contribute towards the prioritisation and rationalisation of development in the Greater Bunbury sub-region when compared to other regions and ensure it attracts adequate and fair government funding.

Figure 2: Map of the Greater Bunbury Region Scheme area in the context of Western Australia





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3. Vision and key themes of a compact and connected growth model for the Greater Bunbury sub-region

The Department of Planning proposed an overarching vision for the growth of the Greater Bunbury sub-region.

3.1 Vision

The Greater Bunbury sub-region community will be serviced by an attractive, compact and well-connected city, supported by unique towns that respect the area's rural and environmental heritage and provide a range of housing, lifestyle and employment opportunities. We will be recognised as the second city of Western Australia economically and socially independent, but well-connected to Perth and provide essential key services to residents, visitors and businesses in the South West region.

Over the coming decades economic, business and political forecasts indicate that Western Australia will move into a period of sustained population growth and economic development. The strength of our economy will depend on our ability to build business confidence, attract foreign investment and create jobs.

The economy needs to be built on a diverse economic base which compliments the region's unique environment and rural heritage. Significant investments in roads, rail, port, drainage, water and power networks and public open space will ensure that the Greater Bunbury sub-region will grow while enhancing its unique lifestyle and be an enviable place to live, work and visit.

Investment in public transport infrastructure will define the compact urban form of the city and provide essential linkages to the hinterland towns that provide unique alternative housing, lifestyle and employment opportunities.

The Greater Bunbury sub-region will be prepared to accommodate a greater proportion of the State's population growth by providing social, recreational and employment opportunities which rival larger metropolitan cities, but with the competitive advantage that the South West's natural environment provides. Excellent education opportunities and health and social services will be accessible for the people of the whole South West region.

We will strive to ensure that our future communities:

- are clean, green, productive and distinctive;
- have good public transport, cycling and pedestrian systems;
- are well connected and have adequate supporting infrastructure;
- are equitable, inclusive, safe and prosperous;
- provide access to excellent health care and opportunities for education and learning;
- provide high standards of affordable and diverse housing forms;
- maintain high levels of employment;
- are tolerant and embrace diversity;
- are culturally and intellectually stimulating; and
- give people a sense of identity and belonging.





3.2 Key themes and challenges

3.2.1 Themes

Planning in Western Australia is based on the five key themes for a liveable, prosperous, accessible, sustainable and responsible development. A set of outcomes have been developed for the Greater Bunbury sub-region within each theme to guide the spatial framework and inform the development of strategic plans and policies that will underpin its implementation.

Table 1: Key themes

| THEME | OUTCOME SOUGHT |
|-------------|--|
| Liveable | Living in or visiting the Greater Bunbury sub-region should be a safe, comfortable and enjoyable experience. |
| Prosperous | Our success as a regional centre will depend on building on our current diversity and prosperity. |
| Accessible | All people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home. |
| Sustainable | We should grow within the social, economic and environmental constraints placed on us. |
| Responsible | We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure. |



3.2.2 Challenges

For the Greater Bunbury sub-region to achieve and maintain the vision and themes of a 'compact and connected' urban form as the population grows, it is important to acknowledge the site specific constraints and strengths of the area and a number of physical and social challenges need to be considered.

Table 2: Challenges for a liveable Greater Bunbury

| LIVEABLE | |
|--|--|
| <p>Living in, or visiting the Greater Bunbury sub-region should be a safe, comfortable and enjoyable experience.</p> <p>Three strategic priorities have been identified to create 'liveable' communities:</p> <ol style="list-style-type: none"> 1. Plan for increased housing supply in response to changing population needs; 2. Promote and increase housing diversity, adaptability, affordability and choice; and 3. Create attractive, safe, functional, and well-connected neighbourhoods and towns. | |
| CHALLENGES FOR A LIVEABLE GREATER BUNBURY | DEPARTMENT OF PLANNING RESPONSES |
| Plan for the delivery of housing for a population of 150,000. | <ul style="list-style-type: none"> • Identify and facilitate the provision of more than 28,600 additional residential dwellings and supporting infrastructure through infill development, greenfields development and urban expansion. |
| In the medium to long term, deliver urban expansion areas commensurate with identified need. | <ul style="list-style-type: none"> • Identify and explore constraints of areas with potential redevelopment and new development opportunities. • Prioritise development to ensure urban expansion occurs in a timely manner in the most suitable locations. |
| Achieve desirable higher density residential dwellings within walkable catchments of activity centres and public transport corridors in established urban areas. This will provide greater housing diversity, increase the viability of frequent public transport services, provide the impetus for urban regeneration projects and minimise inefficient outward urban growth. | <ul style="list-style-type: none"> • Identify and promote opportunities for infill development around identified activity centres, places of natural or cultural interest and transport corridors. • Identify and address barriers to infill development. • Identify major redevelopment projects in and around the Bunbury CBD and the role of the State Government and other key stakeholders. |
| Promote residential development within identified hinterland towns to provide housing choice, utilise available infrastructure and revitalise existing towns, while retaining and enhancing local character and amenity. | <ul style="list-style-type: none"> • Identify and facilitate opportunities for residential development in hinterland towns. • Encourage the retention of local character, heritage and identity in hinterland towns. |
| Make efficient use of urban land and infrastructure by increasing densities in greenfield growth areas and restricting the growth of new special residential and special rural areas. | <ul style="list-style-type: none"> • Encourage and require a mix of residential densities and housing types in greenfield development areas. • Identify maximum lot sizes for single dwelling lots for efficient use of urban land. • Restrict special rural subdivision to areas previously identified in local planning strategies. |
| Ensure high-quality urban design that recognises local character and amenity, promotes walking and cycling, responds to climate, and addresses community safety. | <ul style="list-style-type: none"> • Promote best practice urban design, including high-quality passive and active public open space. |
| Ensure urban development is sustainable/responsible and equitable/inclusive. | <ul style="list-style-type: none"> • Support and facilitate initiatives designed to increase the sustainability of urban communities. • Support and facilitate initiatives designed to enable effective inclusion and participation in the community for all. |
| Promote opportunities for affordable housing in close proximity to public transport and employment opportunities. | <ul style="list-style-type: none"> • Support affordable housing strategies, as appropriate, for identified areas and developments. • Promote infill development and increased densities around activity centres, key areas of interest and public transport corridors to increase housing diversity and affordability. • Support the provision of social housing as part of all new greenfield development in accessible and appropriate locations. • Require consideration of housing diversity, adaptability and affordability in district and local structure planning and local planning strategies. |
| Encourage the provision of aged care accommodation, social housing and accommodation for people with a disability in appropriate areas. | <ul style="list-style-type: none"> • Promote and integrate planning for aged care and specialised housing as part of all new greenfield development in accessible and appropriate locations. |

Table 3: Challenges for a prosperous Greater Bunbury

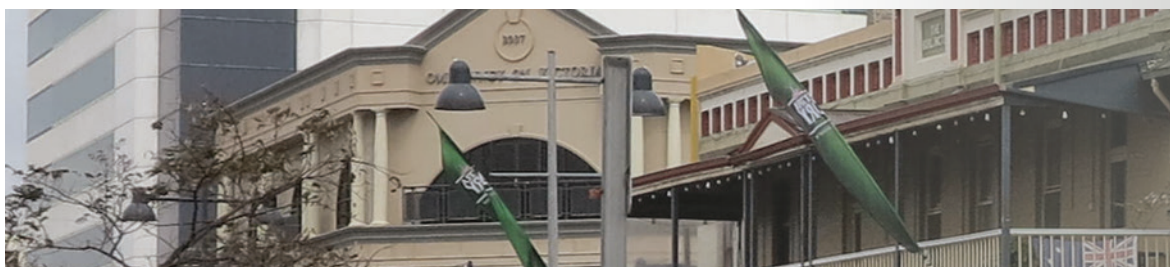
| PROSPEROUS | |
|---|---|
| <p>The economy of the Greater Bunbury sub-region is diverse reflecting the range of heavy and general industries in the locality, mining, agricultural landscapes, services for the growing population, key transport links and the influence of Perth. Its success as a regional centre will depend on building on its current diversity and prosperity.</p> | |
| CHALLENGES FOR A PROSPEROUS GREATER BUNBURY | DEPARTMENT OF PLANNING RESPONSES |
| <p>Provide opportunities and confidence to support job creation that addresses the need for local employment.</p> | <ul style="list-style-type: none"> • Promote and plan for a diverse mix of services, facilities, activities, amenity and housing types in activity centres to facilitate economic development and employment. • Facilitate and safeguard future employment land to support economic growth and a balanced distribution of employment across the Greater Bunbury sub-region. • Protect and safeguard the potential of productive natural resources and agricultural land. • Acknowledge the importance and influence of employment lands and facilities outside of the Greater Bunbury sub-region (e.g. Collie, Busselton, Greenbushes, Manjimup, Donnybrook, Margaret River) and maintain and enhance connectivity to these areas. • Acknowledge the importance of services provided within the Greater Bunbury sub-region to people outside of the area (e.g. health and education services) and improve connectivity to these areas. |
| <p>Provide appropriate locations for the growth of employment lands (including retail, commercial, light industry and service industry), minimising conflict between competing land uses in the short and long term.</p> | <ul style="list-style-type: none"> • Promote and facilitate the increase in levels of employment self-sufficiency in hinterland towns. • Identify and protect land needed for future economic activities which create jobs and economic wellbeing for the area. |
| <p>Maintain a commercial hierarchy that identifies activity centres and the differing roles between activity centres.</p> | <ul style="list-style-type: none"> • Identify and allocate a hierarchy of activity centres and locations for a range of economic activities and employment throughout the Greater Bunbury sub-region. |
| <p>Provide infrastructure to support future growth.</p> | <ul style="list-style-type: none"> • Identify and protect key infrastructure and service corridors and encourage sustainable innovation. |
| <p>Protect internal and external transport corridors to ensure capacity for passenger, freight and tourism transport networks.</p> | <ul style="list-style-type: none"> • Protect and facilitate access to the Bunbury Port for direct access to international markets. • Identify and facilitate appropriate opportunities for road and rail freight movement. |
| <p>Provide a broader range of tourism, accommodation and conferencing facilities, building on the existing regional assets and infrastructure.</p> | <ul style="list-style-type: none"> • Promote and support tourism opportunities. • Identify and safeguard primary tourist attractions and accommodation. |
| <p>Promote the creation of an entertainment and cultural precinct within or near existing regional facilities that will promote all forms of the arts and local history.</p> | <ul style="list-style-type: none"> • Design of public space for safety, accessibility, flexibility, adaptability and multi-functionality. |

Table 4: Challenges for an accessible Greater Bunbury

| ACCESSIBLE | |
|--|--|
| In providing accessible environment in the Greater Bunbury sub-region people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home. | |
| CHALLENGES FOR AN ACCESSIBLE GREATER BUNBURY | DEPARTMENT OF PLANNING RESPONSES |
| Infrastructure | <ul style="list-style-type: none"> • Coordinate and secure significant funding to prioritise, design, acquire land, construct and maintain the desired transport infrastructure. • Improve safety in particular minimise the number and severity of road accidents. • Coordinate an integrated transport network to connect people, places, goods and services. • Provide for efficient freight movement through the region to support economic growth. Identify problem areas and prioritise infrastructure solutions/requirements to alleviate these problems. • Prepare and implement with stakeholders an integrated transport plan that holistically integrates the need for car parking with the public transport network, key areas of interest and amenity, mixed use and residential areas and functioning of activity centres and employment land. • Define, design and protect freight networks and infrastructure requirements. • Support the development of Perth-Bunbury-Busselton Fast Passenger Rail Service, with a station in the Bunbury CBD. |
| Public transport | <ul style="list-style-type: none"> • Urban development that promotes low residential densities, cul-de-sac type road networks, car-based designed retail areas and non-contiguous greenfield development is difficult to viably service with public transport due to increased distances needed to be travelled, which increases costs and reduces service frequency. • Deliver and maintain effective, frequent, equitable, accessible and efficient public transport. • Use better public transport networks as the catalyst for the regeneration of key areas. • Improve coordination between stakeholders in relation to the provision and maintenance of public transport facilities such as bus stops. • Improve access and mobility options for people with mobility difficulties and people with disabilities. • Improve safety and security (perceived and actual) when using public transport. Require attractive integration of public transport systems along key streets and activity centres, including interchanges, end-of-trip facilities, pedestrian and cyclist connections and car parking. • Identify key locations and work with stakeholders to regenerate areas along public transport corridors and increase the patronage of public transport. • Ensure that public spaces are safe and well lit and prioritised for pedestrian movement. • Ensure that public spaces are upgraded and/or designed to be accessible for people with mobility difficulties and people with disabilities. • Require that public transport vehicles and interchanges are as accessible as possible for people with mobility issues/disabilities to use. |
| Reduce reliance on private motor vehicles to improve environmental, health, community and congestion management. | <ul style="list-style-type: none"> • Ensuring viable means of public transport, and alternative means of transport such as walking and cycling, between homes, activity centres and employment lands, to decrease peoples reliance on private motor vehicles. • Improve the public's perception of, and use of public transport and alternative means of transport such as walking and cycling. • Education programs to encourage a shift to more sustainable transport modes. • Significantly improve the efficiency and effectiveness of public transport throughout the Greater Bunbury sub-region and connectivity to surrounding regions. • Appropriately resource public transport services to ensure that public transport is safe and accessible for commuters, visitors and transport employees. • Identify and promote new and future public transport routes connecting activity centres. • Around identified activity centres, plan and develop transit-orientated development to accommodate mixed use and medium to higher density housing developments. • Plan and develop urban corridors to accommodate higher density housing development with good access to public transport systems. • Increase the number of people living within walking distance of major public transport routes (spines). • Improve footpath and bicycle path connectivity through the Greater Bunbury sub-region. |

Table 5: Challenges for a sustainable Greater Bunbury

| SUSTAINABLE | |
|---|--|
| We should grow within, and respect the constraints placed on us by the environment we live in. | |
| CHALLENGES FOR A SUSTAINABLE GREATER BUNBURY | DEPARTMENT OF PLANNING RESPONSES |
| Provide a sustainable total water cycle management approach for residential, employment and environmental water purposes in keeping with The Better Urban Water Management Framework and State Planning Policy 2.9 - Water Resources. | <ul style="list-style-type: none"> • Protecting water catchment areas and public drinking water source areas from inappropriate development. • Investigating alternative water sources that are sustainable in the longer term. • Reduce waste generation and encourage reuse and recycling, to a level that is 'fit for purpose'. • Improve water efficiency through education and innovative technology. • Work with stakeholders to identify and upgrade infrastructure to manage climate change and increased densities, including: groundwater, sewer, water, drainage and stormwater management. • Coordinate large scale opportunities for water recycling and reuse, such as major wastewater treatment facilities at Kemerton with water being cleaned to a standard fit for purpose and reused for industrial, agricultural, landscaping and domestic use. |
| Protect and enhance biodiversity. | <ul style="list-style-type: none"> • Identify and protect the health of the Greater Bunbury sub-region's rivers, wetlands, underground water sources, and the Leschenault Estuary and Inlet, and quality remnant vegetation from inappropriate development. • Seek and secure funding in conjunction with relevant stakeholders so that appropriate land for conservation and biodiversity can be identified, acquired and managed in the long-term. • Effectively engage with and resource community groups. • Ensure that development occurs in a way that safeguards and enhances the existing environmental, biodiversity and scenic assets. • Better manage natural hazards within new developments, including flooding, coastal erosion and inundation, bushfire hazard and acid sulfate soils. |
| Maintain acceptable air quality. | <ul style="list-style-type: none"> • Minimise private car use. • Allocate appropriate locations for polluting industries, with corresponding buffer zones. • Encourage innovation and efficiency in design. |
| Ensure the sustainable management of productive agricultural land and the protection of rural landscapes. | <ul style="list-style-type: none"> • Define and protect priority agricultural areas from inappropriate development. • Ensure the sustainable management of natural resources and the protection of rural landscapes, particularly when viewed from public areas such as regional roads. |
| Minimise the impact of climate change. | <ul style="list-style-type: none"> • Invest in identifying and understanding the anticipated risks and impacts of climate change. • Agree and fund with local government, fire and emergency services and other relevant stakeholders, our approach to managing climate change impacts. • Identify areas at risk where new development should not be permitted. • Encourage investment and mitigation to allow the community to adapt to climate change risks. Encourage retrofitting and resilience measures where necessary. • Increase public awareness of risks and measures to minimise the risks. • Minimise production of carbon dioxide and greenhouse gases. |
| Lack of suitable fill for new greenfield development with drainage issues. | <ul style="list-style-type: none"> • Minimise the amount of greenfield development required by maximising urban consolidation. • Investigate the development of alternative building techniques that minimise the amount of fill required for both residential or industrial development. • Identify and safeguard resources required for extractive industry, future fill requirements and construction. |
| Appropriately conserve and protect heritage items and values including Aboriginal and European culture and incorporate these values within land use planning and natural resource management processes. | <ul style="list-style-type: none"> • With relevant stakeholders identify and protect valued heritage assets from inappropriate development. • Optimise the land use and transport conditions that create vibrant, accessible, healthy and adaptable communities. |



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Table 6: Challenges for a responsible Greater Bunbury

| RESPONSIBLE | |
|--|---|
| <p>We have a responsibility to manage urban growth and make the most efficient use of available land infrastructure. It is important to consider the opportunities for infill development as a significant contributor to the growth of the Greater Bunbury sub-region. This reduces the amount of greenfield sites lost to other economic activities and utilises infrastructure that is not currently operating at capacity.</p> | |
| CHALLENGES FOR A RESPONSIBLE GREATER BUNBURY | DEPARTMENT OF PLANNING RESPONSES |
| <p>Predict future population housing, servicing and employment needs.</p> | <ul style="list-style-type: none"> • Propose high and conservative population estimates based on potential future scenarios. • Identify 15 years of land zoned for Urban or Urban deferred. • Identify 10 years of land zoned for Urban expansion or Investigation. • Identify equitably distributed employment lands. • Work with relevant stakeholders to improve the timing and coordination of infrastructure. |
| <p>Adequately and efficiently provide service infrastructure for the future.</p> | <ul style="list-style-type: none"> • Identify needs and secure locations for future key infrastructure servicing. • Improve the timing and coordination of economic infrastructure. • Retrofit key infrastructure so it is resilient and adaptable to climate change and future pressures. • Work holistically in the provision of infrastructure and services to maximise long-term efficiency and delivery of services. • Upgrading of existing infrastructure within the existing urban area to manage climate change and increased densities. e.g. sewer, water, drainage, underground power. • Encourage the development of more sustainable infrastructure servicing processes. |
| <p>Provide opportunities for those in the community who are disadvantaged.</p> | <ul style="list-style-type: none"> • Plan for an accessible, efficient and equitable distribution of social infrastructure. |



4. Sustainability criteria for proposed urban expansion and investigation areas

While land already zoned is considered first priority for new development, Table 7 shows the criteria that applies for any new proposed urban expansion and investigation areas.

Table 7: Sustainability criteria for urban expansion and investigation areas

| CRITERIA | MEASURABLE EXPLANATION |
|---|---|
| <p>Infrastructure provision Mechanisms in place to ensure utilities, transport, open space and communication are provided in a timely and efficient way.</p> | <ul style="list-style-type: none"> • Infrastructure planned and delivered in a timely and efficient manner to meet demand. |
| <p>Access Accessible transport options for efficient and sustainable travel between homes, jobs, services and recreation to be existing or provided.</p> | <ul style="list-style-type: none"> • Accessibility of the area by public transport and/or appropriate road access in terms of: <ul style="list-style-type: none"> · Infrastructure planned and delivered in a timely and efficient manner to meet demand; · location/land use – to existing networks and related activity centres; · network – the area’s potential to be serviced by economically efficient transport services; · catchment – the area’s ability to contain, or form part of the larger urban area which contains adequate transport services, capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals; and · no net negative impact on performance of existing sub-regional road, bus, rail and freight network. |
| <p>Housing diversity Provide a range of housing choices to ensure a broad population can be housed.</p> | <ul style="list-style-type: none"> • Contributes to the geographic market spread of housing supply, including the aged, disabled or affordable housing. |
| <p>Employment lands Provide regional/local employment opportunities to support the region’s and States economies.</p> | <ul style="list-style-type: none"> • Maintain or improve the existing level of sub-regional employment self-containment. • Meets sub-regional employment projections. • Employment-related land is provided in appropriately zoned areas. |
| <p>Avoidance of risk Land use conflicts, and risk to human health and life, avoided.</p> | <ul style="list-style-type: none"> • Avoidance of physically constrained land e.g. high slope, highly erodible. • Avoidance of land use conflicts with adjacent or existing or future land use as planned under relevant subregional or regional strategy. • Where relevant, available safe evacuation route (flood and bushfire). |
| <p>Quality and equity in services Quality health, education, legal, recreational, cultural and community development and other government services are accessible.</p> | <ul style="list-style-type: none"> • Available and accessible services: <ul style="list-style-type: none"> · do adequate services exist? · are they at capacity or is some capacity available? · has Government planned and budgeted for further service provision? · is developer funding for required service upgrade/access available? |



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| CRITERIA | MEASURABLE EXPLANATION |
|--|---|
| <p>Natural resources</p> | <ul style="list-style-type: none"> • Natural resource limits not exceeded/environmental footprint minimised. Demand for water within infrastructure capacity to supply water and does not place unacceptable pressure on environmental flows. • Demonstrates most efficient/suitable use of land by avoiding: <ul style="list-style-type: none"> · identified significant agricultural land; and · productive resource lands – extractive industries, mining and forestry. • Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy – requires demonstration of efficient and sustainable supply solution. |
| <p>Environmental protection</p> | <ul style="list-style-type: none"> • Protect and enhance biodiversity, air quality, heritage and waterway health. Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity. This includes regionally significant vegetation communities, critical habitat, threatened species, population, ecological communities and their habitats. • Maintain or improve existing environmental condition for air quality. • Maintain or improve existing environmental condition for water quality so that it is consistent with: <ul style="list-style-type: none"> · community water quality objectives for recreational water use and river health; and · catchment and stormwater management planning. • Protects areas of Aboriginal cultural heritage value. |



5. Greater Bunbury Structure Plan 2013

The *Greater Bunbury Structure Plan 2013* identifies land ahead of the rezoning process so that future development can occur in a logical manner in response to future growth trends. In considering the long-term implications for a population of 150,000 in the Greater Bunbury sub-region, an Urban Expansion area has been identified along with several Urban Investigation areas and Industrial Expansion areas.

The Greater Bunbury Structure Plan was developed through a process of:

- consultation with community representatives was undertaken to develop a vision and to select the preferred growth pattern;
- climate change and other risk mapping;
- analysis of current land supply and growth trends, including scenario planning for a population of 150,000 to provide a broad indication of how different levels of demand for housing will result in different land and housing requirements from infill and greenfield development;
- desktop opportunities and constraints analysis for areas identified for urban expansion and investigation, which considered land capability, water and environmental constraints, transport links, access to community services and employment and the identification of other potential fatal flaws; and
- consultation with infrastructure agencies and public utilities to consider the feasibility and other constraints to servicing areas identified for urban expansion and investigation. This consultation with State Government planning, development and infrastructure agencies and local government will be ongoing as plans progress.

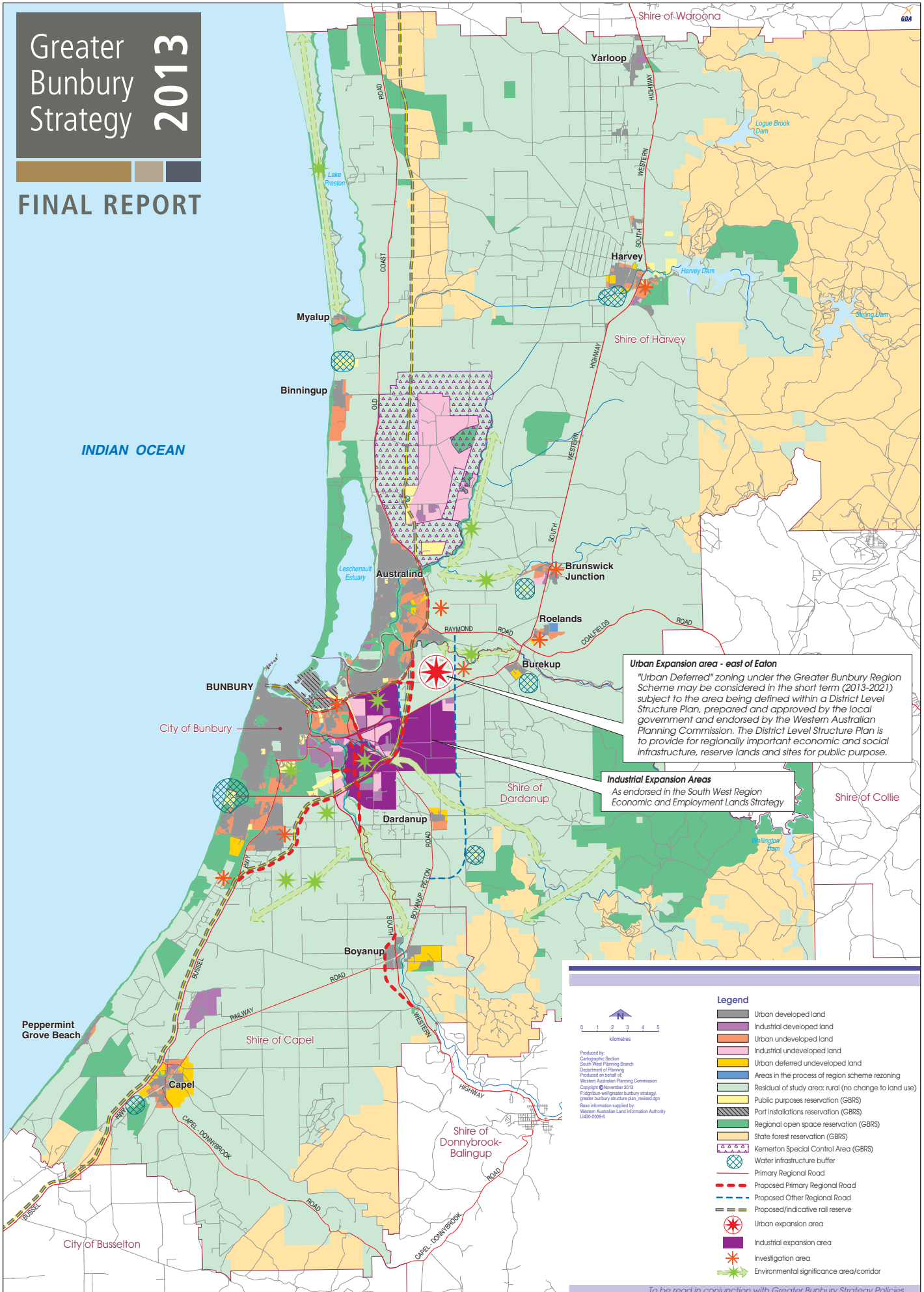


The Greater Bunbury Structure Plan is considered to reflect the principles of a compact and connected city as it:

- promotes a balance between greenfield and infill development;
- protects and enhances waterways, heritage areas, remnant vegetation, the majority of agricultural land and landscape views, which results in increased community wellbeing;
- identifies an Urban Expansion area and Investigation areas that are contiguous with the existing urban area and are in close proximity to employment and recreational opportunities;
- promotes connectivity through the development of key public transport infrastructure which will encourage urban development along transport and urban corridors through transit-oriented development, and will provide better access to services;
- will promote a diversity in housing and therefore provides affordability and choice in lifestyles available within the Greater Bunbury sub-region; and
- maximises essential service infrastructure efficiency and equity by minimising the distances the infrastructure needs to spread.

Greater Bunbury Strategy 2013

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Urban Expansion area - east of Eaton
 "Urban Deferred" zoning under the Greater Bunbury Region Scheme may be considered in the short term (2013-2021) subject to the area being defined within a District Level Structure Plan, prepared and approved by the local government and endorsed by the Western Australian Planning Commission. The District Level Structure Plan is to provide for regionally important economic and social infrastructure, reserve lands and sites for public purpose.

Industrial Expansion Areas
 As endorsed in the South West Region Economic and Employment Lands Strategy

Produced by:
 Cartographic Section
 South West Planning Branch
 Department of Planning
 Western Australian Planning Commission
 Prepared on behalf of:
 Western Australian Planning Commission
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 Frigate/bun-westgreater bunbury strategy
 greater bunbury structure plan, draft.spp
 Base information supplied by:
 Western Australian Land Information Authority
 L430-2009-6

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 kilometres

Legend

- Urban developed land
- Industrial developed land
- Urban undeveloped land
- Industrial undeveloped land
- Urban deferred undeveloped land
- Areas in the process of region scheme rezoning
- Residual of study area: rural (no change to land use)
- Public purposes reservation (GBRS)
- Port installations reservation (GBRS)
- Regional open space reservation (GBRS)
- State forest reservation (GBRS)
- Kemerton Special Control Area (GBRS)
- Water infrastructure buffer
- Primary Regional Road
- Proposed Primary Regional Road
- Proposed Other Regional Road
- Proposed/indicative rail reserve
- Urban expansion area
- Industrial expansion area
- Investigation area
- Environmental significance area/corridor

To be read in conjunction with Greater Bunbury Strategy Policies

Map: Greater Bunbury Sub-regional Structure Plan 2013



5.1 Policies of the *Greater Bunbury Strategy 2013*

Settlement and growth

1. The settlement hierarchy for the Greater Bunbury sub-region is provided in the *South West Planning and Infrastructure Framework*. Bunbury will continue to be the Regional Centre in the settlement hierarchy in the Greater Bunbury sub-region, and will cater for the majority of residential, large scale commercial, key community services and other urban development within the Greater Bunbury sub-region.
2. In the short to medium term, residential infill and greenfield development with already zoned urban and urban deferred zoned land will be strongly encouraged within Bunbury and the existing hinterland towns of Harvey, Brunswick, Burekup, Boyanup, Dardanup and Capel. Development shall occur so that the existing hinterland towns remain distinct and separate towns, rather than joining to become an urban agglomeration. Small scale expansion of commercial, light and general industry is also encouraged in these towns to encourage a range of local employment opportunities.
3. In the short-term the Urban Expansion areas identified on the Greater Bunbury Strategy will only be considered for rezoning to Urban under the Greater Bunbury Region Scheme when a district level structure plan has been prepared in conjunction with the local government and servicing industries and endorsed by the Western Australian Planning Commission (WAPC). The district level structure plan will demonstrate transit-orientated design, incorporating a regional passenger rail station and public transport interchange, while safeguarding enough land for regionally important state infrastructure and public purposes. The District Level Structure Plan will embed sustainability outcomes and include commitments to best practice relating to building design, energy generation and efficiency, water management and supply including water sensitive design and onsite water capture and reuse. An average residential density of 26 dwellings net per hectare will be achieved across the structure plan area whilst providing for a range of lot sizes and housing types.
4. Minor Urban Investigation areas, as identified in the Greater Bunbury Strategy, may be considered

for rezoning to Urban or Urban Deferred under the Greater Bunbury Region Scheme, subject to Structure Plans being approved by the local government and endorsed by the WAPC.

5. The major Urban Investigation area identified in the Greater Bunbury Strategy (portions of Lots 5, 100, 101, 104 and 131 Treendale) located north of Raymond Road shall not be considered until the medium to long term (beyond the year 2021) once the Urban Expansion area east of Eaton has been significantly developed. Rezoning of this area from Rural to Urban Deferred under the Greater Bunbury Region Scheme cannot occur until a district level structure plan is approved by the local government and endorsed by the WAPC.
6. Industrial Expansion Areas may be rezoned to Industrial Deferred or Industrial under the Greater Bunbury Region Scheme, subject to the findings of the South West Region Economic and Employment Lands Strategy, and subject to a district level structure plan being approved by the local government and endorsed by the WAPC.
7. The settlements of Peppermint Grove Beach, Binningup, Yarloop, Cookernup, Myalup, Roelands, Benger and Wokalup will not expand other than to areas that have already been identified for urban development within the local government's local planning schemes and strategies.

Rural land

8. Rural land is to be retained for primary production, natural resource management and its landscape characteristics that define the rural character of the Greater Bunbury sub-region. No additional Special Rural or similar development will be permitted unless already identified in the Greater Bunbury sub-regional structure plan and the local governments' local planning schemes and local planning strategies.

Public transport

9. Quality public transport hubs, interchanges and supporting facilities shall be integrated into activity centres, along key transport corridors and places of interest. A train station for the proposed Perth-Bunbury-Busselton Fast Passenger Rail service will be integrated into the Bunbury CBD, with a regional park and ride facility integrated east of Eaton.



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Activity centres

10. Activity centres shall be in accordance with the Western Australian Planning Commission endorsed *Greater Bunbury Activity Centres Policy*, April 2012. The Planning Commission requires land use diversity within new and existing activity centres by including the provision of civic space, public buildings, retail, commercial, office, consulting, medium to high density residential development, multi-storey car parking, public transport interchanges, under cover bicycle parking and end of trip facilities for pedestrians and cyclists, including any redevelopment or expansion of an existing activity centre. All these components must be included in an activity centres plan adopted by the local government and endorsed by the WAPC.

Regional perspective

11. The Greater Bunbury Strategy recognises the importance of Perth as the capital city of Western Australia and supports the provision of infrastructure for services to support Perth's growth and the State's growth, including:

- water supply and transfer infrastructure, such as the desalination plant and storage at Harvey Dam;
- sand and fill for development and construction;
- food supply;
- waste management;
- port facilities;
- road and rail transport for freight movement and passengers;
- mineral resources;
- energy production and transmission from Collie and Kemerton and alternative sources such as the proposed wind farms on the south coast; and
- the location of key infrastructure corridors that may be required.

12. Major Expansion areas and Investigation areas are to be linked by an integrated road system (Blue Roads under the Greater Bunbury Region Scheme) that provides connectivity between residential areas and access to employment lands.

13. There is a general presumption against clearing of remnant vegetation, except where essential infrastructure is required and then appropriate offsets will be required.

14. The Greater Bunbury Strategy supports the consultation with the custodians of sites of Aboriginal cultural heritage significance.

Infill development

15. The Greater Bunbury Strategy strongly promotes higher residential densities and infill development in all areas of existing developed land, not only in Bunbury but also the hinterland towns. This provides the opportunity for housing diversity, housing affordability, urban regeneration and revitalisation, as well as providing a more attractive urban environment.

16. The Greater Bunbury sub-regional Structure Plan will be reviewed every five years to ensure that there is adequate flexibility to respond to growth patterns.

5.2 Structure plan categories

The *Greater Bunbury Structure Plan 2013* determines the availability of existing Industrial, Urban and Urban Deferred zoned land; areas for expansion; and future investigation areas according to eight land use categories relevant to the Greater Bunbury Region Scheme.

1. Urban developed land

Land currently zoned urban and is developed.

2. Industrial developed land

Land currently zoned industrial and is developed.

3. Urban undeveloped land

Land currently zoned urban and not yet developed.

4. Urban deferred undeveloped land

Land currently zoned urban deferred and not yet developed.

5. Urban expansion areas

Areas of rural land identified as potential urban



expansion areas for rezoning in the short to medium term (2013 to 2021) subject to statutory rezoning processes.

6. **Industrial expansion area**

Areas of rural land identified as potential industrial expansion areas for rezoning in the subject to statutory rezoning processes.

7. **Investigation areas**

Rural land to be investigated for potential rezoning in the medium to long term subject to assessment and the statutory rezoning processes.

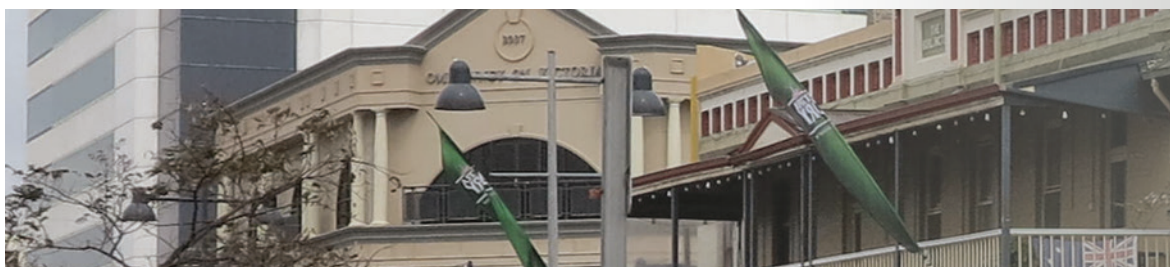
The short to medium term priority is to more efficiently use existing Urban Developed land, and Existing Urban or Industrial undeveloped land. Whilst Urban Expansion areas and Investigation areas have been identified, it should not be assumed that these areas will be developed prior to a demonstrated need for this type of development.

The Urban Expansion area does not restrict the area to residential development only. Given the size of the proposed area it represents, a new town and any planning must identify employment lands, activity centres, social infrastructure and recreational facilities as well as major road alignments. In the area east of Eaton, any planning will need to incorporate the transition from industrial land uses located in the south.

5.3 Urban Expansion area

The area east of Eaton was chosen to be the primary urban expansion area because:

- the site is close to the Bunbury CBD and a number of direct transport links to the Bunbury CBD and other employment areas are available, including the Primary Regional roads of the South West Highway, the Australind Bypass and the future Bunbury Outer Ring Road and regional passenger rail links;
- the site is contiguous to the established residential suburb of Eaton and employment lands such as the Waterloo and Preston industrial estates - development of the urban expansion area east of Eaton and the industrial estate in Waterloo is expected to provide a number of infrastructure synergies;
- efficient and safe transport options (walking, bicycling, motor vehicles, and public transport) can be provided between the surrounding residential and employment lands;
- with appropriate structure planning it can demonstrate a high degree of urban containment, providing over 28,600 dwellings, with connectivity to social infrastructure of State significance in a self-sufficient and predominately walkable network;
- infrastructure providers have agreed that this area is the next logical development front for infrastructure provision;
- it facilitates co-servicing of adjacent employment lands, providing the optimal return on investment for state infrastructure investment;
- the Perth–Bunbury fast passenger train station and regional park and ride facility will be provided within the area, and this provides a catalyst for the desired urban form;
- the site east of Eaton is clearly bounded and will allow the historic hinterland towns of Dardanup, Burekup and Roelands to maintain their individual town identities and rural outlook, without becoming part of an urban agglomeration; and
- the site has minimal environmental constraints (remnant vegetation, flood risk, bushfire, mosquitos, storm surge) when compared to other sites that were considered.



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5.4 Industrial Expansion areas

The preferred Industrial Expansion areas were identified through detailed investigations carried out as part of the South West Region Economic and Employment Land Study.

5.5 Investigation areas

These areas are considered to have planning merit as they provide a logical extension of existing urban areas, bound by a defining boundary. However, each of the sites has various constraints that need to be overcome or negotiated before development can progress.

Table 8: Investigation areas and their constraints

| LOCATION | MAJOR CONSTRAINTS TO BE NEGOTIATED PRIOR TO LOCAL STRUCTURE PLANS BEING APPROVED. |
|--|--|
| Shire of Harvey – (portions of lots 5, 100, 101, 104 and 131 Treendale) - major Urban Investigation area | <ul style="list-style-type: none"> • Development to be staged so that it is not commenced before significant development has occurred within the urban expansion area east of Eaton (+2021). • Road access. • Regional open space. • Rail infrastructure. • Subject to detailed district level structure planning being approved by the local government and endorsed by the WAPC. • Rezoning of the land under the Greater Bunbury Region Scheme from Rural to Urban Deferred to Urban. |
| Shire of Capel – Lot 156 Marchette Road, Lot 2 Jules Road and Ducane Road and Lot 155 Ducane Road. | <ul style="list-style-type: none"> • Location and construction of the Bunbury Outer Ring Road. • Remnant vegetation constraints. |
| Shire of Capel - lots 120 and 121 Minninup Road, Dalyellup (formerly Killerby Winery) | <ul style="list-style-type: none"> • Road access. • Regional open space. |
| Shire of Harvey - Lot 42 and 61 Government Road and Lot 7 Waterloo Road, Roelands | <ul style="list-style-type: none"> • Road access. • Rail infrastructure and crossings. • Irrigation channels. |
| Shire of Harvey – Roelands townsite expansion | <ul style="list-style-type: none"> • Road access. • Rail infrastructure and crossings. • Details to be considered and finalised in the local planning strategy. |
| Shire of Harvey – Brunswick Junction townsite expansion | <ul style="list-style-type: none"> • Rail infrastructure and crossings. • Details to be considered and finalised in the local planning strategy. |
| Shire of Harvey – Harvey townsite expansion | <ul style="list-style-type: none"> • Details to be considered and finalised in the local planning strategy. |



The non-residential areas below have considerable development pressure but have significant constraints which require further investigation and negotiation in order to determine their development potential.

| LOCATION | MAJOR CONSTRAINTS TO BE NEGOTIATED PRIOR TO IDENTIFICATION FOR URBAN EXPANSION AND STRUCTURE PLANNING. |
|---|--|
| Lots 4,5,6,7,8,9, Pt12, 17, 25, 26 and 52 Newton and Ince roads, Vittoria | <ul style="list-style-type: none"> • Remnant vegetation. • Road access. • Future rail reserves. • Potential river realignment. |
| Preston Industrial Park | <ul style="list-style-type: none"> • Remnant vegetation. • Road access. • Rail access. |



6. Governance and implementation

It is intended that the Department of Planning and the Western Australian Planning Commission will have an ongoing and lead role in facilitating the implementation of this strategy over the short and medium terms. Cooperation between local governments, government agencies and the private sector will be critical and will actively be encouraged in the implementation of the Greater Bunbury Strategy.

A number of tasks and actions that the Department of Planning will be involved in have been identified to deliver a compact and connected Greater Bunbury (Table 9). The prioritization of these projects is guided in the *South West Planning and Infrastructure Framework*. The final decision regarding government investment and priorities lies with State Treasury.

6.1 Future tasks

Table 9: Future tasks

The Department of Planning will be involved in the following key projects in order to deliver the objectives of the Greater Bunbury Strategy.

| NO. | ACTION | DESCRIPTION | IMPLEMENTATION PARTNERS | TIMEFRAME |
|-----|---|--|---|---|
| 1 | South West Planning and Infrastructure Framework (SWPIF) | Implementation of the SWPIF. Develop and prioritise means of implementation and delivery of key projects for Greater Bunbury. | <ul style="list-style-type: none"> • Department of Planning • South West Region Planning Committee • Infrastructure Planning Committee • Department of Treasury • Bunbury Wellington Economic Alliance • Main Roads Western Australia • Public Transport Authority • Veolia Transport and/or other providers • Chamber of Commerce and Industry • South West Development Commission • Harvey Water • Department of Sport and Recreation • Department of Housing • Department of Education • Local governments • Department of Water • Other relevant service providers | Implementation: Short to long term |
| 2 | Review of local governments' local planning strategies and local planning schemes | Review to ensure that local planning strategies are current and reflect Western Australian Planning Commission policies and the Greater Bunbury Strategy. | <ul style="list-style-type: none"> • Local government • Department of Planning | Short-term |
| 3 | Urban infill implementation plan | Comprehensive investigation and assessment of how urban infill can be implemented and delivered as required to support the growth of a compact and connected Greater Bunbury including: <ul style="list-style-type: none"> • delivery of an effective public transport system; increasing residential densities; quality urban design; accessibility and equitability; forward provision of infill infrastructure to facilitate the plan including sewerage, power, telecommunications and broadband due to aging infrastructure and increased demand, pressure and discharges; water sensitive urban design and stormwater and drainage management to cope with increased hard surfaces, increased flows and effects of climate change; • identification of priority areas; • linkages to activity centres and services; • incentives to reduce private vehicle use; and • mechanisms for infrastructure such as power, water, sewerage, public open space, schools, drainage to be upgraded to be able to cope with the additional population and corresponding demand in infill areas. | <ul style="list-style-type: none"> • Local government • Private developers • Chamber of Commerce and Industry • South West Development Commission • Public Transport Authority • Veolia Transport and/or other providers • Housing industry • Landowners • Department of Water • Western Power • AqWest • Water Corporation | Study: Short-term Implementation: Short to medium term |

| NO. | ACTION | DESCRIPTION | IMPLEMENTATION PARTNERS | TIMEFRAME |
|-----|---|---|---|---|
| 4 | Risk management and mitigation | Comprehensive review of risks and development of mitigation strategies for: <ul style="list-style-type: none"> • climate change; • flooding; sea level rise, building on the work of the Peron-Naturaliste Partnership; and • bush fires; water shortages; emergency planning; and community education programs and awareness raising. | <ul style="list-style-type: none"> • Department of Fire and Emergency Services • Local government • State Government • Federal Government • Private landowners | Study: Short-term Implementation: Short to medium term |
| 5 | Regional open space and areas of environmental significance | Comprehensive assessment and implementation and ongoing funding and management of potential regional open space and areas of environmental significance to protect natural resources and support the growth of a compact and connected Greater Bunbury including: <ul style="list-style-type: none"> • wetlands; • estuary; • coastal dune systems; • water courses; • remnant vegetation; • land acquisition; • long term management responsibilities and funding; • identification of priority areas that could be considered for rehabilitation and ongoing management as part of an environmental offsets program; • district and regional level playing fields; and • the finalisation of the Preston River to Ocean Regional Park and an equivalent regional park established to the north of Bunbury city. | <ul style="list-style-type: none"> • Department of Water • Department of Parks and Wildlife • Local community groups • Local government • Department of Sport and Recreation | Study: Short Implementation: Short to long term |
| 6 | Sub-regional tourism study | Comprehensive assessment and implementation of tourism infrastructure required to support the growth of a compact and connected Greater Bunbury including: <ul style="list-style-type: none"> • accommodation options ranging from caravan parks to hotels; • regionally important attractions; and • heritage signage and trails. | <ul style="list-style-type: none"> • South West Development Commission • Tourism Commission • Local government | Study: Short-term Implementation: Short to medium |
| 7 | Local transport study for Greater Bunbury | Publication and implementation of the study. | <ul style="list-style-type: none"> • Department of Planning • Local government • Main Roads Western Australia • Veolia and/or other service providers • Public Transport Authority • Cycle clubs • Department of Transport | Study: Short-term Implementation: Short to long term |

| NO. | ACTION | DESCRIPTION | IMPLEMENTATION PARTNERS | TIMEFRAME |
|-----|---|--|--|---|
| 8 | South West Economic and Employment and Lands Study | Publication and implementation of the study. | <ul style="list-style-type: none"> • Department of Planning • South West Development Commission • LandCorp • Department of Agriculture and Food | Study: Short-term Implementation: Short to long term |
| 9 | <i>Activity Centres for Greater Bunbury Policy (2012)</i> | Implementation of the <i>Activity Centres for Greater Bunbury Policy (2012)</i> . | <ul style="list-style-type: none"> • Local government • Private developers • South West Development Commission • Public Transport Authority • Veolia Transport and/or other service providers | Implementation: Short to long term |
| 10 | Housing | Comprehensive assessment and implementation of housing required to support the growth of a compact and connected Greater Bunbury including: <ul style="list-style-type: none"> • social housing; • aged care; • housing for people with disabilities; • retirement housing; • affordable housing; and • sustainable housing design including building alternatives to cut and fill. | <ul style="list-style-type: none"> • Local government Department of Housing • South West Development Commission | Study: Short-term Implementation: Short to long term |
| 11 | Bunbury central business district urban design and improvement plan | Development of an improvement plan for the Bunbury CBD including the integration of forward planning for the upgrading of essential services to cater for additional people. e.g increased amounts of sewerage, stormwater, increased power demands, increased demand for telecommunications including: <ul style="list-style-type: none"> • broadband; • increased residential densities; • increased commercial floor space; • flood mitigation; • car parking; • public transport; • quality multifunctional public space; • drainage; • affordable housing; • social housing and housing for people with disabilities; • community services; • signage and way finding between features, key services and tourist attractions; and • creation of an attractive destination. | <ul style="list-style-type: none"> • City of Bunbury • Chamber of Commerce and Industry • South West Development Commission • Landowners | Study: Short-term Implementation: Short to long term |

| NO. | ACTION | DESCRIPTION | IMPLEMENTATION PARTNERS | TIMEFRAME |
|-----|-------------------------------|---|--|---|
| 12 | Water management | Preparation and implementation of a sub-regional water management plan including: <ul style="list-style-type: none"> • management of stormwater and events associated with climate change; • total water cycle management; • surface and groundwater investigations; • mapping of resources, catchment ecosystems and drainage and water dependent environments; • water source planning; and • investigation of major expansion of wastewater recycling at industrial development areas for sewerage as well as industrial waste water for reuse in industry, landscaping, irrigation and other uses deemed appropriate. | <ul style="list-style-type: none"> • Department of Water • Department of Parks and Wildlife • AqWest • Water Corporation • Local government • Harvey Water | Study: Short-term Implementation: Short to long term |
| 13 | Coastal management | Preparation and implementation of a coastal management plan including: <ul style="list-style-type: none"> • taking into account the anticipated impacts of climate change such as rising sea levels, storm surge, effect on biodiversity; and • establish means of ongoing funding and management especially opportunities for local community groups. | <ul style="list-style-type: none"> • Local governments • Department of Environment and Conservation • Local community groups | Study: Short-term Implementation: Short to long term |
| 14 | Basic raw materials | Preparation of a basic raw material strategy for the Greater Bunbury sub-region having due regard to the needs of the South West, Perth and Peel regions. | <ul style="list-style-type: none"> • Department of Planning • Department of Mines and Petroleum | Study: Short-term Implementation: Short to long term |
| 15 | Agriculture | Preparation of an agricultural futures policy to have regard to the future needs for agricultural land resource and identify economic activity opportunities and for long-term food security needs of the State. | <ul style="list-style-type: none"> • Department of Agriculture and Food • South West Development Commission • Bunbury Wellington Economic Alliance • Department of Planning | Study: Short-term Implementation: Short to long term |
| 16 | Environmental offset strategy | Prepare a plan that identifies and locates areas that are suitable for consideration for inclusion in environmental offsets to assist the future development of the South-West region. | <ul style="list-style-type: none"> • Department of Planning • Department of Parks and Wildlife • Department of Water | Study: Short-term Implementation: Short to long term |





6.2 Monitoring and review

This Greater Bunbury Strategy will be reviewed every five years or as circumstances require. The Department of Planning will measure the effectiveness of government policies and monitor investment to deliver the desired outcomes. Land supply will be monitored annually through the Urban Growth Monitor. This will inform review of the Urban Expansion Plan, which will be reviewed at least every five years to respond to significant changes in land supply, population growth and other impacts on the demand for land.

The recently established Office of Land and Housing Supply will provide up-to-date data to inform the review of the *Greater Bunbury Structure Plan 2013*, which will ensure that each successive expansion plan identifies land sufficient to cater for a 10 year buffer to ensure an ongoing pipeline of 15 years land supply. This office was set up by the State Government to provide government with timely information on land and housing supply and clarification on key impediments.

Urban development program

The Department of Planning's Urban Development Program will serve as an evaluation tool to measure the delivery of the key aims of the Greater Bunbury Strategy.

The Urban Development Program aims to deliver:

- a more effective use of urban land;
- better staging of development; and
- prioritisation of infrastructure spending to support priority urban development.

The Department of Planning, through the Urban Growth Monitor will monitor development in Western Australia's urbanised areas including:

- urban zoned land supply;
- consumption of urban zoned land;
- subdivision activity;
- region scheme amendments;
- vacant lot stock; and
- strategic planning in progress.

The delivery of the Urban Development Program through the Infrastructure Coordinating Committee of the Western Australian Planning Commission is underway. The Department of Planning will work with local governments and other stakeholders to identify a series of preferred locations for infill development together with indicative development timeframes; and it will monitor the spatial distribution of new dwellings in relation to those areas identified for intensification.

The Department will also use subsequent census collection periods and data collected by the local governments to validate this information to assess whether the strategic intentions of the Greater Bunbury Strategy are being delivered in terms of population and housing. Other targets will be measured as guided by the State Planning Strategy.



6.3 Performance indicators

The Department of Planning has developed a set of draft performance indicators to determine the suitability of areas for future urban development. All areas identified in the *Greater Bunbury Strategy 2013* that are proposed for rezoning to Urban or Urban Deferred will need to specifically address how they will meet the draft performance indicators against the following criteria.

1. The proposal demonstrates compliance with the Western Australian Planning Commission's planning framework, including any relevant policies and endorsed strategies.
2. The proposed area represents a logical expansion of the urban area and does not result in land use conflict.
3. The land is capable of being provided with essential services and that the expansion of the servicing infrastructure is logical and economically efficient and has the agreement of the service providers with regard to the staging and financing of the infrastructure.
4. The development of the area will not have significant impacts on the environment and natural resources which cannot be appropriately managed.
5. The proposal is able to integrate and provide for regional needs. e.g. movement networks such as road, rail and public transport, and regional social infrastructure such as hospitals and tertiary institutions.
6. The proposed area satisfactorily demonstrates through an employment strategy where the resulting community's employment will be located and the degree of self-sufficiency that could be achieved.





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Glossary

Accessibility: ensuring that all people have access to the necessary opportunities to live a full life and achieve particular tasks and goals. This requires access to resources, services, opportunities, infrastructure as well as addressing barriers to access.

Activity centre: are multifunctional focal points that provide a diverse range of services, facilities and activities. They vary in size and diversity and are designed to be well-served by public transport. Refer to the WAPC publication *Activity Centres for Greater Bunbury Policy*, April 2012, for more information.

Areas in the process of region scheme rezoning: areas currently in the process of rezoning to urban and which have been granted WAPC approval to advertise for development in the short-term.

Brownfield area: an area of urban land that has been previously developed but left abandoned, under-utilised or in need of refurbishment and identified for regeneration.

Dwelling: a habitable residential building.

Economic infrastructure: physical facilities such as roads, rail, ports, airports, reservoirs, reticulated water, sewerage, levees, drainage and irrigation facilities, telecommunications, power generation and electricity and gas distribution.

Greenfield area: a large area of land zoned for urban development usually located on the fringe of an urban area.

Hinterland town: for the purpose of this Greater Bunbury Strategy, the hinterland towns are the existing historic townsites not located on the coast, which include Capel, Brunswick, Boyanup, Roelands, Harvey, Dardanup, Burekup, Cookernup, and Yarloop.

Infill development: the increasing of the number of residential dwellings in established urban areas. This usually takes place on land that may be vacant and/or on land where the existing buildings and infrastructure are in need of significant repair or redevelopment. The density of the infill development is determined by the Local Planning Scheme.

Industrial developed land: land currently zoned industrial and is developed.

Industrial expansion area: areas of rural land identified as potential industrial expansion areas for rezoning in the short to medium term subject to statutory rezoning processes.

Investigation areas: rural land to be investigated for potential rezoning in the medium to long term subject to assessment and the statutory rezoning processes.

Liveability: the attractiveness and particular amenities a community has to offer, including well designed public open space, access to services, access to public transport, connection to community, participation in social and economic life, community identity and cultural development.

Local planning scheme: produced by local governments to identify the range of permitted land uses within specified locations. Local planning schemes must be consistent with the relevant region scheme, which in the Greater Bunbury sub-region is the Greater Bunbury Region Scheme.

Local planning strategy: produced by local governments, contains the strategic plan and policy context of a local planning scheme. The strategy sets out the general aims, intentions and desired outcomes for long-term growth and change, having regard to social, economic and environmental factors. An assessment of the capacity of infrastructure such as water, sewerage, electricity and roads is also usually considered in a local planning strategy. Residential densities and commercial centres may also be identified.

Long-term: for the purpose of this Greater Bunbury Strategy refers to the year 2031 and beyond.

Medium-term: for the purpose of this Greater Bunbury Strategy refers to the period 2021 to 2031.

Self-containment: where there is a sufficient level of goods and services, facilities and employment opportunity to meet the daily needs of the local residents in a mixed-use neighbourhood so that the need to travel to other areas for daily requirements is minimised.



Shared space: where pedestrians, cyclists and vehicular traffic have equal rights to access.

Short-term: for the purpose of this Greater Bunbury Strategy, short-term refers to the period 2013 to 2021.

Social infrastructure: the community facilities, services and networks that help individuals, families, groups and communities meet their social needs, maximise their potential for development, and enhance community wellbeing. They include:

- universal facilities and services such as education, training, health, open space, recreation and sport, safety and emergency services, religious, arts and culture, and community meeting places;
- lifecycle targeted facilities and services, such as those for children, young people and older people; and
- targeted facilities and services for groups with special needs, such as families, people with a disability and Indigenous and culturally diverse people.

Structure Plan: Sub-regional structure plan, District structure plan, Local structure plan, Activity centre structure plan, as defined in the WAPC publication *Structure plan preparation guidelines*, (August 2012).

Transit-orientated development: a planning concept that creates compact, walkable communities centred around high-quality public transit systems and includes a mix of residential, commercial and retail uses within a walkable catchment area.

Urban expansion areas: areas of rural land identified as potential urban expansion areas for rezoning as identified in the Greater Bunbury Strategy and *Greater Bunbury Structure Plan 2013* in the short to medium term (2013 to 2031) subject to statutory rezoning processes.

Urban deferred undeveloped land: land currently zoned 'Urban Deferred' and not yet developed.

Urban developed land: land currently zoned 'Urban' and is developed.

Urban undeveloped land: land currently zoned 'Urban' and not yet developed.

Walkable catchments: the actual area serviced in a 400 metres (five minute) or 800 metres (10 minute) walking distance along the street system from a public transport stop or activity centre.