### Casuarina Vision Plan

<table>
<thead>
<tr>
<th>Revision</th>
<th>Reviewer</th>
<th>Date Issued</th>
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<tbody>
<tr>
<td>14/054-0</td>
<td>ST</td>
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<td>ST</td>
<td>Aug 2015</td>
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INTRODUCTION

Taylor Burrell Barnett (TBB) has been engaged by LandCorp on behalf of the Bunbury Marine Facilities Steering Committee to prepare a Vision Plan for the Casuarina Harbour area (the subject land) within the Bunbury Outer Harbour and Casuarina Harbour.

The subject land is unique in its location and land use potential, providing an array of opportunities for its redevelopment.

This document will explore the redevelopment possibilities within the Bunbury Outer Harbour and Casuarina Harbour, as envisaged by the Stakeholder and Community Reference Groups.

At this early stage in the planning and design process, it would be unreasonable to expect that the Vision Plan will reflect the ultimate development of the site, and therefore the planning process to this point has focussed on exploring an appropriate urban structure for the Precinct, preferred land uses and activities, recommended built form scale, typologies and yields, and their inter-relationship with the public domain. As a result, this is high level concept vision plan, and will be subject to ongoing review in terms of the design meeting required environmental parameters such as flushing and water quality, and economic parameters which have not yet been tested.

View looking north from Marlston Hill over Casuarina Harbour and Indian Ocean
STUDY OBJECTIVES

The Vision Plan for the subject land will be considered in the development of the Marine Facilities Initiatives and in any future structure planning process undertaken over this site.

The Bunbury Marine Facilities Alliance Concept Plan was supported by the City of Bunbury on 12 February 2013 as the basis for defining 33 key initiatives (overleaf). Initiative 7 on this plan identifies an area in the Outer Harbour that has been determined would be suitable to be developed as a commercial marine and tourism precinct.

Under the guidance of the Bunbury Marine Facilities Steering Committee (BMFSC) a Casuarina Vision Plan Sub Committee was established to assist with the strategic planning for Area 7 and prepare a Vision Plan Concept Design (Vision Plan) for consideration.

The objective of this study is the preparation of a Vision Plan that explores options for the delivery of an optimal mix of land use within this Marine Precinct that:

- Takes advantage of the significant amenity afforded by this highly desirable waterfront location;
- Makes best use of existing and planned boating infrastructure and access to Casuarina Harbour to create a commercial marine and tourist hub;
- Acknowledges the existing port related activities and industrial activities being retained adjacent the site in the Outer Harbour by the Southern Ports Authority (SPA) and defines appropriate land uses to reflect these;
- Defines appropriate building envelopes, typologies, form and heights that respect the ongoing operational requirements of SPA;
- Identifies the amount, locations for and function of:
  - boating and marina infrastructure; and
  - public spaces
- Recommends a land assembly pattern resulting from opportunities subsequent to the delivery of the key marine facilities infrastructure that achieves optimal market, and land use development form outcomes; and
- Is implementable, in the context of staged delivery of previously identified infrastructure improvements, ie. Boat launching facilities.
Marine Facilities Initiatives

1. Bunbury and District Power Boat Club. Possible re-location with Koombana Bay Sailing Club subject to suitable boat launching facilities at the KBSRC site and the club merging or rectifying a joint club accommodation arrangement.

2. Improved pedestrian access across the Plug possibly utilizing the disused rail bridge.

3. Improved amenities and carparking adjacent to the Cruising Yacht Club.

4. Additional floating jetties and pens.

5. New large vessel berths.

6. Retain existing moorings and provide transient moorings for short term visitors and emergency use.

7. Masterplanning and development of a commercial marine and tourist hub housing marine industry events including boat lifting, storage, maintenance facilities, walkways and re-fuelling station complemented by food and beverages. The area is envisaged as providing services to the whole marine industry in the region and a point of interest for tourists.

8. Potential for additional finger wharves and pens to support commercial activities.


10. Improved harbour protection from northerly weather by groynes construction.

11. Maintain the current Sea Rescue site and facilities.

12. Interpretive elements to recognize historic jetty and port history.


14. Public promenade on extended rock groynes incorporating viewing, fishing and swimming platforms, dedicated access and public jetty.

15. Improved public amenities and hospitality servicing the promenade and beach and creating a triage between the Dolphin Discovery Centre at the western end of Koombana Bay and the Waterfront precinct at the western end of the bay.

16. Redevelopment by the Dolphin Discovery Centre, with assistance from South West Development Commission, through stage 2 of the tourism precinct, including a small passenger loading finger jetty for tour boats.

17. Coastal protection strategies along Koombana Bay. Subject to coastal outcome.

18. Maintenance of a vibrant working Port with its associated infrastructure.

19. Maintain operation of berths 1 and 2 including Cruise Ship berthing.


21. Multiuse pathways and safe pedestrian crossing points linking marine assets and waterfront activities.

22. Multiuse pathways linking to the City Centre.

23. Protected swimming beach and associated beach recreational activities including beach volleyball, playgrounds and BBQ’s.

24. Bunbury Rowing Club.

25. Ski Beach retained as a base for the ski area.

26. Re-establish ski area.

27. Promotional boating activities in Koombana Bay.


29. Koombana North Mixed Use Precinct by Landcorp.

30. Operational Shipping Channel.

31. Upgraded beach carparks, streetscaping and dune stabilisation.

32. New and improved pedestrian crossover treatments linking outer Harbour to CBD.

33. Causeway road works and foreshore construction.
The subject land comprises approximately 9.9 hectares and is generally defined by the northern extent of the Marine Facilities Initiatives project, Casuarina Harbour to the south, the Outer Harbour to the east and Casuarina Drive (gazetted and private road) to the west (refer Site Analysis Plan).

The subject land is located approximately 1 kilometre north of the Bunbury CBD and comprises the area generally east of Casuarina Drive under the management order of the Department of Transport and SPA.

As a unique site located between the ocean and Casuarina Harbour, within the walkable catchment of the Bunbury CBD, the site has considerable potential for a range of compatible land uses alongside the proposed marine redevelopment that can positively contribute to the locality and assists in delivering the objectives of the Bunbury Marine Facility Steering Committee (BMFSC).

The northern portion of the subject land is used for port-related operations by the SPA and public access to this portion of the subject land is currently restricted. The land is vested to the SPA under the Port Authority’s Act 1999.

SPA will develop a Relocation Plan which will include the relocation of Port operations, lease negotiations, land rehabilitation and transfer of Titles.

The southern portion of the site is used for boat launching ramps and associated parking, boat lifters, boat slipway and boat building and repairs. The land is vested in the Minister for Transport under the Marine and Harbours Act 1981 and under a Management Order and responsibility of the Department of Transport (DoT) for “Harbour Purposes”.

The existing uses immediately surrounding the subject land are predominantly of a water-based recreation nature.

The subject land comprises Crown Land and Crown Reserve, approximately 9.9 ha. The affected landholdings are shown in Table 1 and the Land Ownership Plan below.

### Table 1 - Land Tenure

<table>
<thead>
<tr>
<th>Lot/Reserve</th>
<th>Plan Number</th>
<th>Volume/Folio</th>
<th>Landowner</th>
<th>Approx. Area (hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 1034 of Crown Reserve 43556</td>
<td>P 30632</td>
<td>LR 3127/403</td>
<td>Vested in Southern Ports Authority under the Port Authority’s Act 1999</td>
<td>5.5</td>
</tr>
<tr>
<td>Lot 1035 of Crown Reserve 43556</td>
<td>P 30623</td>
<td>LR 3127/404</td>
<td>Vested in the Minister for Transport under the Marine and Harbours Act 1981</td>
<td>4.4</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>9.9</strong></td>
</tr>
</tbody>
</table>
The relevant objectives of the current gazetted and operational version of State Planning Policy (SPP) 2.6 are to:

• ensure that the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;

• ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;

• provide for public coastal foreshore reserves and access to them on the coast; and

• protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.

The provisions of Clause 5.4 – Building Height Limits apply to the subject land given its location within 300m of the horizontal setback area (i.e. the coastline). SPP 2.6 does not prescribe a maximum height limit and allows for building height controls to be implemented through the local planning scheme and/or Local Structure Plan relating to the land.

SPP 2.6 also includes requirements for development to be undertaken with regard to the possible impacts of sea level change. SPP 2.6 outlines the requirements in terms of the application of coastal foreshore reserves and development setbacks for physical processes. The setback requirements will be determined on a case by case basis.

Exceptions to coastal processes setbacks where development nodes are proposed are permitted under SPP 2.6. When identifying areas suitable for development, consideration is given to strategic sites for coastal access and commercial development that is demonstrably dependent on a foreshore location including ports, boat harbours and regional boat ramps.
**SPP 4.1 STATE INDUSTRIAL BUFFER (AMENDED) (DRAFT) POLICY**

The purpose of SPP 4.1 is to protect and provide long-term security of new industrial areas and uses (including infrastructure), sensitive land uses in proximity to existing industrial areas and the expansion or changes in the operations of existing industry and infrastructure.

SPP 4.1 outlines the importance of defining appropriate buffers to ensure that encroachment of sensitive land uses is managed, minimised and/or avoided. SPP 4.1 is directly applicable to the determination of an appropriate buffer associated with the operations of the existing and future port facility.

**SPP 5.4 ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATIONS IN LAND USE PLANNING**

SPP 5.4 seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development. This Policy applies to the subject land where a proposed new noise-sensitive development is located in the vicinity of an existing port installation facility.

Future land use will be influenced by the closure of current SPA operations. Should the operation of port installation facilities continue, this may result in substantial levels of noise and vibration emission. As such, a detailed noise assessment may be required under SPP 5.4 taking into consideration hours of operation, traffic growth and key activities associated with the facility. This report should also assess the current and future noise impacts from Casuarina Drive, which presently accommodates heavy trucks travelling to and from the Outer Harbour. Necessary mitigation measures will be identified to ensure that a suitable noise level is achieved in any future noise sensitive development.

View looking north-west towards port operations
GREATER BUNBURY STRATEGY 2013

The Greater Bunbury Strategy 2013 has been prepared by the Department of Planning, in close consultation with the wider community of the Bunbury region. The Strategy considers the role of the Strategy study area as a service centre for the South West region and provides necessary land uses to accommodate the expected population of the Greater Bunbury sub-region projected to 2050 through a compact and connected urban form.

Accompanying the Strategy is the Greater Bunbury Structure Plan which identifies Urban Expansion Areas for future urban development, along with several Urban Investigation Areas and Industrial Expansion Areas. A portion of the subject land is identified as ‘Port Installations’ consistent with its reservation under the GBRS and the remaining portion identified as ‘Residual of study area’, consistent with the current Special Use zoning under the TPS No. 7.

ACTIVITY CENTRES FOR GREATER BUNBURY POLICY

The Activity Centres for Greater Bunbury Policy (April 2012) outlines the broad planning and development requirements for new activity centres and the redevelopment and renewal of existing centres within the Greater Bunbury Region. Some of the key focuses and objectives of the Policy are as follows:

- The broad-level definition and distribution of preferred land uses and urban design development criteria for activity centres;
- The coordination of the development of a mixture of land uses with infrastructure planning and delivery;
- The integration of activity centres with public transport to ensure community benefits through infrastructure efficiency and economic benefits of business clusters;
- The reduction in transport energy use and associated carbon emissions; and
- The consolidation of residential and commercial development in activity centres to contribute to a balanced network.

The subject land is located in close proximity to the Bunbury Central Business District. The Policy outlines the functions, typical characteristics and performance targets for this centre.
LOCAL PLANNING FRAMEWORK

CITY OF BUNBURY TOWN PLANNING SCHEME NO. 7

The City of Bunbury Town Planning Scheme No. 7 (TPS 7) outlines the permissible land use and relevant standards pertaining to development within each of its various identified zones. The majority of the subject land is reserved ‘Port Installations’ with the remainder of the subject land zoned ‘Special Use’ – Site No. 10 (Marina - portion of the Outer Harbour adjoining Casuarina Harbour). Special uses as listed under Schedule 2 of TPS 7 relating to the subject land include boat launching facilities, car parking, trailer parking and marina related facilities. Conditions relating to this land are to be determined by Council as per Schedule 2 of TPS 7.

| 10 | Provision of the Outer Harbour adjoining Casuarina Harbour | Boat Launching facilities, car parking, trailer parking, marina related facilities | As determined by Council |

CITY OF BUNBURY DRAFT LOCAL PLANNING STRATEGY AND LOCAL PLANNING SCHEME NO. 8

The City of Bunbury has prepared a draft Local Planning Strategy (LPS) and draft Local Planning Scheme No. 8 (LPS 8) and it is understood that both documents will be released for public advertising in late-2015. The subject land is categorised as ‘Outer Harbour Precinct’ in the draft LPS. Draft LPS 8 identifies the majority of the subject land as being reserved for ‘Port Installations’. The southern portion of the subject land is zoned ‘Harbour Zone’. The purpose, objectives and guidelines that apply to the subject land under the draft LPS and LPS 8 have not been determined at this time and will be informed by this Vision Plan process.

TPS7 Zoning

Casuarina Vision Plan
CITY VISION STRATEGY

The City Vision Strategy (2000) seeks to provide a vision for development of the City of Bunbury, and a vision for the City’s relationship with the Greater Bunbury Region for the next 25 years. The City Vision Strategy Action Plan sets out discrete project or programme initiatives towards implementing the recommendations of the City Vision Strategy and identifies a City Entry Precinct.

The subject land is located within the Central Business District and has the following strategies and value statements as indicated in the City Vision Strategy Action Plan:

- Support structure planning for the Bunbury Port that maximises opportunities for port expansion and minimises impacts on adjoining areas (Eco1.2).
- Actively promote and provide support for the relocation of port facilities and operations from the Outer Harbour to the Inner Harbour and advance planning for the redevelopment of the area (Eco1.3).
- Prepare a plan that provides for improved physical and visual connection of the CBD to the water and foreshore areas of the Outer Harbour, Koombana Bay, Leschenault Inlet and Ocean Beach and the continuous improvement of recreation and other associated community facilities (Soc2.1).
- Ensure that the City of Bunbury Municipal Inventory of Heritage Places is up to date and where appropriate, provisions are included in the City’s Local Planning Scheme to manage heritage values (Soc3.1) (e.g. Old Timber Jetty).
- Proposals for development of the Outer Harbour will need to address issues associated with an entry statement into the City; public access; provision and management of regional and local open space; visual impact particularly height, bulk and architectural theme; traffic generation and management; interface with existing uses; and competition from competing uses including civic and cultural (Env4.1).

LANDSCAPE CHARACTER STRATEGY

The City of Bunbury Landscape Character Strategy (2010) identifies character elements and provides guidance on built form and landscaping. The subject land has not been specifically included in the Landscape Character Strategy, however the character mapping for the adjacent areas of Marlston Hill and Marlston Waterfront have noted linkages to the project area that are compatible with the BMFSC’s vision.

Valuable landscape character elements that should be considered in any future development of the subject land include the ‘Three Waters’. The ‘Three Waters’ are the City’s most valuable landscapes, and together should be promoted as the city’s greatest asset to lifestyle and amenity.

LOCAL PLANNING STRATEGY FOR ACTIVITY CENTRES AND NEIGHBOURHOODS

The City of Bunbury Local Planning Strategy for Activity Centres and Neighbourhoods (LPSACN) (2007) seeks 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.”

LPSACN identifies the southern portion of the subject land as being within the Strategic Regional Centre Boundary. The LPSACN identifies that there is likely to be demand for a significant amount of additional commercial floorspace over the next two decades, with a figure of up to 115,000 m² being quite possible. The LPSACN also specifies that maintaining the supremacy of the CBD should be a priority as future development occurs in the City. The LPSACN therefore advocates maintaining unrestricted development potential in the CBD as a general principle.
LOCAL PLANNING STRATEGY FOR TOURISM

The City of Bunbury’s Local Planning Strategy for Tourism (LPST) (2009) seeks to encourage development that will assist Bunbury in realising its potential as a major tourist destination for domestic, interstate and international visitors.

Whilst the Outer Harbour has limited value as a Strategic Tourism Location (STL) at the present time, the eventual relocation of port related infrastructure from the area presents significant future opportunity which is expected to be explored as part of the Bunbury Waterfront Project. The potential offered by existing infrastructure and attractions (including the Jetty Baths and BP Beach) needs to be sympathetically incorporated into any future proposals.

Table 2.8 of the LPST identifies the Outer Harbour as being a prominent destination node and place of visitor interest and provides a summary of its key attributes. An extract of Table 2.8 from LPST relevant to the subject land is included in Table 2 below.

Table 3.8 of the LPST provides a summary of the preferred, permissible and discouraged uses for the subject land (extract in Table 3 below).

LOCAL PLANNING STRATEGY FOR HERITAGE AND CHARACTER

The City of Bunbury Local Planning Strategy for Heritage and Character (LPSCH) (2007) seeks to establish the methods by which the City of Bunbury:

- conserves places and areas of cultural heritage significance;
- ensures that development does not adversely affect the significance of heritage places and areas;
- ensures that heritage significance is given due weight in planning decision-making; and
- provides certainty to landowners and community about planning processes for heritage identification, conservation and protection.

There is no existing built heritage within the subject land; however, the Silos heritage redevelopment area is located to the south-east of the site. The redevelopment of the Silos area has occurred with the construction of new buildings demonstrating contemporary architecture. The development of the subject land should respect and co-ordinate with the existing built form context.

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### Table 2: Prominent destination nodes and places of visitor interest (LPST)

<table>
<thead>
<tr>
<th>Destination Nodes/ Areas of Visitor Interest</th>
<th>Accommodation</th>
<th>Access</th>
<th>Attractions</th>
<th>Activities</th>
<th>Amenities</th>
<th>Special Attributes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outer Harbour</td>
<td></td>
<td>Main road connection to CBD</td>
<td>Ocean Views</td>
<td>Fishing</td>
<td>Boat launching facilities</td>
<td>Significant redevelopment opportunity for tourism following relocation of Port Authority.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cruise Ship docking facilities</td>
<td>Jetty Baths</td>
<td>Boating</td>
<td>Swimming/surfing</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Boat Mooring Area.</td>
<td>Marlston Tower</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>BP Beach</td>
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</tbody>
</table>

### Table 3: Tourism Related Uses within the Outer Harbour STL (LPST)

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Preferred</th>
<th>Permissible</th>
<th>Discouraged</th>
<th>Key Design Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short-Stay</td>
<td>Hotel/Motel</td>
<td>Hotel/Motel</td>
<td></td>
<td>Height &amp; External Appearance (from outside site)</td>
</tr>
<tr>
<td>Accommodation</td>
<td>Short Stay Multiple Units</td>
<td>Short-Stay Grouped Units</td>
<td>Backpackers</td>
<td>Climatic Factors (wind &amp; sea spray)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ground Contamination</td>
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<tr>
<td></td>
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<td>Parking &amp; Access</td>
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<td>Permeability</td>
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<td></td>
<td></td>
<td>Interface with Central STL</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Interrelationship with Cruise Ship Docks</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>CPTED</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Public Space &amp; Public Access</td>
</tr>
<tr>
<td>Activities/Amenities</td>
<td>Shop Restaurant Lunch Bar Tavern</td>
<td>Office (service)</td>
<td>Restricted Premises</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Theatre</td>
<td>Betting Agency</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Nightclub</td>
<td>Cinema</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Reception Centre</td>
<td>Club Premises</td>
<td></td>
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<td></td>
<td></td>
<td>Exhibition Centre</td>
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</tbody>
</table>
A Recreational Boating Facility Demand Study for Greater Bunbury Region (GBR) was undertaken by the Department of Transport in 2014. The study has assessed the present and potential future demand for recreational boating facilities to 2040 to ensure that the level of facilities proposed is sufficient to cater for the likely demand over the required planning timeframe. It is acknowledged that there is a significant shortfall in small craft facilities and infrastructure in the region.

For the purpose of this study, small craft includes both recreational and commercial vessels (powered and non-powered) within the range of 7.5 to 30 metres in overall length. There are approximately 30 commercial vessels registered in GBR and this number is not expected to increase at the same rate as the growth in recreational boat numbers. There is a presumption that vessels under 7.5 metres are trailerable and launched from boat ramps.

The GBR is serviced directly by a small number of mooring facilities and several small boat ramps. Semi sheltered mooring facilities are located at:

- Casuarina Harbour in Bunbury – approximately 60 pens and 40 swing moorings and provides a substantial boat launching facility with the only direct ocean access;
- Bunbury Yacht Club (located in the Leschenault Inlet) – approximately 60 pens;
- Pelican Point canal estate – (approximately 70 jetty moorings);
- Koombana Bay Sailing Club swing moorings; and
- Leschenault Inlet other – approximately 15 berths.

The South West Region also has two other small craft harbours:
- Port Geographe in Busselton (approximately 260 pens); and
- Augusta Boat Harbour (approximately 50 pens).

In addition to the above, privately operated boating clubs should be encouraged to cater for their own demand and provide facilities including moorings and launching facilities.

The study predicts that approximately 500 new boat moorings (or equivalent) be established in the GBR as soon as possible and by 2030, with expansion capacity for a further 350+ boat moorings (or equivalent) beyond 2030.

Casuarina Boat Harbour has the ability to accommodate pen expansion to an ultimate capacity of 420 boat pens (representing an additional 350 boat pens above existing capacity), 6 ramp lanes and 300 trailer bays (3.8ha), provision of dry boat storage facility for around 400 powerboats (0.65ha), provision of boat lifter and associated onshore vessel parking and maintenance area (1.2ha).

The balance of pen capacity can be met through private marina proposals which have the ability to accommodate up to 200 boat moorings.

**Bunbury Marine Facilities Initiatives**

The Bunbury Marine Facilities Alliance was formed in 2012 to coordinate a Marine Facilities Plan which covers the Leschenault Inlet, Koombana Bay and Casuarina Harbour. The main outcome of the plan is to provide for a vibrant marine industry for the region. Central to the plan is the redevelopment of marine facilities in Casuarina Boat Harbour and development of a 250 boat marina at the Koombana Bay Sailing Club to cater for the demand in boat pens and a commercial marine and tourist hub at Casuarina Harbour housing marine industry assets including boat lifting, storage, maintenance facilities, slipways and refuelling station complemented by food and beverage.

This area is envisaged as providing services to the whole marine industry in the region and a point of interest for tourists. The plan also identifies the potential for additional finger wharves and pens to support commercial activities within Casuarina Harbour associated with current DoT operations. The Bunbury Marine Facilities Alliance Concept was supported by the City of Bunbury at the 12 February 2013 Council Meeting.
Furthermore, with the announcement of the Marine Facilities Initiatives for a new Marina Development by Koombana Bay Sailing Club, additional floating jetties and pens in Casuarina Bay and planned mixed use developments at Koombana North, Marlston North, the waters of Bunbury have high potential to evolve into a Mixed Use Marine and water playground that will provide a greater diversity of active and passive recreational, boating, and outdoor leisure opportunities on the doorstep of the Bunbury CBD.
Examination of the study area gives rise to the identification of a number of issues and opportunities that require consideration when formulating a Vision Plan for the precinct. The key elements of this analysis are outlined in the Issues and Opportunities Plans overleaf.
Land for marine-based uses to be considered within the northern portion of the subject land (affected by port-operational buffer) currently under the management of the SPA. Support for mixed-use development created with high-quality public spaces may enable the best opportunity to create a successful waterfront destination.

**LEGEND**

**ISSUES**
- Distance from critical mass of Marlston Waterfront retail/commercial node (7-10 minute walk)
- Area available for mixed-use development (approx. 4.2 ha) is about 1.0 ha larger than existing Marlston Waterfront.
- Nature and extent of compatible land use interface between mixed-use site and marine operations site to be considered.
- Site remediation requirements to be determined.
- Service infrastructure requirements to be considered.
- Quantity and timeframes for non-residential land uses will influence mixed-use site design.
- Sea spray impact zones, implications and solutions to be considered.
- Impact of sand blow/drift on site development and amenity to be considered.
- Port-operational buffer (300m) associated with port related activities.

**OPPORTUNITIES**
- Create a point of difference to CBD and Marlston Waterfront as a hospitality and tourist destination.
- Mixed-use site enables staging and future-proofing of various development opportunities and intensification.
- Marine science and aquaculture education facility to be considered.
- Provide land uses and facilities along Casuarina Drive that respond to the impact of spray and sand blow/drift.
- Optimise linkage between food and beverage node(s) on mixed-use site and Marlston Waterfront.
- Incorporation of residential in appropriate locations to be considered.
- Marine site requirements for chandlery, club facilities, fuelling, boat lifting, boat storage and stacking, sales/brokerage, charter operations and commercial fishing to service the region and provide employment.

Above: Creating a waterfront experience with a variety of retail, commercial, residential and marine opportunities.
Establishing a new breakwater and relocation of the existing boat ramp and trailer parking facilities and marine infrastructure will support the necessary growth of the marina and will accommodate the incremental growth of marine facilities and boat pens.

ISSUES

- New boat ramp and trailer parking area to be operational before closure of existing facility.
- Funding and staging of possible new outer breakwater to be determined. Design to ensure appropriate environmental parameters such as flushing and water quality achieved.
- Need for, and role of, possible development site associated with new outer breakwater to be determined.
- Integration of future jetties and marina infrastructure with mixed-use site to be considered.

OPPORTUNITIES

- Marine site requirements for chandlery, club facilities, fuelling, boat lifting, boat storage and stacking, sales/brokerage, charter operations and commercial fishing to service the region and provide employment.
- New breakwater resulting in improved safety and facilitating greater opportunities for compatible land development.
- Optimise development synergies between marine site and mixed-use site.
- Facilitate the incremental growth of marina facilities to service demand of the Greater Bunbury Region.
- To provide opportunities to accommodate Southern Ports Authority’s Line and Pilot Boat facilities as well as Sea Rescue.

Above: Creating a functional boating and marine precinct to cater for a variety of needs.
Movement infrastructure in the study area will require upgrading in order to accommodate the role of the development as a mixed-use and marine centre.

**ISSUES**

- Casuarina Drive needs upgrading and formalisation to accommodate precinct’s new mixed use marine role.
- Casuarina Drive requirements for port-based traffic and sand-maintenance to be determined.
- Minimise potential movement and access conflicts between port/marine-generated traffic and mixed-use site traffic.

**OPPORTUNITIES**

- Pedestrian/cycle pathways to be provided between site and existing paths.
- Provide high-quality water-edge walkway/promenade.
- Protected water-edge beach path.
- Access and movement through mixed-use site to be legible, with opportunity for water vistas.
- Parking areas should be easy to find and should have minimal impact on the waterside amenity and be mindful of potential geological/geotechnical constraints.

**LEGEND**

- Red lines indicate issues.
- Yellow lines indicate opportunities.

Above: Creating streets and waterfronts that focus on pedestrian and cyclist amenity.
MOVEMENT ISSUES AND OPPORTUNITIES
Create a new public domain with a variety of hard and soft public spaces within the subject land (limiting exposure to the elements, where possible), that engage with the water’s edge and the surrounding Casuarina Harbour and Back Beach environs.

Above: Creating a waterfront public realm that is safe and enjoyable during the day and night

PUBLIC DOMAIN: ISSUES & OPPORTUNITIES

LEGEND

ISSUES
- Integrate with ‘Harbour Landscape Study’.
- Impact of sea winds impacts on pedestrian/cycle amenity along Casuarina Drive.
- Ability/extent for mixed-use site to integrate with Casuarina Beach to be determined.

OPPORTUNITIES
- Improve the pedestrian/cycling amenity of Casuarina Drive and harbour foreshore.
- Casuarina Beach water play facility as key recreation and activity-link feature.
- Public spaces located and designed to minimise exposure to sea winds and engage with water edge.
- A variety of hard and soft spaces would add interest and character to the mixed-use site.
- Widen Casuarina Beach to improve recreation amenity and facilitate wind-protected pathways.
- Incorporate heritage elements, interpretations and information.
Given the waterfront context, areas of the subject land have exposure befitting landmark building development. The interface with the water in particular offers the opportunity to create a ‘sense of arrival’ to the development.

Creation of a building scale that accommodates higher densities should be done to limit any negative impact on the study area environment and the surrounding context.

**LEGEND**

**ISSUES**

- Building height and bulk needs to be sensitive to environment and context considerations.
- Building design needs to minimise wind and shadowing impacts on public domain.
- Buildings/structures required for port/marine operations to be addressed.

**OPPORTUNITIES**

- Iconic/feature water-edge food and beverage pavilion building(s).
- Landmark building/structures at key locations to announce mixed-use destination area.

Above: Buildings that enable land uses and people to engage with the waterfront and public realm
The Casuarina vision is to create an inspiring leisure destination that elevates the Bunbury experience.
The Vision Plan design is guided by the destination drivers defined during community consultation (refer below) and in keeping with the City of Bunbury’s strategic aspirations for the Precinct as a Marine and Tourist Hub with an appropriate mix of land use and built form outcomes.

The Precinct, through the Vision Plan, seeks to build upon the vitality and excitement of the various redevelopment and revitalisation projects currently underway and planned for the area, whilst capitalising on the ambience of the Casuarina Harbour and ocean setting.

The building scale and active edges proposed in the Vision Plan are qualities that also build on the recent revitalisation of Marlston Hill and Waterfronts and Koombana North, and in the near future, the wider foreshore areas of the Inlet, Harbour and Bay.

The urban design and public realm will represent a fresh interpretation on the traditional urban fabric of Bunbury, with landmark buildings, a strong recreational and land use nexus and celebrate Bunbury’s connection to the water with a marine and boating hub to service Bunbury and its hinterland.

The redevelopment of the Precinct will create a significant destination for Bunbury, its hinterland and the state.

It is envisaged that the redevelopment will be complimented by a number of additional mixed-use, marine and recreational redevelopment opportunities at Casuarina Harbour and the Koombana Sailing Club, Koombana North and Marlston North, which together will facilitate the creation of a world-class Bunbury Waterfront.
The early construction of a new breakwater enables the relocation of the existing boat launching facility and the subsequent development of a new marine precinct, mixed-use precinct and Casuarina Harbour facilities.

Development of a new marine and boating precinct with servicing and commercial facilities to support local and regional needs, and optimise local business and employment opportunities.

Provision of a regional boat-launching facility, and associated parking, to maximise the benefits of the location for the boating-community.

Accommodation of marine-focussed and tourism-based retail/commercial operations and infrastructure, closely integrated with the marine precinct.

Development of a vibrant, appealing mixed-use precinct with opportunity for hospitality, retail, commercial, leisure, living and tourism uses that compliment Bunbury’s CBD and Marlston Waterfront.

Creation of an attractive, enjoyable waterfront experience, supported by a variety of connected public spaces that contain different socialising and leisure activities.

Upgrading and widening of Casuarina Beach to enable a variety of public space and water-based activities, and a high-quality pedestrian/cyclist environment.

Casuarina Drive upgraded to provide a safe, attractive movement environment and measures to minimise dunal sand-drift.

The new mixed-use precinct and Casuarina Beach areas will be well-connected to the upgraded BP beach environs.
The Vision Plan is based on four strategic planning principles that specifically guide the development of the precinct. These are the major concepts which deal with the overall patterns of development, the character of the place, and the special opportunities of the location. The principles also serve as the design rationale for the Vision Plan.

Creating a Comprehensive Marine Precinct
The site’s waterfront location provides a unique opportunity to create a marine precinct for recreational boating infrastructure, commercial and employment opportunities within calm and protected waters.

Building on the Setting
The special qualities of the precinct’s context should be used as a foundation for the development.

Creating a Vibrant, Attractive Destination
Optimise the appeal of the precinct as a great place to stay and visit, with a focus for public life, a new and improved public realm and good connections to its surrounds.

Connecting with the City
The precinct should be well connected and an integral part of the Bunbury CBD, promoting an excellent level of pedestrian and cycle access to and from the precinct.

VISION PLAN PRINCIPLES

KEY DESIGN DRIVERS

- Provide an appropriate development transition from the Marine Precinct to the Marlston Waterfront and CBD.
- Provide a point of difference to other place destinations in Bunbury.
- Provide a range of public domain activities for different interests.
- Land uses that stimulate and enhance the waterfront experience.
- Enable effective operation and staging of marine and marina facilities.
- Design of buildings and public domain to heighten the precinct’s appeal.
- Strengthen the visual and physical connectivity to Marlston Waterfront.
- Provide for the boating needs and associated infrastructure of the Bunbury community.
The special characteristics of the setting should be used a basis for development.

The objectives for the setting are:

- Optimising the site’s physical location at the juncture of the Indian Ocean, Casuarina Harbour and Koombana Bay.
- Showcasing the site’s waterfront amenity as an innovative example of compact inner-city development.
- The precinct’s spectacular views of the ocean, Casuarina Harbour, Koombana Bay, Marlston Hill and the Bunbury Port should be respected and utilised.
- The physical and activity linkages to other destinations on the Bunbury waterfront, (such as the CBD, Marlston Waterfront, Marlston Hill, and Causeway) should be respected and enhanced where possible.
- The precinct provides the opportunity for a range of employment and entertainment opportunities in close proximity to the CBD.
- Providing the opportunity for the unique industrial characteristics of the site to be celebrated through the redevelopment of the site.
The public realm, including waterfront edges, streets, and walkways, should be planned and designed to be memorable and lively.

The key built form and public space objectives are:

- To create a flexible and dynamic waterfront edge that can be used for a range of functions and can be used as a key reference point of the project and major focus for the Bunbury community.

- Promoting building heights and scale designed to create a pleasant experience at the street level whilst optimising opportunities to capture views of the ocean, bay waterfront and City.

- To develop a central piazza space as an area that can be used for a range of functions. The piazza will be able to accommodate a variety of functions ranging from individual relaxation to use by groups of people.

- To provide opportunities for people to interact with the water in a variety of ways.

- To create a diverse range of public spaces for different uses with character that will provide amenities for residents, visitors, boating community, and workers alike.

- To incorporate art into the public realm that reflects the history of the site as well as adding interest.

- Encourage and provide places to socialise and enjoy Bunbury’s outdoor lifestyle through opportunities for cafes, restaurants and shops.

- Promote mixed use developments with vibrant hospitality and retail activities to foster a sense of belonging and community feel.
The precinct's marine context should be celebrated and strengthened through the provision of land use that enhances the opportunities for new marine infrastructure and optimise the water-based location and good access to marine-related uses.

To optimise the benefits of the Marine context, the Vision Plan proposes the following:

- To create sheltered waters for boat mooring, launching and pens through the introduction of a new breakwater.
- To develop a boating hub for the Bunbury community comprising boat launching and mooring facilities as well as marine servicing and maintenance infrastructure and commercial marine opportunities.
- To provide opportunities to accommodate SPA’s Line and Pilot Boat facilities as well as Sea Rescue.
- Encourage and provide opportunities for commercial marine operations within the precinct.
- To provide up to 300 trailer parking bays to service the six boat launching ramps ultimately planned to service the Bunbury community.
- To establish opportunities for marine-based employment within the Precinct.
Located adjacent the Bunbury CBD, the precinct should be well connected and an integral part of the wider CBD area promoting integration through land use, movement and visually through views and vistas.

To integrate well with the Bunbury CBD, the following elements have been provided for in the Vision Plan:

- To provide improved pedestrian connections along Casuarina Drive and Casuarina Beach, connecting with the CBD, Marlston Hill and the Back Beach.
- To provide for destinations along the waterfront and to the CBD to be connected.
- To provide for land uses that complement the Bunbury CBD and reflect the maritime connections to the City.
- Provide the opportunity for key views of the CBD, Koombana and Casuarina Bays and the ocean to be reinforced though the development pattern.
The urban design framework focuses on the overall planning and design context and is a guiding set of principles which allows flexibility to manage the expectations for the site using a set of parameters detailed below.
An appropriate land use framework for the mixed use precinct is required to set the scene for the physical development of the area.

With the exception of the marine infrastructure, it is difficult for the Vision Plan to specify the exact mix of uses that should be established in the precinct. Market demand for commercial uses fluctuates over time and retail and food and beverage will be driven by the success of the development as a destination and the ability to establish visitor and resident numbers.

The land currently exists as Crown Reserve, proclaimed under the Marine and Harbours Act under direct control of the Minister for Transport.

Given the timeframe for development of the site is unknown, it is not possible to predetermine the types of commercial uses and the amount of floorspace that should be established at this point.

Therefore, the Vision Plan provides a framework for the variety of land uses that could be established over time. Priority should be given to the relationship of ground floor uses and building design with the public domain to ensure that considerations such as space activation and passive surveillance are optimised.

Future refinement of the land use framework for the site should pursue a policy of mixed-use development in the precinct that would achieve a sustainable environment integrating living, working and leisure.

The Vision Plan will be subject to commercial feasibilities and market research as well as detailed site investigations to understand the implications of the site conditions prior to committing to a final land use configuration.
Above: Creating a place where visitors and residents can enjoy an appealing waterfront experience

LAND USE

LEGEND

L1 Residential-hotel development, with ground-floor tenancies that predominantly focus on marine-oriented retail and commercial offerings.

L2 New community multi-use facility building, with private outdoor area, incorporating charter/tour facilities.

L3 Residential and/or hotel development that also includes public parking.

L4 Food & beverage and retail outlets focussed along the waterfront and piazza building edges.

L5 Commercial and office floorspace opportunities throughout the precinct.

L6 Shelters and food & beverage pavilion(s) extending along the promenade.

L7 Water-edge cafe, with good links to western carpark and path network.
LAND USE

RESIDENTIAL/SHORT STAY
An approximate residential dwelling yield up to 675 dwellings has been estimated for the Vision Plan based on the physical capabilities of amalgamated sites having regard for the built form characteristics outlined further in this section of the report.

Based on the estimated residential dwelling yield, the precinct could accommodate in excess of 1,350 new residents, a significant increase to the residential population within close proximity of the CBD.

A fundamental element of the Vision Plan is that residential development interacts with the public realm by optimising passive surveillance through the orientation of openings and balconies.

Other residential land use objectives include:
- Providing a variety of housing types to cater for the needs of a diverse residential population.
- Providing for the staged delivery of residential sites to respond to market demand and opportunity.

COMMERICAL/RETAIL
It is important to recognise that the mixed-use character of the precinct creates the opportunity for wide variety of commercial and retail uses that are compatible with residential and the marine precinct. For the purposes of determining a spatial arrangement for non-residential land uses, a moderate level of floorspace provision has been identified.

Approximately 9,000m² NLA has been suggested for the precinct. The non-residential floorspace opportunity will require thorough analysis to inform detailed design at future planning stages. Commercial and retail land uses should be complimentary to the CBD, whilst:
- having regard to the potential impact on the CBD; and
- be based on retail self sustainability containment and have regarding to the tourism opportunities afforded by this unique destination.

In terms of location, commercial/retail floorspace should be promoted to be on the ground floor adjacent (and/or over) the waterfront and piazza in the first instance.

Marine-related commercial land uses are encouraged adjacent to the boat and trailer parking area and within the Marine precinct to the north (in addition to the estimated 9,000m² NLA).
### Indicative Development Yield Scenarios

<table>
<thead>
<tr>
<th>Lot</th>
<th>Lot Area (approx. m²)</th>
<th>Non-Residential</th>
<th>R100</th>
<th>R160</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>NLA m² (GLA m²)</td>
<td>Parking Bays</td>
<td>Area (m²)</td>
</tr>
<tr>
<td>1</td>
<td>4,837 (2,375)</td>
<td>1,900</td>
<td>114</td>
<td>3,990</td>
</tr>
<tr>
<td>2</td>
<td>1,260 (2,000)</td>
<td>1,630 (3,360)</td>
<td>96</td>
<td>3,360(8)</td>
</tr>
<tr>
<td>3</td>
<td>8,179 (3,125)</td>
<td>2,500</td>
<td>150</td>
<td>5,250 (+3,360)</td>
</tr>
<tr>
<td>4</td>
<td>5,322 (625)</td>
<td>500</td>
<td>30</td>
<td>1,050</td>
</tr>
<tr>
<td>5</td>
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<td>120</td>
<td>4,200</td>
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<tr>
<td></td>
<td>Total</td>
<td>26,615</td>
<td>8,500</td>
<td>10,625</td>
</tr>
</tbody>
</table>

**Assumptions:**

1. NLA = GFA × 80%
2. 75m² NLA average dwelling size
3. R100 Plot Ratio is 1:1.25
4. R160 Plot Ratio is 1:2.0
5. Residential Parking: 1.5 bays/dwelling
6. Non-Residential Parking: 6 bays/100m² NLA
7. 35m² per car bay
8. Parking bays required for Lot 2 are provided within Lot 3
9. Non-Residential Levels = (GFA + Parking Area) divided by (Lot Area – 10%)
10. Residential Levels = Dwelling Yield divided by (Building Perimeter dimension divided by 10m) plus Parking Area level
11. Does not take into consideration parking capacity for adjacent boat pens.
The building heights and scale proposed under the Vision Plan are designed to create a pleasant experience at the street level whilst optimising opportunities to gain views of the ocean, harbour, bay and CBD and to facilitate a development yield appropriate for this unique precinct.

The Vision Plan proposes buildings with 2-5 storey podium building form at the public domain edges, with opportunity for taller buildings ranging from 8 to 12 storeys that have upper levels set back and designed not to dominate the adjacent public realm. There is the potential for three landmark 13-storey buildings at the edges of the precinct, subject to consideration under the bonus performance criteria (to be developed in the future project approval phases).

Taller buildings have generally been placed along the periphery of the precinct adjacent water, where surrounding development is well set back and unlikely to be impacted by overshadowing and/or overlooking.

Pavilion buildings with height up to two storeys are proposed along Casuarina Bay to sit within the landscaped setting.

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Above: Providing buildings of different scales that enable people to engage with the waterfront
Casuarina Vision Plan
BUILT FORM – HEIGHT AND SCALE

LEGEND

B1 Marine-oriented retail and commercial tenancies have the opportunity to front the boat-ramp carpark and the internal street.

B2 Parking component of mixed-use buildings providing a buffer to boat wash-down area for residential dwellings.

B3 Building scale and massing designed to enhance public realm experience, perhaps with heights of 3-5 storeys at most public-realm edges.

B4 Consideration for taller building elements to be perhaps 8-12+ storeys, subject to implications for over-shadowing, wind impacts, public realm amenity, land-use context compatibility, and contextual view-sheds.

B5 Sculptural shelter feature, creating enclosure and a gateway for the piazza.

B6 Three key over-water buildings designed with a quality and unity to stand out in key vistas from land and water.

B7 Possible opportunity for some internal, climate-controlled retail/commercial space as part of pedestrian links.

B8 Prominent building designed to create an interesting, attractive point-of-arrival focus for the Precinct.

B9 Pavilions, kiosks and shelters designed as sculptural and lighting features.

Creating waterfront buildings with high-quality architecture

Above: Promoting a waterfront with interactive mixed-use buildings and iconic pavilion buildings
The considerations for traffic and transport elements in the Precinct will need further refinement and detailed assessment as part of subsequent planning phases.

Key movement objectives considered in development of the Vision Plan include:

- The upgrade of Casuarina Drive to provide sufficient capacity for vehicle movement to/from the mixed-use site and through to the Marine Precinct and Outer Harbour.
- Provision of high quality pedestrian infrastructure and environment within and adjacent to the Precinct.
- Safe and convenient connections for pedestrians to the waterfront and various attractions located along the foreshore.
- The provision of optimal parking without comprising the built form and public realm objectives for the precinct.
- The provision for the servicing of hotel, food and beverage uses (i.e. delivery of goods and rubbish removal) and emergency service requirements.

WALKING AND CYCLING

In order to establish a connected system within the mixed-use site that allows for safe and legible pedestrian movement and supports ground floor retail use, footpaths are proposed along both sides of all streets supplemented by the creation of shared surfaces to public roads within the Precinct. Road design should reduce vehicle speeds, support the requirements of the Outer Harbour and Marine Precinct whilst allowing for safe pedestrian and cyclist linkages to the new breakwater.

PARKING

The relationship between land use yields and parking provision is important to consider in the next phases of implementing the Vision Plan. The parking ratios applied for the purpose of the Vision Plan are a guide only to provide an indication of order of magnitude as follows: 1.5 bays/dwelling residential and 6 bays/100m² NLA for non-residential parking. This is consistent with other inner city developments within the Perth Metropolitan area.

The Vision Plan assumes that parking for development sites will be located away from street edges and will generally be accommodated within the building, within basement and/or upper level parking levels.

On street public parking has been proposed along Casuarina Drive and within the public street network. There is also an opportunity to formalise beach parking at Back Beach west of Casuarina Drive. Any parking along Casuarina Drive is subject to further detailed investigation.
MOVEMENT AND PARKING

LEGEND
- Public On-street Parking
- Public On-site Parking
- Bus Stop
- Main Pedestrian Pathway

Casuarina Vision Plan
MOVEMENT

Above: Optimising the ability for visitors and locals to use and enjoy the waterfront

LEGEND

M1 Terminus of Casuarina Drive relocated to accommodate new marine-site and breakwater requirements.

M2 Extension of pedestrian/cyclist pathway from the mixed-use precinct to the new breakwater, with consideration for a safe link entirely along the water edge.

M3 Main mixed-use site street, with parking bays and wide footpaths.

M4 Location for tourist-bus bays, close to commercial-tourist vessel jetty, with bus lay-over possibly within boat-ramp carpark or on Casuarina Drive.

M5 Central open-air public carpark for short-term parking use.

M6 Integrated public boardwalk providing access to jetties.

M7 Casuarina Drive upgraded with new carriageways, safe on-street parking, paths and landscaping.

M8 Possible wide promenade, helping to provide safe, easy movement in a high-use environment.

M9 Upgraded parking areas on western side of Casuarina Drive.
PUBLIC DOMAIN

The public domain will play a significant role in creating a strong visual setting and identity for the Precinct. The identity will build upon the strong local sense of place, drawing inspiration from the surrounding coastal environment.

Trees should dominate the precinct, providing protection and shelter along all streets. Casuarina Drive and internal streets/parking will feature high-quality landscaping, contributing to a safe and friendly pedestrian experience.

KEY PUBLIC SPACES

The key public spaces will be an activity hub for the local community and visitors, which will feature soft landscape treatment integrated with built form. The western-most public space will be an area sheltered from the wind offering views across the harbour and beach. The central piazza will be a flexible, protected space for outdoor events and activities and will be lined with opportunities for retail and mixed use development to create a high level of activity. The easternmost public space is north-facing providing a vista that joins the two water bodies of the ocean and harbour.

BEACH-SIDE PARK

The beach-side park will feature revegetated dunes and formal open spaces to complement the widened Casuarina Beach area. Shelters and food & beverage pavilions will extend along the promenade, designed as sculptural and lighting features.

PROMENADE SPACE

The promenade square will comprise waterside walkways/boardwalks that provide for a variety of waterside experiences.

Appropriately located landings and destination points will be constructed to provide the community with areas to enjoy the water either in a passive sense, or in a more active way. The promenade space would be edged by shops and cafes and have upper floor residential overlooking the space.

BOARDWALK

The Vision Plan provides public access to the water through a boardwalk surrounding the buildings that protrude over the water. These boardwalks will connect with the promenade space along the water’s edge.

ENHANCED BEACH AREA

The enhanced beach area will provide informal recreation space and support some active recreational uses including swimming and fishing through the widening of the beach to create permanent sand areas. The beach area will provide generous space for recreation and community events, with the opportunity for kiosks and food and beverage outlets at the upper level.
Above: Creating a public realm that enables people to enjoy
the waterfront in different ways

LEGEND

P1 High-quality landscaped areas along Casuarina Drive.
P2 High-quality landscaping of internal street and parking area.
P3 Small green-space, opening up the water view, that could incorporate cafe dining.
P4 Well-treated water-side walkways and boardwalks providing extensive waterside experience and linking the series of public spaces.
P5 Central piazza, accommodating a variety of passive and active leisure activities, and possible events.
P6 Wind-protected urban space, with outdoor restaurant activity.
P7 Landscaping combining revegetated dunes and formal open spaces.
P8 Possible formalised safe-swimming area.
P9 Possible water-recreation facility.
P10 Casuarina Beach widened to create permanent sand areas.
The Marine Precinct proposed under the Vision Plan is designed to accommodate the boating needs of the Bunbury Region to 2031.

The Vision Plan reflects the requirements for the Bunbury Region as established by the Department of Transport’s Boating Demand Study. The form and function of the marine precinct will play a pivotal role in meeting the expectations and future needs of the marine/boating community.

The land currently exists as Crown Land vested to the SPA under the Port Authority’s Act 1999.

**NEW BREAKWATER**

In order to create calm and protected waters suitable for the development of new boat pens and development on Casuarina Harbour, a new breakwater will be required permitting the priority relocation of the existing boat launching ramps. The breakwater will be accessible and able to support a service wharf that will accommodate Commercial Fishing operators, Port Line and Pilot boats. The breakwater will be available for recreational fishing.

**BOAT LAUNCHING**

An area 3.8 hectares in size has been identified to accommodate six boat ramp lanes and 300 trailer bays providing a facility to an appropriate (regional) size and standard.

**BOAT PENS**

Approximately 400 boat pens have been identified within Casuarina Harbour, comprising 70 existing pens and 210 planned pens within the Causeway precinct and 130 new pens off the mixed-use development within Casuarina Harbour.

**MARINE INFRASTRUCTURE**

Other boating and marine infrastructure planned for within the Marine Precinct includes:

- Dry boat storage area for 400 powerboats;
- Boat lifter;
- Onshore vessel parking;
- Maintenance area including fuel supplies and emergency services; and
- Commercial/charter jetty.
MARINE PRECINCT

LEGEND

- New breakwater, required to enable redevelopment of marine site, mixed-use site and Casuarina Harbour facilities.
- Port Line and Pilot Boat facilities.
- Service wharf / commercial fishing.
- Fuel storage.
- Fire service and oil-spill response.
- Boat lifter / service, repair.
- Boat stacker.
- Marine industry lease.
- Short-stay universal access pontoon.
- Public boat-launching facility.
- Sea-rescue facilities.
- New pens.
- Short-stay berths.
OVERVIEW

Implementation of this initiative will be influenced by:

- **Statutory Planning Framework**
  Ability to offer the land use rights for the development and establish appropriate urban design framework to ultimately guide good built form outcomes.

- **Development Phasing**
  Consideration of influences on staging and the impact thereof on time frames for the release of land and product to the market, thus also achieving revenue to the project.

The above factors do not consider market conditions, as it is accepted that future planning and design phases will base project decisions on market conditions and that these will be updated regularly over the time frame of the project. Every phase of the planning and development process needs to be conscious of development costs and market conditions, as these are likely to change considerably over the long-term implementation timeframe.

STATUTORY PLANNING FRAMEWORK

The current statutory planning framework for the land does not support the development initiatives and opportunities presented in this report. The diagram below illustrates the typical planning framework for a redevelopment precinct. Given the City of Bunbury’s progression of the draft Local Planning Scheme No. 8 it may be possible to amend the local planning framework through this process to accommodate the proposal outside of the typical local scheme amendment process. However, it will still be necessary to appropriately zone the land under the GBRS.

AMENDMENT TO GREATER BUNBURY REGION SCHEME

As mentioned above, the majority of the subject land is reserved ‘Port Installations’ under the GBRS, with the remaining southern portion zoned ‘Regional Centre’. With respect to the northern portion of the subject land, this will facilitate development for marine related activities and does not propose mixed business development. To facilitate the majority of the development proposed for the subject land it will be necessary to undertake a modification to the GBRS to include the subject land within a more appropriate zone. The process for amendments may take in the order of 18 months.

AMENDMENT TO CITY OF BUNBURY TOWN PLANNING SCHEME NO. 7

The subject land is included within a number of zones and reserves under the TPS 7 and draft LPS 8. This includes:

- Port Installations reservation – TPS 7
- Special Use Site No. 10 (Marina) – TPS 7
- Port Installations reservation – draft LPS 8
- Harbour Zone – draft LPS 8

The City of Bunbury has advised that given preparation of the draft Strategy and Scheme is yet to be finalised for advertising there is an opportunity to discuss an appropriate zoning for the subject land for inclusion in LPS 8.

Should there be a need to undertake an amendment to TPS 7 (or LPS 8 dependant on timing) the most appropriate zoning for the subject land will need to be discussed with the City in the context of the draft LPS 8 when project timeframes and timing for finalisation of draft LPS 8 is better understood.

Rezoning of the subject land will be subject to formal environmental review by the Environmental Protection Authority and Ministerial approval relating to the removal of SPAs port installation operations. In the event that no formal assessment is required, this timeframe may be reduced.
LOCAL STRUCTURE PLAN

Dependant on the ultimate zoning under the Scheme, all development and use of land may be required to be in accordance with a Structure Plan or Detailed Area Plan prepared and adopted under the Scheme. The Structure Plan may outline site specific development controls relating to land use, building heights, plot ratio, car parking etc. In order to give specific items greater statutory weight, the City of Bunbury may require specific conditions be inserted into the Scheme.

ENVIRONMENTAL APPROVAL PROCESS

The project will be formally assessed by the EPA through a Public Environmental Review (PER) under the EP Act. Given the highly altered nature of the subject land, there are no significant environmental issues that cannot be managed, although water quality and sediment accretion will need to be addressed in more detail. It is anticipated that the preparation of the PER documentation will take approximately 18 months.

LAND ASSEMBLY & SUBDIVISION

Once the above statutory framework has been established, detailed subdivision design of the precinct can proceed. Initial proposals during the subdivision process should aim to deliver super lots that can be accessed, serviced and packaged for subsequent fine grain subdivision and development, and will need to consider, and be run parallel with, land administration processes involved in the closing/realigning and creation of new roads and public reserves.

Design Guidelines that reinforce the vision and supplement the controls adopted through the Structure Plan process will need to accompany each super lot, to refine the development standards for built form and public domain areas.

This is likely to include the preparation of Detailed Area Plans that address (as a minimum) access and building massing for individual sites.

The preparation of Development Applications for works associated with infrastructure and buildings represents the final step under the Planning and Development Act, before Building Applications are submitted for certification under the Building Code of Australia.

MANAGEMENT PLANS

A number of management plans will be required at various stages in the planning process as documented in a future Local Structure Plan for the subject land. These plans will include, but not be limited to, management plans for the development of foreshore and open space areas.

STAGING

The successful development of the Casuarina Vision Plan precinct is reliant on the staging and phasing of a number of key elements, as follows:

- Successful removal of port related activities and industrial activities and leases from the Outer Harbour;
- The early establishment of a new breakwater providing essential shelter to the harbour and facilitating land assembly;
- Relocation of boat launching facility and associated parking - number of launching ramps and extent of parking to be phased commensurate with demand;
- Consideration to displacement of existing marine activities during construction; and
- Upgrading of Casuarina Drive to accommodate continued activity on site and in the Outer Harbour.

In terms of staging, the following principles would be considered at the development phase:

- the creation of amenity up front;
- the establishment of beach access;
- the provision of a variety of product levels and types;
- the ability to service and access the stages both for residents and construction traffic;
- the need to build value within the project; and
- the need to avoid stages competing with one another, where possible.