



BUNBURY
RACECOURSES

LOCAL STRUCTURE PLAN

PREPARED FOR CITY OF BUNBURY

CONTACT US

BUNBURY

LEVEL 1, UNIT 5, 53 VICTORIA STREET
PO BOX 733, BUNBURY WA 6231

TEL: (08) 9791 4411

MARGARET RIVER

UNIT 1/34 STATION ROAD
PO BOX 875, MARGARET RIVER WA 6285

TEL: (08) 9757 3256

PERTH

LEVEL 7, 50 ST GEORGES TERRACE, PERTH 6000
PO BOX 5742, 66 ST GEORGES TERRACE, PERTH 6831

TEL: (08) 6220 1000

www.calibregroup.com

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This structure plan is prepared under the provisions of the City of Bunbury Local Planning Scheme No. 8.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: **29 JULY 2021**

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant to Section 16 of *the Planning and Development Act 2005* for that purpose, in the presence of:



Witness

02 AUGUST 2021

Date

29 JULY 2031

Date of Expiry



Table of amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date approved by WAPC

Executive Summary

The Bunbury Racecourses precinct is located in Carey Park some 3km south of the Bunbury CBD. It comprises various sub-precincts, including the Bunbury Turf Club, Bunbury Trotting Club, the residential stables area and the City of Bunbury works depot site.

The precinct is experiencing considerable change. The nature of the Thoroughbred racing industry and Standardbred (harness racing) industry is evolving and the two racing clubs need to meet the challenges of new technologies and consumer preferences in order to meet industry and public expectations and to remain financially viable. At the same time, the predominant function of the stables sub-precinct has shifted and requires renewal to avoid decline.

This structure plan was prepared together with development of a Local Area Plan (LAP), the purpose of which is to establish as an informing strategy to guide the vision and desired development and environmental outcomes for the Bunbury racecourses local area, and in doing so, to provide the context and framework for proposed amendment of the Greater Bunbury Region Scheme (GBRS) and the City of Bunbury's Local Planning Scheme No.8 (LPS8).

The process for preparing the structure plan and LAP was prescribed by the City of Bunbury based on the Integrated Local Area Planning approach that seeks to provide a 'whole of government and community' approach to strategic planning and programme management at the local level.

Engagement of the community and stakeholders has been a vital part of formulating the LAP and structure plan. Direct representation of stakeholders was provided at committee level under the study management structure.

Other key elements of the community and stakeholder engagement process included

- Visioning workshops
- On-line Visioning survey
- City of Bunbury website
- Media advertisements and articles
- Scenario workshops
- On-line Scenario survey

VISION

The following Vision Statement has been prepared based on outcomes from community and stakeholder engagement during the LAP and structure plan formulation process:

"The Bunbury Racecourses local area is an equine hub that will remain the premier racing and training venue in the South West. In its central location with over 150 years of Thoroughbred and almost 100 years of Standardbred training and racing history, the area generates important recreational, cultural and economic benefits for the Bunbury Geopraph community.

The local area will continue to support the horse racing industry by protecting the long-term viability and growth of the Bunbury Turf Club and Bunbury Trotting Club, and by providing equine-related services and residential stabling opportunities. Over time, the local area's importance for private lot stables will diminish as it is in transition through urban renewal, together with the opportunity of new on-course stabling facilities.

The urban renewal of the stables sub-precinct will respect the local area's historical and cultural heritage through sensitive urban design and infrastructure upgrades that enhances the established character and amenity of the area. Public open spaces, streetscaping, public art and entry statements will reinforce the area's identity and sense of place.

The local area will accommodate places for living and working more sustainably with greater connection to the Parks Centre district-level activity centre, College Grove health care and education campuses, Hay Park and surrounding residential neighbourhood."

The major land uses proposed by the structure plan are shown in **Figure 1: Local Structure Plan**. 'Book-ending' the structure plan area are the two existing horseracing clubs with provision for growth and development of their respective club facilities and ancillary purposes over time.

Surplus land owned by the clubs (after allowing for retention of open space and landscape areas) is identified for urban development as medium/high density residential and, in the case of land fronting Bussell Highway, the opportunity for mixed use commercial and residential.

The existing trotting club jog track near Brittain Road is retained. In the event the jog track becomes redundant or unviable, alternative uses may be investigated.

The central, existing stables sub-precinct is proposed as a 'dual code' area providing an opportunity for retaining stables on large residential lots or for medium density residential subdivision and development. At the junction of Brittain Road and Barr Road, opportunities are identified for mixed use commercial and residential.

The City's former depot site (becoming surplus to City requirements due to relocation of the depot) and some adjoining Bunbury Turf Club land is identified as medium/high density residential to provide flexibility for a range of design responses capitalising on its location, connections and its pleasant outlook to remnant Marri trees and the racecourse.

Overall, the structure plan provides for potentially 580 residential/mixed use lots, some 647 dwellings of various types and densities, and an estimated future population of 1488 residents.

The infrastructure servicing focus is on the stables sub-precinct because of the uncertainty of timing for other potential development areas due to factors including business planning by the respective race clubs, and contaminated sites investigations, but also the more urgent need to review planning for the stables sub-precinct.

Based on the preliminary investigations undertaken for the LAP and structure plan, there are no significant technical servicing constraints associated with the subdivision and subsequent redevelopment of the stables sub-precinct, however the existing pattern of lots under multiple owners (many with dwellings in good condition) presents more of a challenge than greenfields urban development.

The structure plan becomes operational once approved by the Western Australian Planning Commission (WAPC). Amendment of the GBRS and LPS8 will be required in order to implement components of the structure plan.

The City of Bunbury will need to give careful consideration to determining the need for a development contribution scheme over all or part of the structure plan area, which developers (landowners) will be required to contribute, what infrastructure and facilities are included, and how the contributions are to be decided.



In the stables sub-precinct, it is likely that a development contribution plan will be needed to facilitate subdivision and development. It is therefore recommended that the City undertake further consultation with affected landowners, servicing bodies and other stakeholders prior to determining a development contribution area and development contribution plan.

Table 1: Land use plan summary table provides a breakdown of the principal land uses including areas, estimated lot yields, dwelling numbers and population.

Table 1: Land use summary table

Item	Data	
Total area covered by the structure plan	104.866ha	
Area of each land use proposed	Hectares (ha)	Lot yield
Residential	16.78	577
Mixed Use Commercial	1.35	3
Private Community Purpose	66.06	6
Total estimated lot yield	586	
Estimated number of dwellings	647	
Estimated residential site density	42 dwellings per site hectare	
Estimated population	1488	
Estimated area and percentage of public open space given over to:	Hectares (ha)	%
Regional Open Space	0	0%
District Open Space	0	0%
Neighbourhood Park (POS B)	1.20 (1 Park)	
Local Park (POS A & C)	2.82 (2 Parks)	

(1) Estimated population based on 2.3 persons/dwellings for residential/mixed use commercial sites

(2) Estimated lot yields and number of dwellings subject to detailed design and survey

(3) Estimated residential site density only incorporates proposed residential designated land

(4) Estimated public open space area includes existing portion of POS reserve under LPS8 abutting Nuytsia Avenue

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PART ONE: IMPLEMENTATION

PART ONE - IMPLEMENTATION

1 Implementation

1.1 Structure plan area

The structure plan applies to the area bounded by Bussell Highway, Nuytsia Avenue, Hands Avenue, Milligan Street and Brittain Road in Carey Park, Bunbury being the land contained within the boundary marked 'Structure Plan boundary' on the structure plan map and having an area of 104.866ha inclusive of the aforementioned adjoining roads (93.006ha, exclusive of surrounding roads) (refer *Figure 1: Local Structure Plan*).

1.2 Operation

The structure plan is enabled by Clause 15 (a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* with respect to the portion of the land currently identified as an area suitable for urban development, and with approval of the WAPC under Clause 15 (c) with respect to the balance portion of the subject land. The balance area is subject to scheme amendment processes rezoning to zones suitable for urban development under the GBRS and the City of Bunbury LPS8.

The structure plan comes into effect on the date it is approved by the WAPC.

1.3 Staging

The identification of sub-precincts lends itself to staged subdivision and development, if required. The WAPC may determine that a Local Development Plan and a Development Contribution Plan are required for particular sub-precincts. Implementation will occur through subdivision and development applications prepared by landowners and racing clubs in response to market demand and business planning.

Development of the Depot Sub-Precinct and Stables Sub-Precinct is subject to detailed design, funding and servicing considerations being progressed, including, but not limited to reticulated sewerage and access roads.

1.4 Subdivision and development requirements

This structure plan provides a basis for zoning, subdivision and development of land and will be given due regard when determining applications within the structure plan area, including consideration of the objectives and requirements of the land uses proposed by the structure plan.

The following subdivision and development requirements are to be

implemented in conjunction with the Structure Plan map:

- (1) Subdivision, development and land use within the structure plan area is to be generally in accordance with the structure plan.
- (2) All proposed lots are to be connected to reticulated water, power and telecommunications.
- (3) All proposed lots are to be connected to reticulated sewerage other than R5 proposals in the residential dual code Stables Sub-Precinct (R5/R30).
- (4) The following management plans and planning documents are to be completed prior to lodgement of subdivision or development applications:
 - Detailed Site Investigation of the three known or suspected contaminated sites according to the DWER Contaminated Sites Database.
 - Local Development Plans (where applicable).
 - Urban Water Management Plans to be prepared by a suitable qualified person to the satisfaction of the Department of Water and Environmental Regulation and the local government.
 - Bushfire Attack Level (BAL) assessment (where applicable).
- (5) The following management plans and planning documents are to be implemented via conditions of subdivision (where applicable):
 - Outcomes of Detailed Site Investigation of the three known or suspected contaminated sites.
 - Geo-technical Surveys.
 - Acid Sulfate Soils Management Plan.
 - Local Development Plans.

1.5 Local development plans

A Local Development Plan will be required for the following land prior to or as a condition of subdivision: :

- (1) Lot 37 Nuytsia Avenue and Pt Lot 4354 Bussell Highway (Depot Sub-Precinct).

- (2) Additional Use Area's No.17 and No.18, when an additional use is proposed.
- (3) Lots identified as Mixed Use - Commercial.

The local development plan must include information or detail to the satisfaction of the local government dealing with, but not limited, to the following:

- standards and requirements for development, site planning and building design;
- building envelopes;
- any required limitations on floor areas relating to land uses (additional uses);
- building height, scale and plot ratio;
- development setback from boundaries;
- landscaping within setback areas and between buildings;
- interface and buffer treatments (including fencing) between the racecourses and future development sites;
- traffic management including access ways, vehicle parking and circulation areas;
- urban design treatment of streetscapes and residential interfaces;
- pedestrian access and movement; and
- passive surveillance.

1.6 Other requirements

This structure plan informs proposed amendments to the Greater Bunbury Region Scheme, LPS8 and Local Planning Strategy which are subject to a separate but related process.

Subdivision within the Stables sub-precinct will not be supported until such time as the relevant density/zonings and associated special control area provisions setting criteria for land use intergration are implemented within the Scheme.

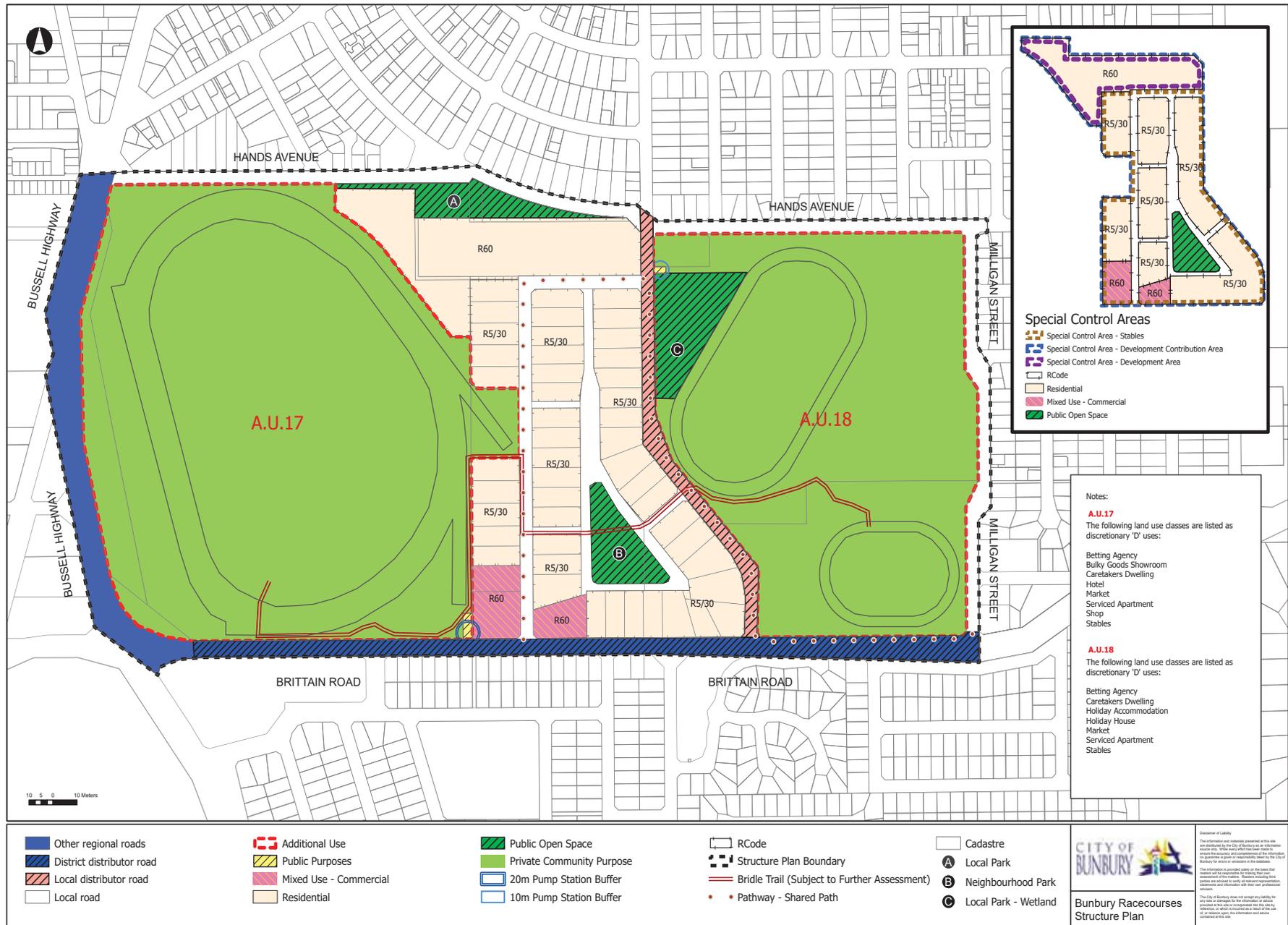


Figure 1: Local Structure Plan

PART TWO: EXPLANATORY REPORT



PART TWO - EXPLANATORY REPORT

2 Planning Background

2.1 Introduction and purpose

The City of Bunbury, in conjunction with LandCorp, Racing and Wagering Western Australia (RWAA) and the South West Development Commission (SWDC), has facilitated the preparation of a Local Structure Plan, together with a Local Area Plan (informing strategy) for the Bunbury Racecourses local area.

The area is experiencing considerable change. The nature of the Thoroughbred racing industry and Standardbred (harness racing) industry is evolving and the two racing clubs need to meet the challenges of new technologies and consumer preferences in order to meet industry and public expectations and to remain financially viable. At the same time, the predominant function of the stables sub-precinct has shifted and requires renewal to avoid decline.

The stables sub-precinct was originally developed to provide an opportunity for people to stable their horses at the rear of houses on large residential lots, thereby enabling convenient access to nearby training and racing facilities. Over recent years, the pattern of usage within the stables sub-precinct has changed, with a lesser number of stables being actively used, increasing amenity issues, and the majority of landowners now expressing a non-stabling preference and a strong desire to subdivide their properties for residential development.

The City of Bunbury former depot site in the northern part of the local area will soon become surplus to Council needs due to the development of a works depot at a new site. Consequently, the City is partnering with LandCorp to re-develop the old site for an appropriate use(s) in the context of adjacent existing and proposed land uses.

The Racecourses local area was selected as a priority area for local area planning and local structure planning on the basis of:

- the presence of regionally important community recreational facilities in the form of the two horseracing clubs, which are both assuming a greater level of State significance;
- its unique historical development pattern including the residential stables area made up of comparatively large unsewered lot sizes of around 2,000m² to 3,000m²;
- lower standard of provision of infrastructure services relative to new and contemporary medium and higher density residential

neighbourhoods;

- experiencing shifting demographic and economic trends and pressures with an aging community and falling levels of participation in the horse racing industry; and
- facing changing and relatively complex development issues that are best addressed in a comprehensive manner.

Accordingly, the purpose of the plans is to establish the vision and desired development and environmental outcomes for the Racecourses local area and to provide the context and framework for facilitating the rezoning, subdivision and development of the area.

The City engaged Calibre Professional Services (Calibre) as the lead consultant to prepare these plans, working with sub-consultants TPG+Place Match, Essential Economics and Cardno.

2.2 Land description

2.2.1 Location

The subject land is bounded by Bussell Highway, Nuytsia Avenue, Hands Avenue, Milligan Street and Brittain Road in Carey Park, Bunbury, approximately 3km south of the CBD.

The structure plan area incorporates various sub-precincts, including the Bunbury Turf Club, Bunbury Trotting Club, the residential stables sub-precinct and the City of Bunbury works depot site sub-precinct.

2.2.2 Area and land use

The subject land comprises 104.866ha, inclusive of the surrounding roads (93.006ha, exclusive of surrounding roads).

As shown in the aerial photograph in *Figure 2: Structure plan area*, the western portion of the precinct is dominated by the Bunbury Turf Club site with its racing and training tracks, large open inner-track area, grandstands, stables and operational buildings. The City's depot site (Lot 57) near the corner of Ecclestone Street and Nuytsia

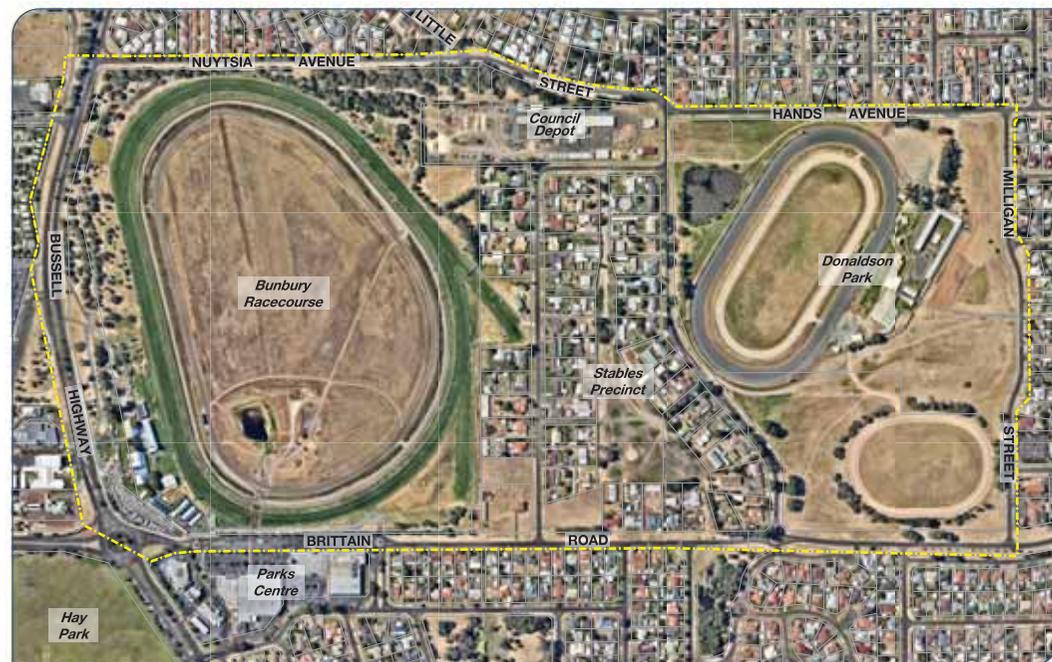


Figure 2: Structure plan area

Avenue is currently operational as a works depot, but transitioning towards relocation to a new site.

The eastern end of the precinct is dominated by Donaldson Park, including the fenced main racing and training track for harness racing, grandstands, stables and operational buildings. To its south lies the jog track used for trotting horse exercise and training.

In the stables sub-precinct, most lots are developed with houses positioned toward the street frontage (generally 30m wide frontages)

with stables and sheds at the rear of most lots, although some stables are vacant or in various standards of repair. The central triangular-shaped area in the sub-precinct (Lot 471 and portion Lot 501) owned by the City of Bunbury is generally used for stable-related purposes such as access to the jog tack, transport of horses by float or truck, delivery of horse feed and equipment, manure removal and some horse exercise/training.

Figure 3: Land use context shows the surrounding land uses and some of the important connections of the Bunbury Racecourses

precinct. Located approximately 3km from the Bunbury CBD and with good access to the regional road network, the precinct is both centrally and strategically located. As well as the surrounding established residential communities of Carey Park, South Bunbury and Withers, the precinct is close to commercial activity centres, regional and local education and health facilities, community centres and active and passive recreation.

The interface between the precinct and the surrounding areas is an important consideration in the local structure plan process because

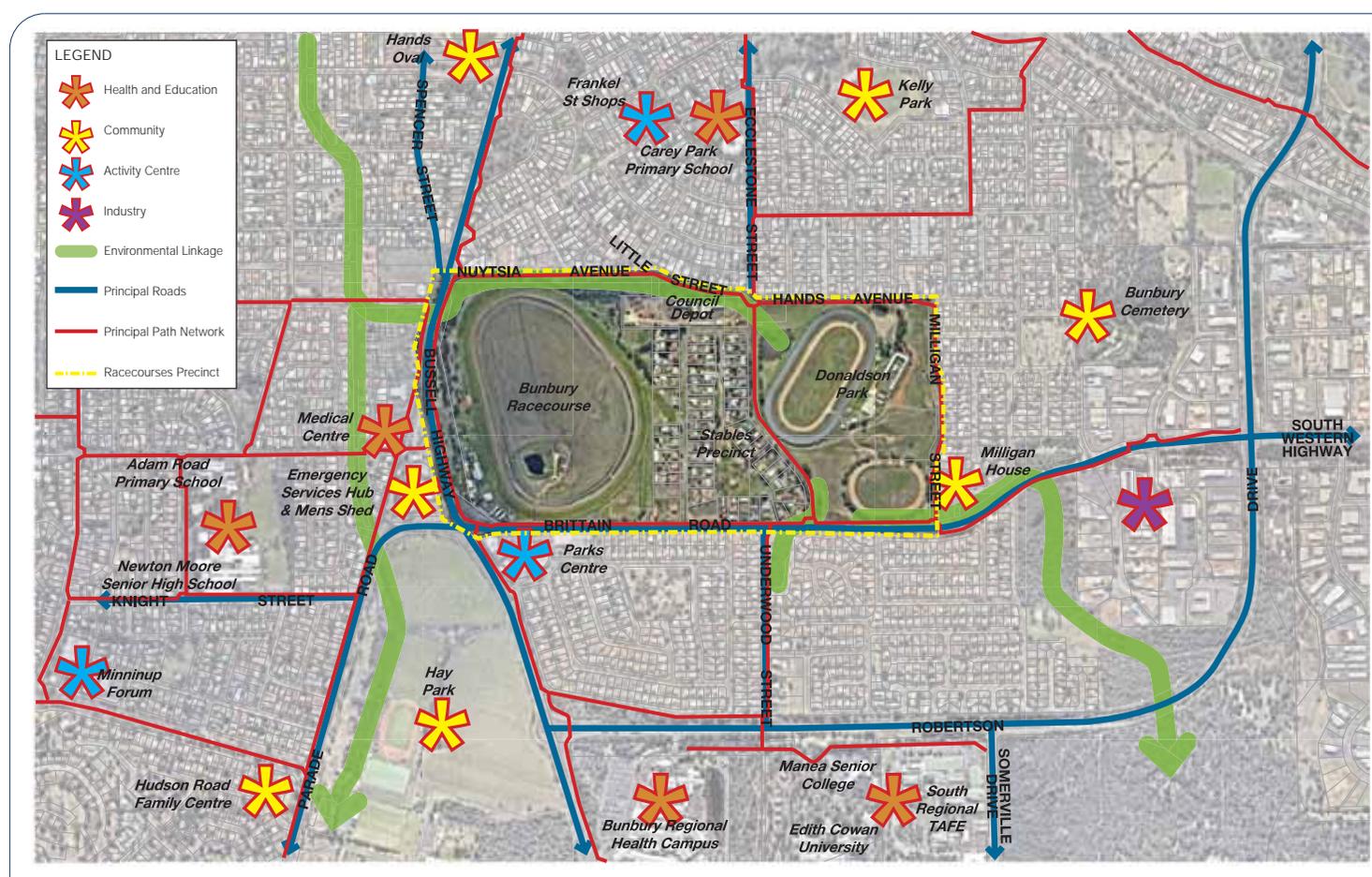


Figure 3: Land use context



of the physical, social and economic connections but also the visual impact to and from the site.

2.2.3 Legal description and ownership

Land ownership is illustrated in *Figure 4: Land ownership*, with details shown in *Table 2: Land ownership*. The Bunbury Racecourse (Lot 4354, Lot 4440 and Lot 36) is owned in freehold by the Bunbury Turf Club. Donaldson Park (Lot 500) is owned in freehold by the Bunbury Trotting Club, however it is noted that under the certificate of title, Lot 500 is conditional tenure land requiring consent of the Minister for Lands to transfer or encumber the land. The adjacent

jog track (on Lot 501) to the south of Donaldson Park is owned by the City of Bunbury and leased to the Bunbury Trotting Club.

The depot site (Lot 37) and another property at the south-east corner of the Ecclestone Street and Hands Avenue intersection (Lot 450) are also owned by the City of Bunbury. There is a small triangular-shaped Crown reserve (Lots 546 and 4676) between the depot site and Nuytsia Avenue.

These two lots were gazetted in 1954 as 'A' class reserve under management orders to the City of Bunbury for the purpose of children's playground. To provide more flexibility it is recommended

that the City initiate the process to remove the 'A' class status of the reserve.

The stables sub-precinct comprises some 50 large privately-owned residential lots of around 2,000 - 3,000m². The central triangular-shaped area in the stables sub-precinct (Lot 471 and portion Lot 501) is owned by the City of Bunbury.

Table 2: Land ownership

Lot	Owner	Certificate of Title	Area (ha)
4354	Bunbury Race Club Inc	1508/88	38.841
4400	Bunbury Race Club Inc	1508/88	2.051
36	Bunbury Race Club Inc	1468/185	0.837
500	Bunbury Trotting Club Inc	2820/162	19.706
501	City of Bunbury	2766/819	8.271
37	City of Bunbury	1468/183	3.025
471	City of Bunbury	1572/496	2.279
450	City of Bunbury	341/132A	0.452
N/A	Various owners (50 lots of approx. 2,000-3,000m ²)	N/A	13.253
N/A	State of Western Australia – various reserves for roads, parks, services	N/A	16.142
Total area			104.857

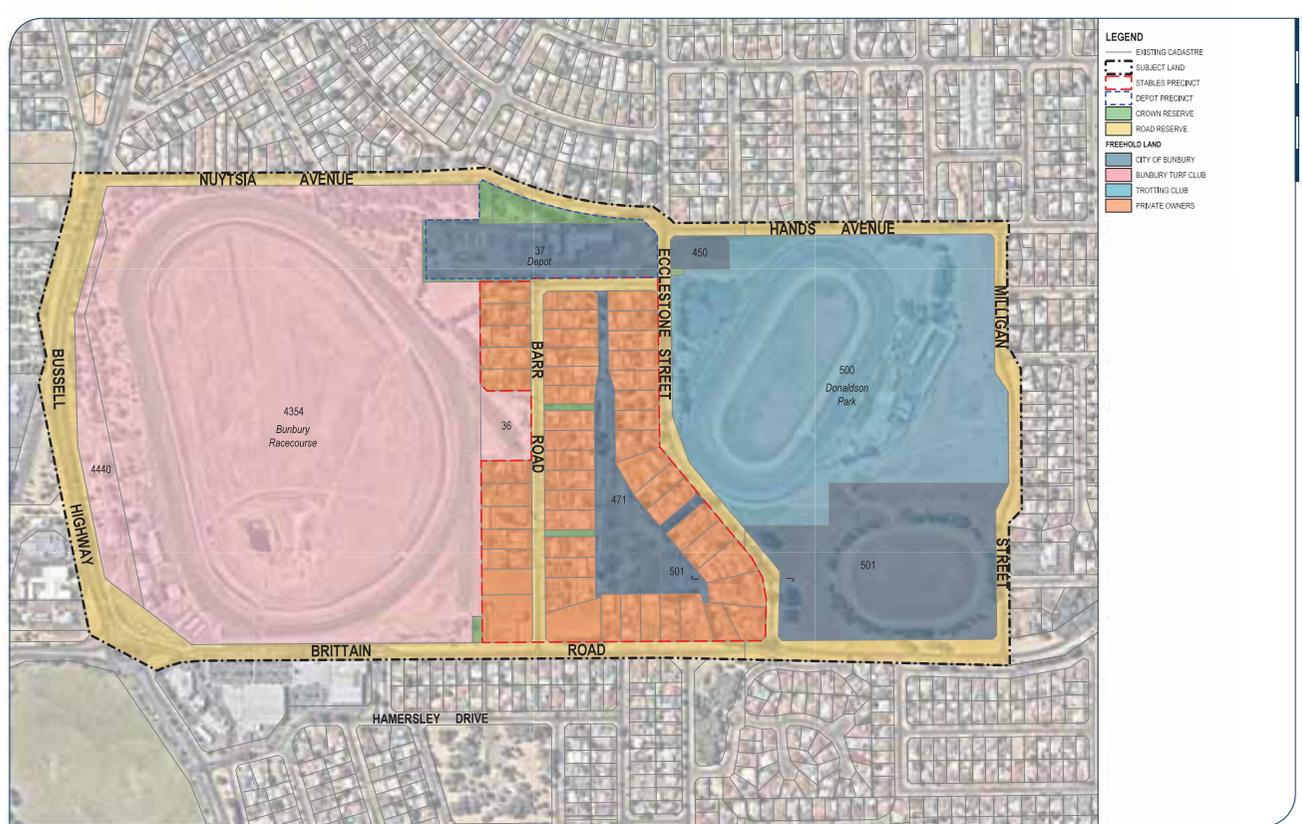


Figure 4: Land ownership

2.3 Planning framework

Following is a description of the principal planning framework guiding the structure plan.

2.3.1 Zoning and reservations

Greater Bunbury Region Scheme (GBRS)

Under the GBRS, the Bunbury Turf Club site is presently zoned 'Private Recreation'. The remainder of the structure plan area is zoned 'Urban', with exception of Bussell Highway which is reserved as an 'Other Regional Road' (refer to *Figure 5: Greater Bunbury Region Scheme*).

The structure plan provides the rationale for amendments to the GBRS. The 'Private Recreation' zoning over the Bunbury Turf Club would not permit mixed use or commercial development, hence an amendment of the GBRS is required in order to facilitate such uses. It would be appropriate for the City to seek initiation of an amendment to rezone all or portion of the precinct from 'Private Recreation' to 'Urban'.

City of Bunbury Local Planning Scheme No.8

The City's Local Planning Scheme No. 8 (LPS8) provides statutory provisions for promoting and regulating development throughout the scheme area.

Figure 6: Local Planning Scheme No.8 includes both racecourses (and the Lot 501 jog track) in a 'Private community purposes' reservation, the depot site in an 'Urban development' zone and the stables sub-precinct area in the 'Residential' zone with R5 R-code, together with an 'Additional use'.

The structure plan provides the rationale for amendments to LPS8. LPS8 is required to be consistent with the GBRS. Some amendments to the GBRS 'automatically' amend local planning schemes (notably, when the GBRS rezones land to 'Urban') while others trigger the need for the local planning scheme to be separately amended in order to retain consistency.

LPS8 includes the Bunbury Turf Club land, Donaldson Park (Bunbury Trotting Club), the adjacent jog track, and the triangular-shaped reserve immediately north of the City's depot site in a 'Private community purpose' zone and a 'Public open space' reservation. These zones and reservations would not permit a number of proposals in the structure plan, hence a scheme amendment to LPS8 is required to implement them (refer to 2.3.2 and 2.3.3).

2.3.2 Additional use areas

The structure plan identifies the proposed Additional Use No.17 (Bunbury Turf Club) and No.18 (Bunbury Trotting Club) boundaries and land use permissibility on the structure plan map (*Figure 1: Local Structure Plan*) to demonstrate the intended land use controls which are to be rationalised into the future amendment to LPS8. Floor space restrictions would apply to 'Bulky Goods Showroom' and 'Shop' in accordance with the Mixed Use - Commercial Zone restrictions within the LPS8 (Schedule 5).

The incorporation of additional uses follows the vision of the Racecourses Local Area Plan to enable land use diversification of the racing clubs in order to develop surplus land not required for racing and club operations. This also allows the exploration of additional income streams to the clubs to support long-term viability, growth and infrastructure (refer to section 3.5).

2.3.3 Special control areas

The structure plan provides the boundaries for proposed special control areas under LPS8. The special control areas are to include a 'Special Control Area - Development Area' to cover the former council depot site and portion of the Turf Club which is subject to further detailed design. A 'Special Control Area - Stables' (to be introduced via LPS8 amendment) to allow for the co-location of residential (dual density coding) and horse stabling development and uses within close proximity to horse racing and training facilities,

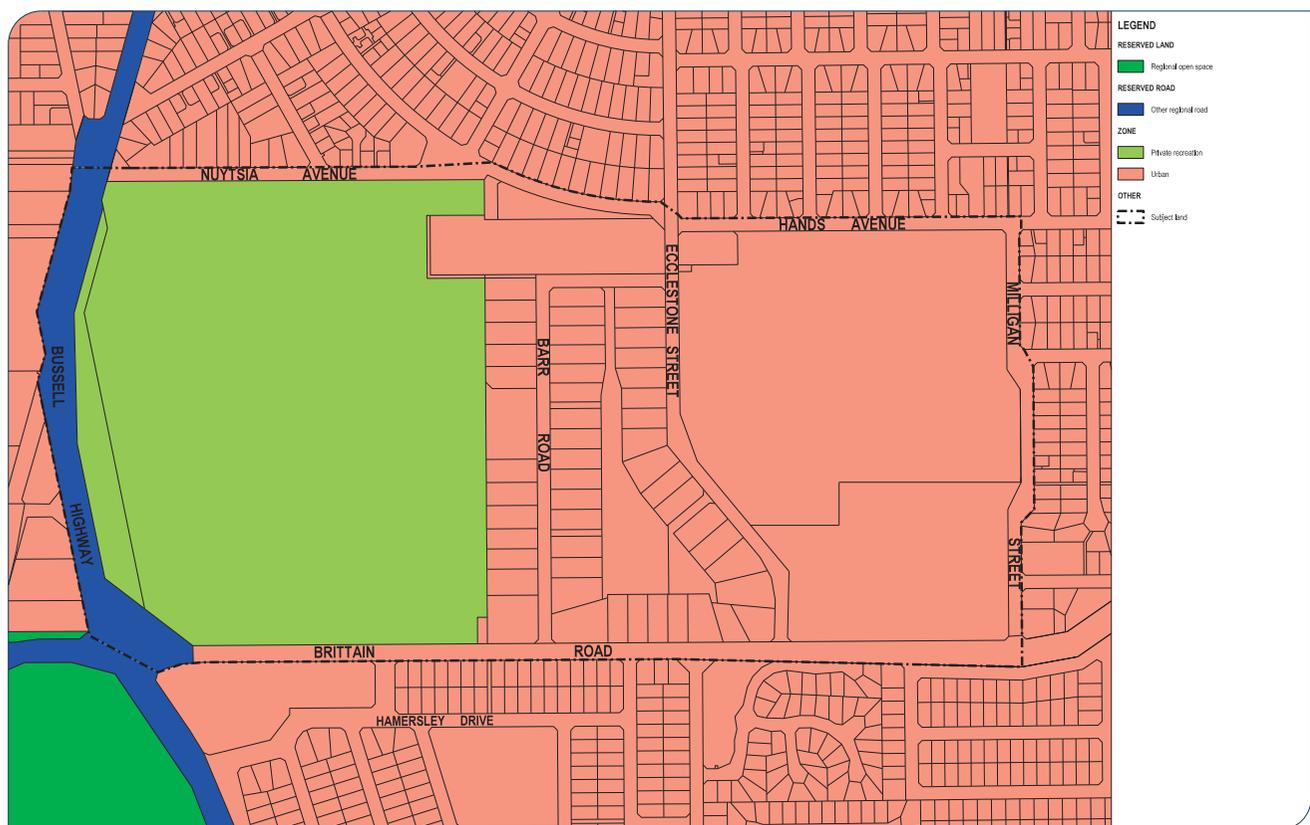


Figure 5: Greater Bunbury Region Scheme



this special control area will provide clear and specific provisions for residential development and for people wishing to keep horses and stables (health and amenity concerns). A 'Special Control Area – Development Contribution Area' has also been identified (and discussed further at Section 2.3.5).

City of Bunbury Local Planning Strategy

The City's Local Planning Strategy (March 2017) establishes the City's long-term strategic planning directions and presents a guiding rationale for LPS8. Accordingly, LPS8 should be read in conjunction with the Local Planning Strategy.

The Strategy uses a theme-based approach to land use planning and focusses objectives and actions around a series of key priority areas: Community and Culture, Transport and Infrastructure, Natural and Built Environment, Regional Economy and Governance.

The broad intent of the key priority areas is captured in the following statements from the Strategy:

- *Social infrastructure plays a crucial role in creating healthy, successful and sustainable communities from which a range of social, economic and environmental benefits flow.*
- *Open space can fulfil a number of functions. Apart from providing spaces for sport, physical activity, play and recreation, open space can enhance the visual character and give definition to the landscape, assist with conservation and environmental management, and can add to spiritual, sense of place and scenic values.*
- *Underpinning the liveability, efficiency and productivity of a city is its integrated, multi-modal transport system.*

- *Stimulating, attracting and sustaining industrial and commercial activity, to facilitate co-ordinated and sustainable economic development.*
- *Activity centres and corridors act as a major focus of economic activity and urban living. They are destinations for a multitude of activities - employment, housing, community and entertainment - with good public transport accessibility.*

The Strategy should be a regular point of reference for implementing the local structure plan.

2.3.4 Statement of Planning Policy 2.7: Public Drinking Water Source Policy (2003)

Statement of Planning Policy 2.7: Public Drinking Water Source Policy (2003) aims to ensure that land use and development within public drinking water source areas is compatible with the protection and long-term management of water resources for public water supply. The structure plan area is situated within a 'Priority 3' classified area.

The proposed uses are listed as being 'acceptable' or 'compatible' (with conditions) within a Priority 3 area under the (then) Department of Water Water Quality Protection Note 25: Land use compatibility tables for Public Drinking Water Source Areas (2016) and Water Quality Protection Note 38: P3 (2018).

2.3.5 State Planning Policy 3.6: Development Contributions for Infrastructure (2009) & Draft State Planning Policy 3.6: Infrastructure Contributions (2019)

State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6) and draft State Planning Policy 3.6: Infrastructure Contributions (2019) set out the principles underlying development contributions and the form, content and process for the preparation of developer contribution plans.

Part 7 of the *Planning and development (Local Planning Schemes) Regulations 2015* sets out arrangements for a local government to determine a 'development contribution area' within which developer contributions are required toward the provision of infrastructure or facilities to support subdivision or development of the area.

A development contribution area must be shown as a 'special control area' on the scheme map of the local planning scheme. The local government must prepare a 'development contribution plan' for each development contribution area. Its purpose is for setting out who is to contribute to the cost of providing infrastructure or facilities in a development contribution area and how those contributions are



Figure 6: Local Planning Scheme No. 8

to be determined.

Under the Regulations, the identification of a development contribution area and the preparation of a development contribution plan are to be prepared as part of the preparation and adoption of a complex amendment to the local planning scheme.

The City of Bunbury will need to give careful consideration to determining the need for a development contribution over all or part of the structure plan area, which developers (landowners) will be required to contribute, which infrastructure and facilities are included, and how the contributions are to be decided.

For example, it could be argued that some of the larger land owners (namely the two racing clubs and the City of Bunbury), should be responsible for provision of infrastructure and facilities associated with any subdivision and development of their landholdings. On the other hand, should infrastructure or facilities be required that stands to benefit multiple landowners, then inclusion in a development contribution plan may be warranted.

In the stables sub-precinct, it is likely that a development contribution plan will be needed to facilitate subdivision and development because of the multiple ownership (some 50 lots); the relatively small 'parent' lot size compared to new greenfields urban development sites; and the need for major infrastructure provision such as sewer, power, water and a new road. Whilst subdivision and development of some existing properties in the stables sub-precinct may be possible on a stand-alone basis (e.g. private sewer pressure main) this would likely result in an inefficient, ad-hoc and expensive approach to urban re-newal.

It is therefore recommended that the City of Bunbury undertake further consultation with affected landowners, servicing bodies and other stakeholders prior to embarking on determining a development contribution area and development contribution plan.

2.3.6 Government Sewerage Policy (2019)

The policy guides future strategic planning, subdivision and development for the provision of sewage disposal in Western Australia. The policy promotes reticulated sewerage as the best disposal method for sewage. It requires all new subdivision and development to be connected to reticulated sewerage where available or considered necessary on health, environment or planning grounds.

The current R5 lots within the Stables Sub-Precinct is inconsistent with the minimum lot sizes for unsewered lots within a public drinking water source area and/or sewage sensitive area (one hectare).

Portion of the local structure plan area is located within a Sewage Sensitive Area given it is within 1km of significant wetlands.

The existing and historical development of the Residential zoned R5 lots within the Stables Sub-Precinct area have historically used on-site sewage disposal (septic tanks) due to reticulated sewerage not being available. The size of the current R5 lots within the Stable Sub-Precinct varies between 2,229m² – 5,557m².

Any new development and/or subdivision will be required to connect to reticulated sewerage in accordance with Part 1 of the local structure plan and the Government Sewerage Policy.

2.3.7 Bunbury Racecourses Local Area Plan

This local structure plan has been prepared together with development of a Local Area Plan (LAP), the purpose of which was to establish as an informing strategy to guide the vision and desired development and environmental outcomes for the Bunbury Racecourses local area, and in doing so, to provide the context and framework for proposed amendment of the GBRS and LPS8.

The process for preparing the LAP was prescribed by the City of Bunbury based on the Integrated Local Area Planning approach that seeks to provide a 'whole of government and community' approach to strategic planning and programme management at the local level.

The general objectives of the LAP process were:

- Establish a shared vision and common understanding of the key issues, balances and trade-offs, and set desired quadruple-bottom-line objectives;
- Promote more ecological sustainable development practices and outcomes;
- Prioritise, integrate and coordinate planning and service delivery across public and private sectors within the local area;
- Reinforce the role and function of neighbourhoods through the consolidated development of an existing or redevelopment of an emerging local area;
- Enable community and stakeholders to effectively contribute to the long-term planning of their local area through participative community engagement processes; and
- Maximise efficient use of local government resources by ensuring integrated and/or coordinated delivery of works and services appropriate to the local area.

Together with the structure plan, the LAP seeks to translate the broader City-wide principles, objectives and priority areas of the *Strategic Community Plan: 2018-2028* and to synthesize these with 'bottom up' place-based planning for the Racecourses local area.

The LAP comes into effect as an informing strategy to Council's strategic community planning upon endorsement.

2.4 Site conditions and constraints

Following is a summary description of the site conditions and principal opportunities and constraints influencing the structure plan. More detail is provided in the documents listed in the technical appendices index (*Appendix A*).

2.4.1 Biodiversity and natural area assets

Because the structure plan area lies within the largely built-up area of Carey Park, the majority of the area has been previously cleared of native vegetation leaving only small amounts of remnant vegetation. An area of Marri trees (*Corymbia calophylla*) exists along the north-west of the precinct extending westward from the small reserve near the depot site and through portion of the Bunbury Turf Club site.

The portion between the depot site and Nuytsia Avenue (Lots 546 and 4676) is a 'A' class reserve for the purposes of 'Children's Playground'.

According to Geomorphic Wetland Mapping, there are no Conservation Category Wetlands (CCW) or Resource Enhancement (RE) category wetland areas in the precinct, however a small area of Multiple Use (MU) category wetland exists at the south-west corner. One CCW is present 250m to the south-east of the precinct.

2.4.2 Landform and soils

The landform slopes from 12.7m AHD in the south-east to 4.1m AHD along the western boundary. The precinct is generally flat, with a small rise approaching the south-east side, reflecting the underlying basalt rock in this area. The average gradient across the site is approximately 1:150 with a steeper portion grading westwards from the high point in the south-east corner of the precinct.

The site is mapped as low-moderate risk Acid Sulphate Soils (ASS). There is an area of high-moderate risk ASS located approximately 250m to the south-east of the site, associated with the CCW.

2.4.3 Contaminated sites

There are two potentially contaminated sites within the Racecourses

local area, both of which have been classified as 'Possible Contaminated - Investigation Required' under the *Contaminated Sites Act 2003*, including:

- Lot 37 Nuytsia Avenue operated as a City of Bunbury depot and there is anecdotal evidence that a portion of it may also have been used as a nightsoil tip; and
- Lots 450, 500 and 501 Ecclestone Street were historically used as a nightsoil tip (anecdotal).

Further investigation and potentially remediation will be required to allow more sensitive land uses to occur at these sites.

2.4.4 Groundwater and surface water

The precinct lies within the catchment of the Five Mile Brook. Loamy sands, beneath imported fill, with good permeability underlay most of the largely pervious precinct, meaning that there is a low pre-development surface runoff off-site directly after most rain events. The majority of rainfall is managed via the on-site storages or infiltrates into the groundwater.

A wide, open channel traverses the northern boundary of the precinct draining toward the Five Mile Brook to the west. There is a

large stormwater basin within the Bunbury Turf Club sub-precinct and another (the Ecclestone Street wetland) within the Bunbury Trotting Club sub-precinct. The Bunbury Turf Club sub-precinct also contains a raised irrigation dam.

A smaller, shallower constructed drain adjacent to the Bussell Highway also connects to Five Mile Brook. Surface water runoff generally sheets from east to west across the precinct, however there is little overland flow off-site.

As the site slopes gradually from east to west and consists of free-draining soils with very little impermeable surface, the majority of rainfall infiltrates close to source. The risk of flooding under current site conditions is low.

The *Bunbury Flood Management Strategy* (SKM, 2004) predicted only minor inundation toward the west of the precinct during a 100yr flood event.

2.4.5 Bushfire hazard

Due to previous clearing and land development, the State's bushfire prone mapping as identified in *Figure 7: Bushfire prone land* shows that only a small portion of the subject land in the south-east corner near the intersection of Brittain Road and Milligan Street is regarded

as bushfire prone. This is due to the remnant vegetation located less than 100m to the east.

Should development be considered in the eastern portion of the jog track sub-precinct, a Bushfire Attack Level (BAL) assessment will be required. However, it is not expected that this would be a significant constraint to land uses in the sub-precinct.

2.4.6 Heritage

A search of the Aboriginal Heritage WA database indicates there is a site of cultural significance in the vicinity of the south-eastern portion of the LAP area. Whilst the exact location is unknown, it may be associated with the wetland located south of Brittain Road. There is no indication of sites of Aboriginal cultural significance having been identified within the LAP area itself, however due to the culturally significant site nearby it would be appropriate for it to be acknowledged in the LAP.

The Bunbury Racecourses precinct has a long equine association, with over 150 years of Thoroughbred and almost 100 years of Standardbred training and racing. In 1940-41, the 10th Light Horse Regiment had a large training camp at nearby Hands Oval. Reportedly, there were around 600 horses involved. The 10th Light Horse Bunbury Troop remains active in the Bunbury-Geographe district and the historic association with the racecourses locality could be represented in some way.



Figure 7: Bushfire prone land

3. Land Use and Subdivision Requirements

3.1 Vision

The following Vision Statement has been prepared based on outcomes from community and stakeholder engagement during the formulation of the structure plan and LAP:

“The Bunbury Racecourses local area is an equine hub that will remain the premier racing and training venue in the South West. In its central location with over 150 years of Thoroughbred and almost 100 years of Standardbred training and racing history, the area generates important recreational, cultural and economic benefits for the Bunbury Geographe community.

The local area will continue to support the horse racing industry by protecting the long-term viability and growth of the Bunbury Turf Club and Bunbury Trotting Club, and by providing equine-related services and residential stabling opportunities. Over time, the local area’s importance for private lot stables will diminish as it is in transition through urban renewal, together with the opportunity of new on-course stabling facilities.

The urban renewal of the stables sub-precinct will respect the local area’s historical and cultural heritage through sensitive urban design and infrastructure upgrades that enhances the established character and amenity of the area. Public open spaces, streetscaping, public art and entry statements will reinforce the area’s identity and sense of place.

The local area will accommodate places for living and working more sustainably with greater connection to the Parks Centre district-level activity centre, College Grove health care and education campuses, Hay Park and surrounding residential neighbourhood.”

3.2 Urban design principles

Following are the main urban design principles that have shaped the desired outcomes of the structure plan:

Identifiable

The plan respects the local area’s historic and cultural heritage and character and seeks to reinforce its identity while improving overall amenity and sense of place. The precinct is visually interesting and attractive with good quality

buildings and streetscapes, integrated branding, public art and wayfinding that highlights the equine hub.

Inclusive

The plan creates opportunities for people from a wide demographic to live in the area in a variety of residential product including new opportunities for young people, and retirement housing to enable aging in place.

Accessible

The plan capitalises on the precinct’s central location and its accessibility to the Bunbury CBD, the regional transport network, and connections to key education, health, commercial, sporting and community activities.

Permeable

A permeable and connected road structure that enables residents and visitors to readily orientate themselves and easily navigate their way within the precinct. Landmark buildings, public art and integrated signage will assist in making the precinct identifiable and easy to get around.

Walkable

The existing and proposed shared path network provides for a high degree of walkability and disabled access throughout the precinct, along with suitable pedestrian linkages to public transport, schools, shops and community uses (such as Milligan House, Bunbury Men’s Shed), and active and passive recreation within walking distance.

Safe

Improved safety in public places in accordance with CPTED principles including provision for streets, pathways, open spaces and buildings used by the public that encourage surveillance by residents and passers-by, effective lighting and safe road crossings - including for horses and trainers.

Active

Provision of a variety of public open spaces that allow for active recreation spaces, both formal and informal and both group and individual physical activities. In addition, the LAP provides for the two race clubs to facilitate managed access to sporting and community groups within their grounds - such as additional equestrian activities, events and

landscaped pathways.

Adaptable

The plan street blocks, principal land parcels, buildings and public spaces are adaptable to enable re-newal and transition to alternate uses over time. The precinct has upgraded utility services and infrastructure that manage drainage and wastewater, equine facilities and public buildings and spaces to contemporary standards.

3.3 Land use

The Local Structure Plan map is the principal spatial map (refer to *Figure 1: Local Structure Plan*).

‘Book-ending’ the precinct are the two existing horseracing clubs with provision for growth and development of their respective club facilities and ancillary purposes over time. The clubs need to utilize their property and assets to develop additional income streams to support their ongoing viability.

The additional use boundaries around the two racing clubs allows the opportunity to explore land use diversification and explore additional income streams for the clubs. The additional uses potentially provide for commercial and/or short-term accommodation uses.

The existing trotting club jog track near Brittain Road is retained. In the event the jog track becomes redundant or unviable, alternative uses may be investigated.

The central, existing stables sub-precinct is proposed as a ‘dual code’ R5/R30 area providing an opportunity for retaining stables on large residential lots or for medium density residential subdivision and development (refer to *Figure 8: LAP Sub Precincts**). At the junction of Brittain Road and Barr Road, opportunities are identified for mixed use commercial and residential.

The City’s former depot site and some adjoining Bunbury Turf Club land is identified as medium/high density residential to provide flexibility for a range of design responses capitalising on its location, connections and its pleasant outlook to remnant Marri trees and the racecourse.

**Note: The Local Area Plan was prepared by the City and the plan has not been endorsed by the WAPC.*



BUNBURY RACECOURSES

Local Area Plan

2 - BUSSELL HIGHWAY SUB PRECINCT

Principal Activities:

- Commercial ground floor uses
- Short-term accommodation
- Turf club premises
- Turf club operations

Ancillary Activities:

- Community uses

Urban Design:

- 3-4 storeys
- Gateway / landmark
- Rationalised access
- Vistas into racecourse



1 - TURF CLUBHOUSE SUB PRECINCT

Principal Activities:

- Turf club premises
- Turf club operations

Ancillary Activities:

- Car parking
- Float parking
- Community uses
- Commercial uses

Urban Design:

- Gateway / landmark
- Rationalised access
- 3-5 storeys
- Linkages to Parks Centre and Hay Park



3 - THE DEPOT SUB PRECINCT

Principal Activities:

- Medium - high density residential
- Turf club premises
- Turf club operations

Ancillary Activities:

- Community uses

Urban Design:

- 2-3 storeys
- Gateway / landmark
- Rationalised access
- Landscape buffer to Nuysia Avenue



4 - DONALDSON PARK CLUBHOUSE SUB PRECINCT

Principal Activities:

- Trotting club premises
- Trotting club operations

Ancillary Activities:

- Car parking
- Float parking
- Community uses
- Commercial uses (including equine related)
- Holiday accommodation

Urban Design:

- Gateway / landmark
- Rationalised access
- 2-3 storeys
- Interface with existing residential
- Linkages to stables precinct



VISION STATEMENT

The Bunbury Racecourses local area is an equine hub that will remain the premier horse racing and training venue in the South West. In its central location with over 150 years of Thoroughbred and almost 100 years of Standardbred training and racing history, the area generates important recreational, cultural and economic benefits for the Bunbury Geographic community.

The local area will continue to support the horse racing industry by protecting the long term viability and growth of the Bunbury Turf Club and Bunbury Trotting Club, and by providing equine related services and residential stabling opportunities. Over time the local area's importance for private lot stables will diminish as it is in transition through urban renewal together with the opportunity of new on-course stabling facilities.

The urban renewal of the stables sub-precinct will respect the local area's historical and cultural heritage through sensitive urban design and infrastructure upgrades that enhances the established character and amenity of the local area. Public open spaces, streetscaping, public art and entry statements will reinforce the area's identity and sense of place.

The local area will accommodate places for living and working more sustainably with greater connection to the Parks Centre district level activity centre, College Grove health care and education campuses, Hay Park and surrounding residential neighbourhood.

4B - JOG TRACK SUB PRECINCT

Principal Activities:

- Trotting club premises
- Trotting club operations
- Stabling

Ancillary Activities:

- Community uses

Urban Design:

- Linkages to Milligan House and POS
- Interface with existing residential
- Development Investigation for residential / retirement village / aged care facility




LEGEND

	Subject Land		Training track
	Open space and landscaping		Potential greyhound track
	Drainage / wetland		Sub precinct
	Private club facilities		Principal road
	Mixed use		Secondary road
	Dual code (R5 / medium density)		Shared pathway
	Medium density residential		Bridle trail
	Medium / high density residential		Entry statement / landmark
	Future development investigation		Linkage
	Sewerage pump station		Open space vista
	Race track		Horse crossing
			Vehicle underpass

7 - 1400 STARTER'S GATE SUB PRECINCT

Principal Activities:

- Turf club premises
- Turf club operations
- Commercial uses (including equine related)

Ancillary Activities:

- Community uses

Urban Design:

- 2-3 storeys
- Interface with existing residential
- Interface with Barr Road mixed use
- Linkages with Park Centre



6 - BARR ROAD SUB PRECINCT

Principal Activities:

- Commercial ground floor uses
- Medium - high density residential

Ancillary Activities:

- Community uses

Urban Design:

- 2-3 storeys
- Interface with existing residential
- Linkages with Parks Centre



5 - STABLES SUB PRECINCT

Principal Activities:

- Residential R5/Medium density

Ancillary Activities:

- Stables
- Community uses

Urban Design:

- 1-2 storeys
- Bridle paths and horse crossings
- Interfaces between R5 and R30
- Medium density requires new roads
- Central POS
- Pathway linkages to race courses
- Linkages to activity centres




Figure 8: LAP Sub Precincts

3.4 Public open space

Public open space (POS) is proposed adjacent various residential sub-precincts to ensure convenient access, create 'green' spaces throughout the area and promote physical and mental wellbeing. Where possible, remnant vegetation should be retained and supplemented with shade tree and plants selected from a suitable planting list.

A minimum contribution of 10 percent of the gross subdivisible area must be given up free of cost by the subdivider for POS in accordance with the WAPC's Liveable Neighbourhoods. The total amount of POS identified within the structure plan area is approximately 3.99ha, of which 3.46ha is new. There is a current POS reservation over Lots 546 and 4676 Nuytsia Avenue under LPS8. POS is to be generally provided in accordance with **Table 3: Public open space calculations and schedule**.

Enhancement of the ecological and recreational values of the Ecclestone Street wetland is proposed, without compromising its drainage function.

3.5 Commercial - additional uses

Additional Use Area 17 (Bunbury Turf Club) and Additional Use Area 18 (Bunbury Trotting Club) appear on the Structure Plan map together with the following listed 'discretionary' land uses:

A.U. 17: Betting Agency; Bulky Goods Showroom; Caretaker's Dwelling; Hotel; Market; Motel; Serviced Apartment; Shop; Stables

A.U.18: Betting Agency; Caretaker's Dwelling; Holiday Accommodation; Holiday House; Market; Serviced Apartment; Stables

An amendment to the local planning scheme is required to formalise each Additional Use Area and their respective additional uses. The amendment will incorporate satisfactory checks and balances that guides and limits the size / scale of discretionary uses (e.g. by stating a maximum floor area) and their location. For example, 'Bulky Goods Showroom' land uses (within A.U. 17) are intended to be confined to the portion of land that addresses Bussell Highway, consistent with the Mixed Use Corridor identified within the City's Local Planning Strategy 2018 (as updated).

The additional uses (in keeping with the range listed) provide the horse racing clubs the opportunity to explore supplementary income streams that will support their long term viability, and encourages the growth of business synergies that are complementary to the horse racing function and setting.

Table 3: Public open space calculations and schedule

	(ha)	(ha)	(ha)
Site Area			93.0062 ¹
Less			
POS A (existing portion)	0.5310		
Total		0.5310	
Net Site Area			92.4752
Deductions			
Private Community Purpose	66.0613		
Public Purposes	0.0798	66.1411	
Gross Subdivisible Area			26.3341
Public Open Space @ 10%			2.63
Public Open Space Contribution - Proposed Appointments of 10% Requirement			
May comprise minimum 80% of Unrestricted Public open Space	2.1753		
May comprise minimum 20% of Restricted Public Open Space	0.5438		
Unrestricted Public Open Space Sites			
Local Park (POS A)	0.6385		
Neighbourhood Park (POS B)	1.2037		
Local Park (POS C)	1.0551	2.8973	
Restricted Use Public Open Space Sites			
Wetland (POS C)	0.5885	0.5438	
Total Credited Open Space			3.4411
Total Public Open Space Provision			12.65%

(1) Given existing roads, the POS calculation has not included the Bussell Highway, Brittain Road, Nuytsia Avenue, Hands Avenue, Milligan Street road reserves as included in the whole structure plan area 104.866ha. As a result the local structure plan area calculated is 93.0062ha.



In all cases the horse racing function, synonymous with the 'Private Community Purpose' zoning, is to remain the primary / predominant activity on each site, with proposed additional uses required to satisfactorily demonstrate that they will positively support (and not undermine) the on-going and future horse racing operations.

3.6 Residential

3.6.1 Estimated yields

Table 1: Land use summary table shows potential for a yield of 577 residential lots plus 3 mixed use lots (total 580 lots), providing around 647 dwellings and housing some 1488 residents.

For each proposed residential sub-precinct (including the residential component of mixed use sites), **Table 4: Indicative lot yield, dwellings and residential population** shows the net land area, density code, number of lots, number of dwellings and the estimated population.

The structure plan provides for significant choice of residential densities, locations and lifestyles. Within the existing stable sub-precinct, the proposed R5 / R30 dual density code allows retention of existing 2,000m²-3,000m² lots but also the opportunity for medium density re-development. Therefore, calculations were undertaken in the event that only 50% of the proposed R5 / R30 dual density LAP Sub-Precinct '5' was developed to a R30 potential (average lot size 300m² and the remaining retained at R5 potential (average lot size 2000m²) which would provide around 444 dwellings, housing some 1175 residents.

The depot sub-precinct (3) is suitable for medium-high density residential of 2-3 storeys (subject to detailed contamination investigation and remediation as required), with subdivision and development on individual allotment considered most likely.

A mixed use sub-precinct (6) is identified at the intersection of Brittain Road and Barr Road with provision of ground floor commercial uses and additional 1-2 storeys of residential apartments above.

3.6.2 Stables sub-precinct dual density code R5 / R30

A dual density coding approach will allow residents the opportunity to retain horse stabling on residential lots (restricted to R5 and in association with a dwelling) or subdivide their property at a R30 density code. The higher coding will be only be achieved in instances whereby certain requirements are complied with including but not limited to sewerage provision and health and amenity provisions.

Table 4: Indicative lot yield, dwellings and residential population

LAP sub-precinct (Residential)	Nett Land Area (m ²)	Density Code (R-Code)	No. of Lots	No. of Dwellings	Estimated resident population per parcel ³
3	39066 ¹	R60	260	260	598
5	95179 ¹	R5 / R30	317 (181 ⁴)	308 (177 ⁴)	729 (416) ⁴
6	6316 ²	R60	3	70	161
Total	140561	-	580 (444⁴)	647 (511⁴)	1488 (1175⁴)

(1) Lot area/building footprint - estimate excludes roads, common property, private open space, shared amenity etc...(gross area less 20%)

(2) Estimate excludes ground floor commercial premises (based on land area*plot ratio)

(3) Estimated residential population per parcel based on 2.3 persons/dwelling (City of Bunbury LGA)

(4) Estimated scenario if 50% of the proposed dual density R5 / R30 (Sub-Precinct 5) remains at R5 density.

Minimising land use conflict

To retain residential stabling options within the sub-precinct and allow medium density residential, controls will need to be introduced to ensure amenity concerns and health standards are satisfactorily addressed to reduce any potential land use conflicts.

- introduction of a Special Control Area to allow for the co-location of residential (dual density) and horse stabling development and uses.
- horse stables to only be permitted on lots more than 2,000m² (R5 density code minimum site area).
- separation distance (buffer) between dwellings, horse stables and yards. New dwellings on all properties should be designed in a manner ensuring privacy, safety, convenience for the occupants and be sighted at least 10m from any stables. New stables will need to be sited at least 10m from any dwelling.
- improved stable construction standards and amenity provisions (revision of local laws) to encourage a high standard of design, both functionally and aesthetically, which will have regard to the needs of occupants, neighbours and local amenity.
- notification on titles (memorials) to inform landowners of potential nuisances, noise, dust and odour which affects the use and enjoyment of land (i.e. acknowledging the sub-precinct as a horse stabling and residential area). Notifications to be established under Section 165 of the *Planning and Development Act 2005* and/or under Section 70A of the *Transfer of Land Act 1893*.

- a reduction to buffer distances may be accepted in instances whereby innovative design and construction solutions (materials and technology) mitigate the potential land use conflict to the satisfaction of the City of Bunbury.



Conceptual image showing residential orientated towards the racecourse



Views over Doomben Racecourse (QLD)

Figure 9: Infill Development and Interface with Racecourse illustrates the development potential of the existing R5 lots abutting the Bunbury Turf Club. Due to lots only having frontage to Barr Road, lots will need to be subdivided / developed with access legs to the rear of properties. This scenario enables lots to take advantage of the opportunity to overlook the racecourse.



Figure 9: Infill Development and Interface with Racecourse

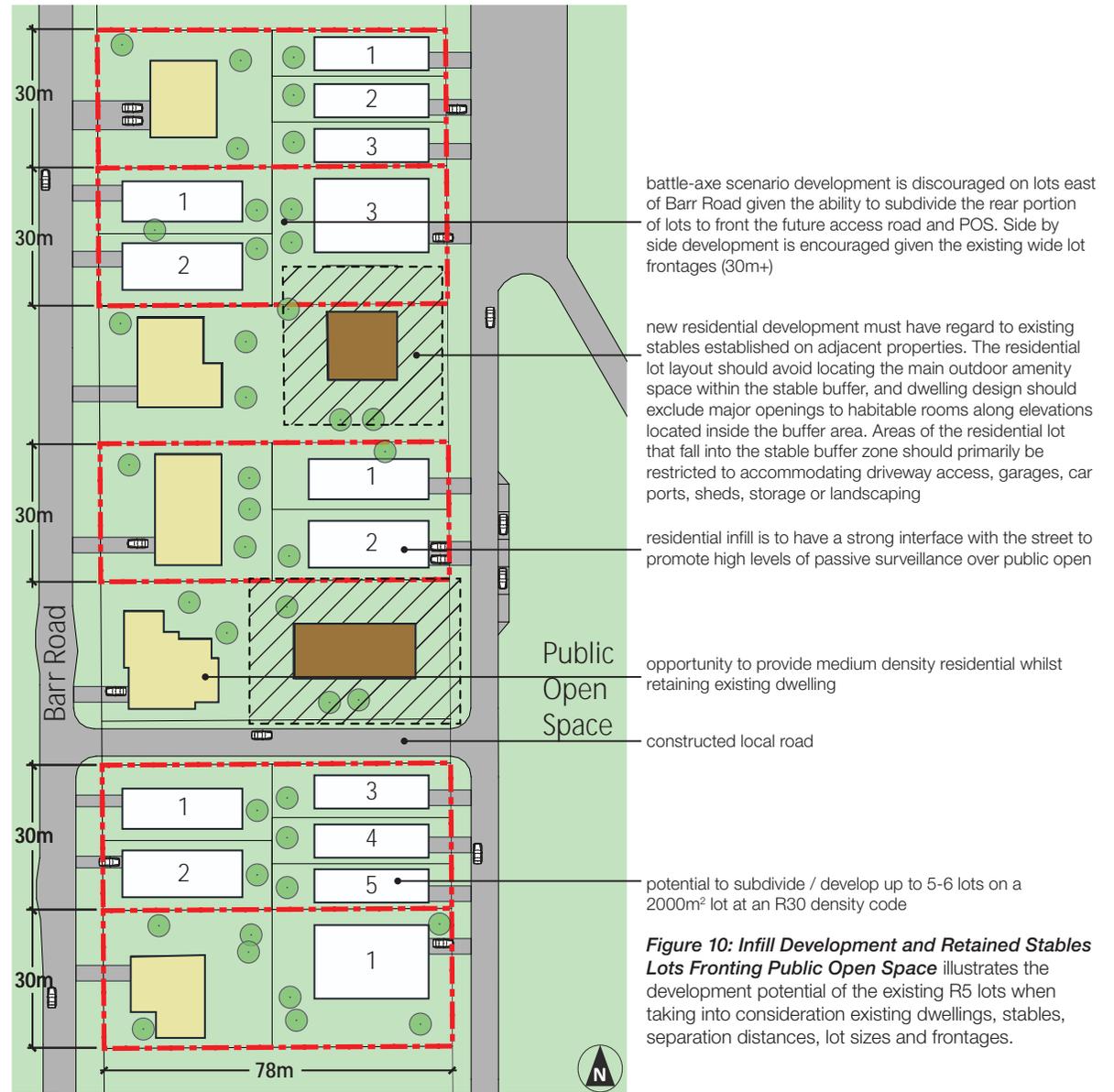


Figure 10: Infill Development and Retained Stables Lots Fronting Public Open Space

battle-axe scenario development is discouraged on lots east of Barr Road given the ability to subdivide the rear portion of lots to front the future access road and POS. Side by side development is encouraged given the existing wide lot frontages (30m+)

new residential development must have regard to existing stables established on adjacent properties. The residential lot layout should avoid locating the main outdoor amenity space within the stable buffer, and dwelling design should exclude major openings to habitable rooms along elevations located inside the buffer area. Areas of the residential lot that fall into the stable buffer zone should primarily be restricted to accommodating driveway access, garages, car ports, sheds, storage or landscaping

residential infill is to have a strong interface with the street to promote high levels of passive surveillance over public open

opportunity to provide medium density residential whilst retaining existing dwelling

constructed local road

potential to subdivide / develop up to 5-6 lots on a 2000m² lot at an R30 density code

Figure 10: Infill Development and Retained Stables Lots Fronting Public Open Space illustrates the development potential of the existing R5 lots when taking into consideration existing dwellings, stables, separation distances, lot sizes and frontages.



3.7 Movement networks

A *Transport Impact Assessment* of the Racecourses LAP and structure plan was prepared by Cardno (refer to *Appendix A*). The assessment considered traffic, pedestrian and cycling facilities, and public transport.

Roads and traffic

The existing road network in the structure plan area and their respective classifications under the Main Roads Functional Hierarchy comprises:

- Bussell Highway - Distributor A
- Brittain Road - Local Distributor
- Ecclestone Street - Local Distributor
- Nuytsia Avenue - Access Road
- Hands Avenue - Access Road
- Milligan Street - Access Road
- Barr Road - Access Road

Trip generation rates for the proposed structure plan were assessed against the guidelines set out by the WAPC *Transport Assessment Guidelines – Volumes 5 – Technical Guidance*.

SIDRA analysis of traffic function was carried out on the intersections of Ecclestone Street/Brittain Road; Ecclestone Street/Hands Avenue/Nuytsia Avenue; and Brittain Road/Barr Road examining degree of saturation, average delay, level of service and 95th percentile queue.

The SIDRA results showed that most of the proposed intersection forms will operate with minimal queuing and can accommodate the additional traffic generated by the structure plan area. The one exception is the right turn movement from Nuytsia Avenue to Blair Street during the AM peak hour which could operate at LOS F (a breakdown in vehicle flow). However, because the resulting queue lengths are not considered excessive and as the queued vehicles do not impact on adjacent intersections, this issue is not considered sufficient to warrant intersections modifications.

Whilst the existing road network is capable of managing the increased traffic associated with the structure plan-proposed development and increased residential population, a number of intersection upgrades are necessary, as follows:

- The north-south road of Ecclestone Street with two current intersections (Barr Road/ Ecclestone Street and Access Road/ Ecclestone Street), connecting externally into the precinct should be upgraded to include line marking and improved road surfacing but with both remaining configured as three-leg give way intersections, with Ecclestone Road remaining the major leg.
- The three-leg roundabout intersection of Brittain Road with Ecclestone Street to remain as currently configured with one lane on each leg approach and exit.
- The Barr Road/ Brittain Road three leg give-way intersection connecting externally into the precinct to remain configured as three-leg give way intersections, with Ecclestone Road remaining the major leg but upgraded to include new line marking and improved road surfacing where necessary.
- The four-leg, staggered intersection of Ecclestone Street, with Hands Avenue and Nuytsia Avenue will require geometric reconfiguration.

The existing Ecclestone Street/ Hands Avenue/ Nuytsia Avenue intersection is shown in *Figure 11: Ecclestone Street/ Hands Avenue/ Nuytsia Avenue intersection*. It is give-way controlled for both the Hands Avenue and Nuytsia Avenue approaches, with Ecclestone Street the major road.

A bus route currently travels in both directions along Ecclestone Street. Pedestrian facilities are provided along the western and eastern approaches along Hands Avenue and Nuytsia Avenue in the form of median cut-throughs for pedestrian refuge and dropped kerbs.

The centrelines of Hands Avenue and Nuytsia Avenue (along Ecclestone Street) are approximately 25m apart, with each of these intersections having wide radii at each of the entry and exit points with very little signage or line marking.

Whilst the distances between the two intersections may be perceived as a safety issue, a review of the intersection crash data does not show significant crash rates occurring at this intersection. However, due to the missing signage, line markings and entry and exit radii that may influence excessive speeding into and out of this staggered junction area, some changes are recommended.

Two options are suggested as follows:

Option 1: Priority intersection



Figure 11: Ecclestone Street/ Hands Avenue/ Nuytsia Avenue intersection

Minor changes recommended are:

- Improved line marking to Australian Standards
- Stop-line marking and signage controls on Nuytsia Avenue and Hands Avenue intersection approaches
- Reduced entry and exit radius, with new kerb line build out
- Kerb-line islands at approaches to reduce right turning vehicles entering into the intersection approach lanes

These measures will assist in reducing any attempt of excessive speeding and provide improved traffic management information.

Option 2: Roundabout

A roundabout may assist, however a bus route currently travels in both directions of the major intersection leg through this staggered intersection area, which will impact accessibility for a normal bus, without creating a large radius. Reconfiguration of the layout will require satisfactory access for a bus and, preferably, nil or minimal land take from adjacent properties.

Consideration has been given to function, avoiding or minimising land take and maintaining the bus route along Ecclestone Street. The Traffic Impact Assessment (Appendix A) shows a sketch diagram of what the roundabout intersection could look like. The intersection approaches and small radii mountable roundabout layout indicate that the land required for this roundabout intersection would not involve private properties north of the intersections of Ecclestone Street with Hands Avenue and Nuytsia Avenue.

Pedestrian and cycling facilities

The precinct is reasonably well provided for in terms of pedestrian and cyclist access, with existing footpaths provided on Bussell Highway, Brittain Road, Ecclestone Street, Hands Avenue and Nuytsia Avenue. *Figure 12: Existing shared paths* shows existing shared paths within the Racecourses precinct and surrounding areas.

Shared paths are shown in *Figure 14: Movement Networks*, including limiting the need to cross internal and external roads. These include a future path partially using a future pedestrian underpass under the Bunbury Turf Club track from Barr Road to the south west of the precinct (Parks Centre) on Brittain Road.

Currently there are no formal cycling paths in or adjacent the precinct. However, it is permissible for cyclists to use the footpaths (shared paths).

Figure 14: Movement Network shows generic 'shared pathways' and separate 'bridle trails', although detailed planning at local development plan or subdivision level is needed to determine precise needs and locations. Existing 'bridle trail' routes and road crossings between the stables sub-precinct and the two race courses are retained for the convenience of trainers/handlers stabling horses within the sub-precinct and exercising and training them at the nearby clubs.

Shared pathways extending outside the precinct are intended to illustrate pedestrian and cycling linkages rather than bridle trails.



Figure 12: Existing shared paths

Public transport services

There are two bus services, service 829 and service 830 which both connect to Bunbury Bus Station, the Parks Centre and the Bunbury Health Campus and Edith Cowan University/ Southern Regions TAFE local campuses. These services run adjacent to the vicinity of the Site along Brittain Road with a stop located at approximately 100m south of the precinct on Kennedy Street (adjacent the Parks Centre).

Along Barr Road, service 829 has a bus stop to connect its route within the precinct. Bus service 842 can also be accessed from the stops at Kennedy Road which also connect to Bunbury Health Campus, as well as to ECU/ Southern Regions TAFE. The location of these bus stops is shown in *Figure 13: Bus routes*.

To date, there have been no public transport network changes proposed by the Public Transport Authority that will affect local services. However, as the precinct is developed over time, an opportunity exists to change the route of service 830 to instead utilise Nuytsia Avenue and Ecclestones Street as this route will serve a larger 'demand catchment' compared to the existing route.

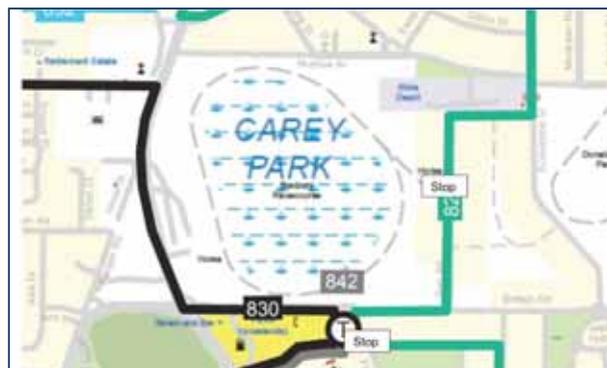


Figure 13: Bus routes

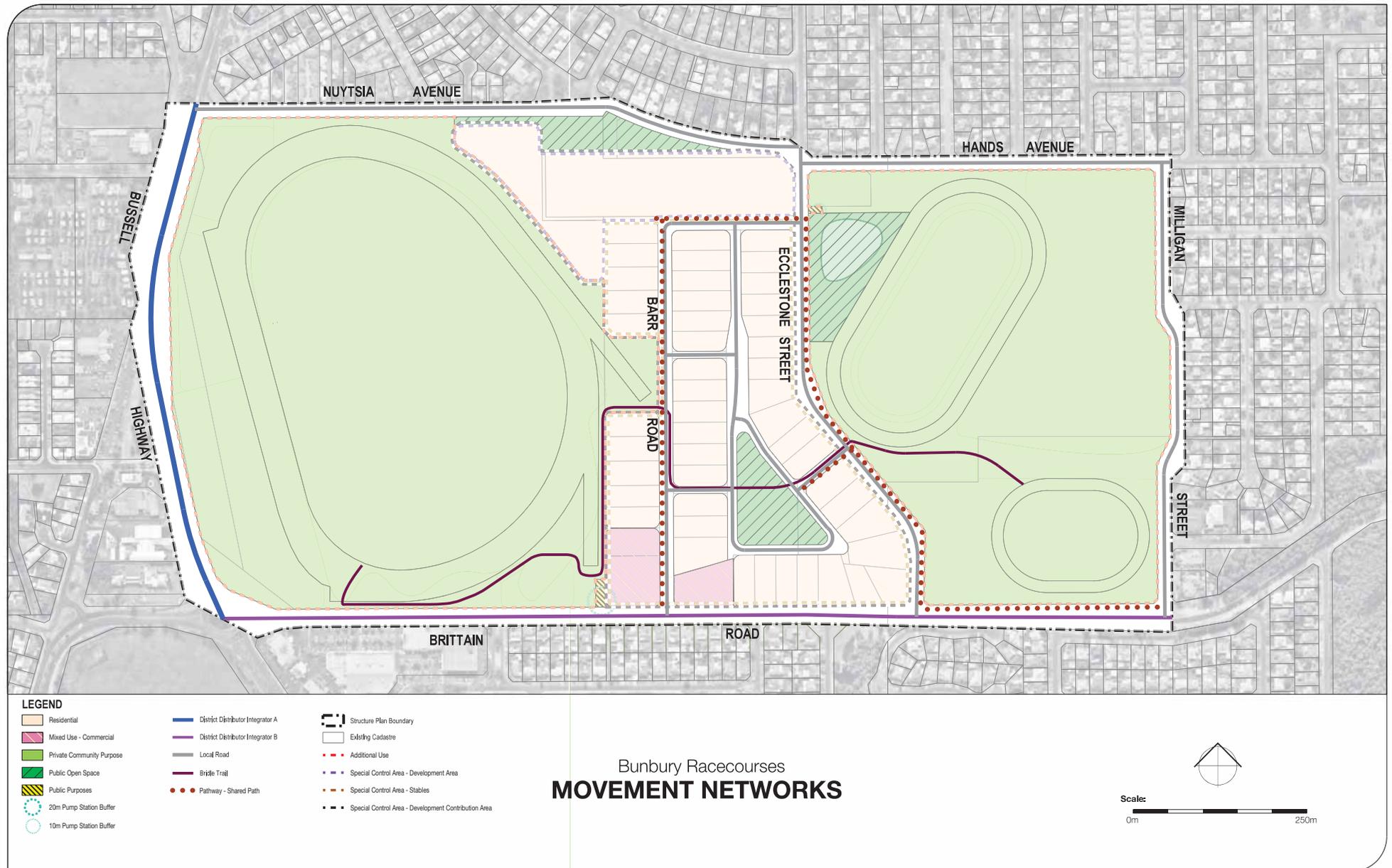


Figure 14: Movement Networks

3.8 Horse Movement and Safety

Some landowners within the Stables Sub-Precinct are expected to continue stabling horses and utilising the area as a training and racing area. In addition, any future on-course stabling within the local area will require safe horse movements. The movement and separation of horses from traffic and pedestrians to improve horse and human safety and accessibility is pivotal for the sub-precinct. Horse access to the Turf and Trotting Club facilities is essential and needs to cater for multiple forms of horse movement (i.e. horse and rider and horse and sulky).

There are currently no standards or minimum requirements for horse trail surfaces or infrastructure design in Australia. Design guidance for a future bridle path can be taken from the following sources:

- Sustainable Recreational Trails Guidelines (Trails SA);
- Horse SA's Horse Trail Infrastructure – Guidelines for Peri Urban Precincts (2010);
- Needs, Specifications and Infrastructure Requirements for Recreational Horse Riding Trails (ATHRA);
- Guide to Traffic Engineering Practice – Part 14 – Bicycles (Austroads); and
- Serpentine Jarrahdale Shire Local Planning Policy LPP9 Multiple Use Trails (March 2003).
- Bridle Trail Master Plan - (Shire of Augusta Margaret River 2014).

Considerations for a bridle path design in the should include:

- bridle path surface and dimensions (non slip, well drained, free from stones and sharp materials);
- traffic separation (natural or man-made barriers);
- signage (trail signs, directional markings and warning signs); and
- road crossings (horse holding bays, sightlines).

An example of best-practice horse crossing management is a Pegasus crossing which is often used in the United Kingdom. A Pegasus crossing is controlled by traffic signals which are operated by push-button by the user (horse rider, pedestrian or cyclist). Pegasus crossings incorporate a second crossing place with segregated approaches and separate light controls, alongside the cyclist and/or pedestrian crossing. A Pegasus crossing provides a relatively safe point of crossing, which is cheaper and more practical

for existing roads than providing an overpass or underpass (The British Horse Society 2015).

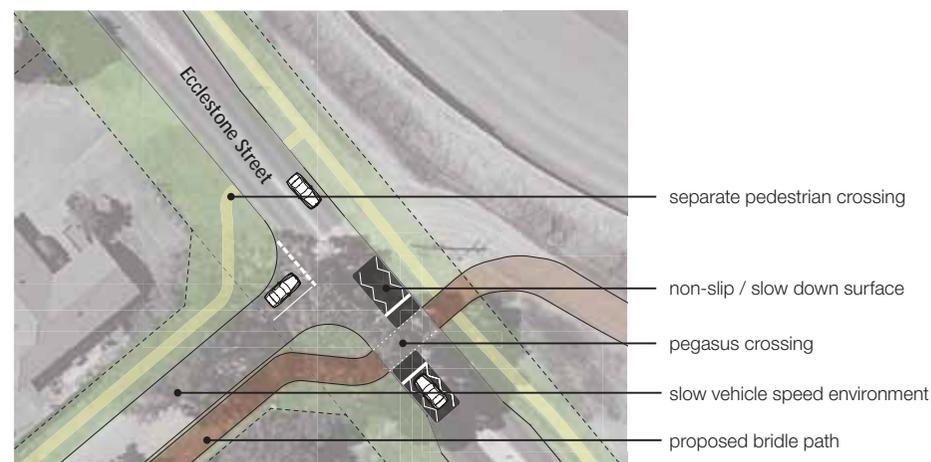


Figure 15: Conceptual horse crossing on Ecclestone Street



Signage within close proximity to Ascot Racecourse



Pegasus Crossing in the UK



3.9 Water management

In accordance with *Better Urban Water Management (WAPC, 2008)* an approved Local Water Management Strategy (LWMS) is required to accompany and inform a structure plan.

A *Bunbury Racecourses Precinct Local Water Management Strategy* (Calibre, 2017) has been prepared for submission and endorsement by the Department by Water and Environmental Regulation. The LWMS is included in Appendix A.

Key elements (water management)

The water management strategies adopted for the precinct are based on best practice water sensitive urban design (WSUD) that

integrate sustainability and the provision of functional residential, commercial and private recreation areas. The strategies will be achieved through the synthesis of planning and designs to manage, protect and conserve the total water cycle. The plans and designs for the development are appropriate for the subject land's development constraints, existing development of the site, surrounding environment and future residential use.

The proposed local water management practices can be summarised as Key Elements. These are illustrated in *Figure 16 Key elements (water management)* and outlined below.

Water Conservation and Servicing



Figure 16: Key elements (water management)

- A target of 100KL per person per annum has been set for the development.
- All developments are to be connected to a potable reticulated water main to provide security of supply.
- All developments are to be connected to a reticulated sewage main.
- Provision of awareness raising material on water saving measures.
- All irrigated areas are to be irrigated using waterwise principles such as minimal lawn areas, using local native species, hydrozoning and rain sensing irrigation systems.
- Bioretention gardens and other WSUD features will be watered for 2 years to assist with establishment.
- The use of recycled water is to be investigated for the irrigation of POS areas, alternatively POS irrigation will be via existing onsite groundwater bores.

Stormwater Management

- Detention basins and swales at various locations in the development will capture and treat stormwater flows up to the 1:100 ARI rainfall event. Flows are generally infiltrated on site with a controlled outlet at the western boundary connecting to the Five Mile Brook.
- All residential lots will have on-lot storage with an overflow having a direct connection to the road drainage network.
- Commercial lots are to store the 1:10 ARI event on site.

Flood Protection

- All lot levels will be designed to maintain a clear separation of 300mm between the road gutter line and habitable floor levels for the 1:100yr average recurrence interval (ARI) flood level, generated on site.

Ecosystem protection

- New ephemeral wetland habitat will be created within detention basins as a result of native species plantings.
- Landscaping will utilise native species that will complement the native vegetation of the area.

- The WSUD elements used on site will treat stormwater and groundwater, improving the water quality prior to it entering downstream ecosystems via groundwater flows, and controlled surface flow.

Groundwater Management

- Inflows to the groundwater are to be treated through bioretention media and plants to improve the quality of water prior to it entering the groundwater.

Disease Vector and Nuisance Insect Management

- Bioretention gardens will be designed to infiltrate all water within less than 96 hours in accordance with DoW BUWM guidelines.

3.10 Landscape management

The structure plan provides for vistas (framed views) into, and from, the Racecourses precinct, particularly viewing open spaces and helping promote a sense of spaciousness, and connection to 'the outdoors' and 'urban greenery' within the wider built-up urban area.

Street-scaping, public art, entry statements and integrated signage will reinforce the precinct's identity and sense of place, along with a selected planting list for trees and shrub planting on POS, drainage reserves, street verges and along shared pathways.

Both Aboriginal cultural significance and the 10th Light Horse historic association with the locality can be acknowledged through interpretation, events, wayfinding and public art.

3.11 Commercial activity and employment

The *Bunbury Racecourses Local Area Plan Economic Assessment* (Essential Economics Pty Ltd, 2017) has been prepared as part of the structure plan and LAP preparation (refer *Appendix A*).

The main implications arising from review of the economic considerations were as follows:

- Both the Bunbury Turf and Trotting Clubs contribute significantly to the local and regional economies; they are also the largest training bases for both codes outside of metropolitan Perth.
- Population growth has occurred in Carey Park, driven

largely by the subdivision of existing blocks and multi-unit developments.

- Moderate population growth is forecast for Greater Bunbury over the next 10 or so years, with significant growth expected in the number of older persons.
- Carey Park is considered to be an affordable residential location, with median house and unit prices below the benchmark for Greater Bunbury. Median household incomes are also around 10% below the median for Greater Bunbury.
- Health and education are two industries that have experienced job growth in recent years and are highlighted as key drivers in the Bunbury Geographe Growth Plan. Having regard for the Racecourses Precinct's proximity to major health and education facilities, these two sectors are considered to present opportunities for the precinct.
- The Bunbury CBD has been the major location for investment in commercial, tourism, entertainment and associated uses. The Bunbury Racecourses precinct is approximately 3km to the south of the CBD, and would not be considered a high priority for major investment associated with uses that would otherwise typically seek a CBD location, such as high-end visitor accommodation or A-grade commercial office buildings.

The two clubs are considered important economic assets to the City of Bunbury and the region. Consequently, the structure plan and LAP seek to retain and build on the activities currently provided and to contribute to the ongoing viability of the clubs.

It is noted that the option of co-locating the two racecourses and clubs was previously investigated by Racing and Wagering WA. Although technically possible, co-location was rejected for operational and financial reasons. The City's study management structure determined that there was insufficient merit to warrant re-investigation of a co-location option.

Economic opportunities

The economic assessment reviewed potential commercial opportunities, categorised as follows:

1. Likely development opportunities:

These are uses that are well-suited to specific areas within the precinct, and where demand either exists or it is likely to occur in the future.

2. Potential development opportunities:

These are uses that may be considered in the future but where demand is likely to be more opportunistic. These uses may also contribute to the character of the precinct and build on a particular theme (e.g. equine), and contribute positively to the local economy.

3. Unlikely development opportunities:

These are uses that are either not suited to the subject land or where limited demand is likely to occur in the future.

Implications for the Racecourses LAP and structure plan were identified as follows:

Likely development opportunities:

- Medical and health-related uses along Bussell Highway
- Residential aged care
- Independent retirement village living
- Medium-density residential housing
- A variety of commercial uses along Bussell Highway which may include fast food outlets, restaurants, gyms or fitness centres, limited homemaker retailing and/or showrooms.

Potential development opportunities:

- Continuation of horse racing themed housing, potentially involving an increased density similar to that provided at the Ascot Racecourse in Perth
- Veterinarian practise specialising in equine services
- Potential for veterinarian training if a suitable relationship with a provider of veterinarian courses (i.e. Murdoch University) can be established
- Higher amenity employment uses, potentially incorporating specialised home-office development along Brittain Road.

Unlikely development opportunities:

- High-end visitor accommodation, although potential may exist for a mid-tier serviced apartment operator
- High-grade commercial office.



Better outcomes for the clubs and the racing industry are likely if surplus land in the precinct were to be preferentially used for ancillary activities returning an income to the clubs, or compatible commercial activities.

3.12 Infrastructure coordination, servicing and staging

The infrastructure servicing focus is on the stables sub-precinct because of the uncertainty of timing for other potential development areas due to factors including business planning by the respective race clubs, and contaminated sites investigations, but also the more urgent need to review planning for the stables sub-precinct.

Calibre has undertaken preliminary costing of two options for the stables sub-precinct (refer to *Servicing Report* listed in *Appendix A*). The area of the sub-precinct used for comparison of indicative servicing costs for indicative residential density options is shown in *Figure 17: Estimated servicing costs*.

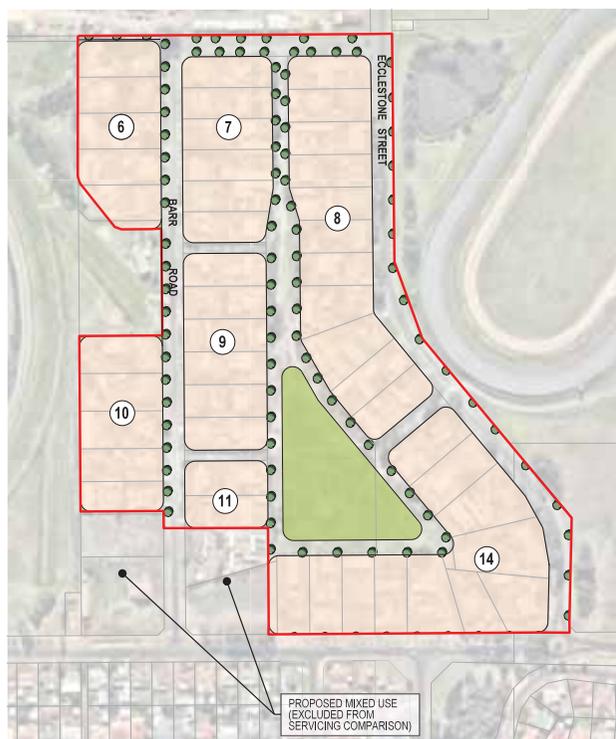


Figure 17: Estimated servicing costs

Option 1

Option 1 (creating 97 lots) was based on rezoning the existing R5 area to R10 (based on an average lot size of 1100m²).

The proposed mixed use sites (four lots) on the corner of Barr Road and Brittain Road were excluded from the residential lot yield and estimated costings.

Option 2

Option 2 (creating 294 lots) was based on rezoning the existing R5 area to R30 medium density (based on an average lot size of 380m²).

Consistent with Option 1, the proposed mixed use sites (four lots) on the corner of Barr Road and Brittain Road were excluded from the residential lot yield and estimated costings.

Both options require similar servicing infrastructure, especially roads, reticulated water, reticulated sewerage, power and telecommunications. Option 2 has significantly lower per lot servicing costs, but apart from vacant lots relies on the demolition of existing dwellings to achieve the maximum potential lot yield. Given that many of the existing dwellings are in good condition, it is unlikely many would be demolished in the short-term hence the R30 in-fill development would be expected to initially focus on the rear portion of existing lots.

Estimated servicing costs, stables sub-precinct

A preliminary estimate of the above-mentioned infrastructure and services costs has been prepared to compare the two indicative options and includes the following items:

- Sewer reticulation
- Stormwater drainage
- Roadworks
- Water supply
- Power upgrades and supply
- Telecommunications supply

Two comparative development options have been assessed:

- Option 1 : Low density (97 lots)
- Option 2 : Medium density (294 lots)

The estimated servicing costs of the two indicative options are summarised in *Table 5: Estimated servicing costs: stables sub-precinct*.

Table 5: Estimated servicing costs: stables sub-precinct

Option	No. of Lots	Estimated Total Cost (inc. GST)	Estimated Cost Per Lot (inc. GST)
1	97	\$8,705,896	\$89,752
2	294	\$10,770,275	\$36,634

In the estimated servicing costs the following notes and exclusions apply:

- Excludes landscaping, lot fencing, fire breaks, entrance statements, marketing, project management, sales, planning, design, survey and scheme fees. Assumes works proceed in favourable weather conditions.
- Western Power charges and energisation costs are very difficult to estimate prior to undertaking full design. These costs are thus very approximate only and subject to possible large variation.
- Excludes any costs associated with Acid Sulphate Soils and associated remediation costs if required
- No provisional sums for intersection upgrades
- Resurfacing and new kerbing estimated for half of the existing roads

The exclusions and variations could potentially add significant costs to the actual servicing costs. Breakdowns of the Cost Estimates are included in the *Servicing Report* (listed in *Appendix A*).

Based on the preliminary investigations, there are no significant technical servicing constraints associated with the subdivision and subsequent redevelopment of the stables sub-precinct, however the existing pattern of lots under multiple owners (many with dwellings in good condition) presents more of a challenge than greenfields urban development.

Roads

The road pavements in Barr Road, Ecclestone Street and Brittain Road are in good condition, however, resurfacing works might be needed.

New road pavements will be constructed in the road reserve located between Barr Road and Ecclestone Street. A crown road is proposed to ensure stormwater runoff is towards new side entry pits.

Reticulated water

A preliminary lot layout has been prepared and discussions held with Aqwest regarding the capacity of the existing network to service the proposed precinct. Aqwest confirmed the feasibility of the proposed structure plan arrangement.

Furthermore, suggestions were made by Aqwest about the possibility of using recycled water for the irrigation mains of the overall precinct. This warrants further investigation.

Aqwest reticulated water infrastructure exists in both Barr Road and Ecclestone Street. In addition, new water mains would need to be installed along the proposed new road reserve.

Reticulated sewerage

The site is currently located within two Water Corporation Sewer catchments. The first one is serviced by Waste Water Pump Station (WWPS) 24 located in Ecclestone Street. The second catchment is serviced by WWPS 16 located in Brittain Road.

A sewer concept design has been prepared to confirm that the sewer flows can be directed via gravity sewers (150mm diameter) to the existing pump stations.

Some changes may be needed to the catchment boundaries and Water Corporation has indicated a willingness to modify the boundaries so the stables sub-precinct can be properly serviced.

Stormwater drainage

The overall proposal for stormwater drainage is included in the LWMS (*Local Water Management Strategy*, Calibre 2017).

Power and telecommunications

The overhead power line along the eastern side of Barr Road would need to be undergrounded. Provision of telecommunications infrastructure to the new lots is likely to be one of the more significant infrastructure costs, as indicated by preliminary cost estimates.

Implementation of Works

While some sub-precincts within the local plan area may ultimately progress development sooner than others, the staging of works in

the first instance is largely dependant upon (and can expect to be further guided by) updates and amendments to the regulatory planning framework, including the preparation of a Development Contribution Plan - as indicated in Table 6 below.

Table 6: Steps towards implementation

Step	Action	Purpose	Status
Greater Bunbury Region Scheme	Amendment	Facilitates Turf Club land use diversification and expansion	Completed
Local Planning Strategy	Amendment	Facilitates subsequent (complementary) revisions to the local planning scheme.	Completed
Local Structure Plan (this document)	Endorsement	Guides future subdivision, development, LDP requirements and LPS8 amendments.	Pending
Scheme Amendment(s)	Amendment	Various - to facilitate: <ul style="list-style-type: none"> Rezoning and density re-coding Updates to Additional Uses Table Introduction of 'Stables' land use definition and permissibility. Depiction of Development Area Special Control Areas, including Development Contribution Area Special Control Areas requiring the formulation of a Development Contribution Plan (DCP) 	Not Started
Local Development Plan(s)	Adoption	To assist in achieving better built form outcomes by linking <i>lot design to future development</i> . LDP's will look to minimise potential impacts on the horse racing function and take advantage of each site's location.	Not Started
Development Contribution Plan	Investigation, Preparation and Adoption	Cost recovery for new and upgraded infrastructure, including sewerage, roads and footpaths (in accordance with State Planning Policy 3.6 Development Contributions for Infrastructure).	Not Started

3.13 Technical Studies Appendices Index

Technical documents prepared by the consultant team to inform and support the structure plan are listed in *Appendix A*. Copies are available electronically from the City of Bunbury on request.



Appendix A

Technical appendices index

No.	Document title	Approval required or supporting document	Approval agency	Approval status
1	Visioning Outcomes Report (TPG + Placematch)	Supporting	N/A	Prepared to help inform LAP and Structure Plan
2	Scenarios Outcomes Report (TPG + Placematch)	Supporting	N/A	Prepared to help inform LAP and Structure Plan
3	Economic Assessment (Essential Economics)	Supporting	N/A	Prepared to help inform LAP and Structure Plan
4	Traffic Assessment (Cardno)	Required	LGA	Lodged for assessment
5	Local Water Management Strategy (Calibre)	Required	DWER LGA	Lodged for assessment
6	Servicing Report (Calibre)	Required	N/A	Lodged in support of LAP and Structure Plan

Copies of technical appendices are available electronically from the City of Bunbury on request.



CONTACT US

CALIBRE
UNIT 5, 53 VICTORIA STREET
BUNBURY WA 6230
(08) 9791 4411

WWW.CALIBREGROUP.COM