



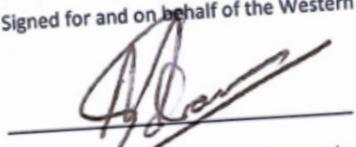
City of Busselton  
Local Planning  
Strategy  
2019

*Where  
environment  
lifestyle and  
opportunity  
meet!*

### ADVERTISING

The City of Busselton Local Planning Strategy certified for advertising on 18 November 2015

Signed for and on behalf of the Western Australian Planning Commission

  
An officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)

Date: 29 March 2016

### ADOPTED

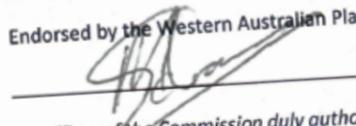
The City of Busselton hereby adopts the Local Planning Strategy at the Ordinary meeting of the Council held on the 14<sup>th</sup> day of September 2016

  
MAYOR

  
CHIEF EXECUTIVE OFFICER

### ENDORSEMENT

Endorsed by the Western Australian Planning Commission on

  
An officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)

Date 13 March 2020

The City of Busselton acknowledges the Traditional Custodians, the Wadandi Bilbulmun people, on whose land we are living and pay our respects to their Elders, past, present and emerging.

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# City Of Busselton Local Planning Strategy Text & Map

## 1.0 Vision

A local planning strategy that supports the ongoing development of a vibrant and cohesive community that protects its natural environment, meets the needs of its population and ensures that future development maintains the City's unique character, lifestyle and community values.

## 2.0 Purpose

The purpose of this local planning strategy is to: set out the long-term (25 years-plus) broad planning direction for the whole of the District of the City of Busselton; and provide a strategic rationale for decisions related to the planning and development of the District, especially decisions related to the progressive review and amendment of our local planning scheme over the next 10 -15 years. The strategy will be subject to a comprehensive review within 5 years, in conjunction with the local planning scheme review. The strategy has been prepared and supported by the City of Busselton and endorsed by the Western Australian Planning Commission as a local planning strategy pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015*.

## 3.0 Planning Framework Context

This strategy needs to be read and understood as part of a broader planning framework, which includes not only our local planning scheme, but also: State and regional-level planning legislation, strategies and policies (such as the *Leeuwin-Naturaliste Ridge State Planning Policy* and the *Leeuwin Naturaliste Sub-Regional Strategy*); sector-based strategies (such as the *Local Rural Planning Strategy*), area-based strategies (such as the *Busselton Wetlands Conservation Strategy*) or issue-based strategies (such as the *Biodiversity Incentives Strategy*) that may be developed from time to time; structure plans (including Development Guide and similar plans); and local planning policies. Planning and development direction and decisions are also influenced by: the City's organisational plans (such as our current *Strategic Community Plan*); and State and Commonwealth-level environment, development, infrastructure and other relevant laws, strategies, policies and guidelines. To the extent of any inconsistency, the strategy prevails over any City 'sector-based' or 'issues-based' strategies, but does not prevail over any State Planning Policy, in particular the *Leeuwin-Naturaliste Ridge State Planning Policy* and the *Leeuwin Naturaliste Sub-Regional Strategy*. This strategy supersedes and replaces the *Busselton Urban Growth Strategy* (1999).

## 4.0 Relationship to the Leeuwin Naturaliste Sub-Regional Strategy

The strategy reflects the outcomes of the *Leeuwin Naturaliste Sub-Regional Strategy*; identifies the main strategic directions and Planning Investigation Areas/Tourism Investigation Areas set out in the *Leeuwin Naturaliste Sub-Regional Strategy*; and in the

event of any inconsistency the *Leeuwin Naturaliste Sub-Regional Strategy* prevails.

## 5.0 Relationship to Local Planning Scheme

Local Planning Scheme No. 21 (LPS21) applies to the whole of the District of the City of Busselton. The strategy sets out the long term planning direction for the local government; applies state and regional planning policies relevant to the strategy; and provides the rationale for any zoning or classification of land under the local planning scheme. For development that falls within the jurisdiction of the City of Busselton, LPS21 is the primary means by which the City can ensure that new development contributes towards fulfilling the objectives of the strategy.

In situations where the Council exercises its discretion in considering a planning application, the strategy will be an important reference to inform its decision-making. The strategy has a longer time horizon than LPS21, meaning that not everything in the strategy will be reflected immediately within LPS21.

## 6.0 Format

This strategy consists of a series of (written) strategy statements and the associated **Map** organised around five identified 'planning themes'

### THEME 1

Settlement and community

### THEME 2

Activity centres and economy

### THEME 3

Transport and infrastructure

### THEME 4

Environment, landscape and heritage

### THEME 5

Implementation and review

The strategy is supported by a background 'strategy report', which informs the strategy, but does not form part of it.

# Settlement and community



## 7.1 Theme 1 Objectives

The Theme 1 objectives are as follows –

- The continued growth as the principal settlement in the District of the Busselton-Vasse Urban Area as a regional centre and the Dunsborough Urban Area as a major town through: the redevelopment and consolidation of the existing urban areas; and through the identification of suitable areas for planned, progressive expansion of those settlements.
- The planned expansion of existing settlements where supported by this strategy and in accordance with the *Leeuwin Naturaliste Sub-Regional Strategy* (section 6 – Settlement Hierarchy; section 7 – Investigation Areas; and section 8 – Townsite Strategies).
- The creation of compact, liveable and sustainable settlements that provide their residents with housing and lifestyle choice and affordability, a high quality of life, health and wellbeing and convenient access to high quality employment and services.
- Expansion and improvement of community facilities to meet the needs of a growing and increasingly diverse population.

## 7.2 Theme 1 Strategies

- Establish a **settlement framework** as illustrated on the **Map** and in **Table 1**.
- Identify the long term vision for **population growth**, urban expansion and urban consolidation to allow the population of the District to ultimately reach approximately 100,000 people by 2050.
- Establish an **urban growth area framework** as illustrated on the **Map** and in **Table 2**.
- Support and pro-actively plan for **urban expansion** of both the Busselton-Vasse Urban Area and the Dunsborough Urban Area within the established urban growth area framework, including via: the identification of urban growth areas for both the medium term (10 - 15 years) and long term (25+ years) (noting current urban growth areas are already identified and zoned in the City's local planning scheme); immediate consideration be given to the commencement of rezoning/structure planning processes for medium term urban growth areas to ensure continuity of land/housing supply and diversity. The commencement of rezoning and structure planning for long term urban growth areas will not be supported and will be reconsidered through subsequent 5 yearly strategy and scheme reviews.
- The **timeframe for Planning Investigation Areas and Tourism Investigation Areas** will be determined via the WAPC's Planning Investigation Area assessment requirements of the *Leeuwin Naturaliste Sub-Regional Strategy*, in conjunction with Townsite Strategies for Vasse and Dunsborough, where relevant.
- Support and pro-actively plan for **urban consolidation and redevelopment** (including through increases in permissible residential density) in existing urban areas, especially in areas close to the Busselton City Centre, Dunsborough Town Centre and other activity centres identified in the activity centre framework. Support other proposals for redevelopment/consolidation (including through increases in permissible residential density) in existing urban areas, or for increases in planned development density in urban growth areas, especially in close proximity to activity centres or high amenity areas, such as in coastal locations, adjacent to open space, or which are close to significant community facilities. Planning for consolidation should have regard to Special Character Areas, amenity, streetscape and Western Ringtail Possum habitat.
- Support and pro-actively plan to identify suitable areas for **re-subdivision/consolidation of existing rural-residential development** in both the Commonage and Dunbarton rural residential areas.
- Generally, but especially in urban growth areas, plan for **housing choice, diversity, health, wellbeing and ageing in place**, with a mix of housing types and lot sizes, with higher densities in proximity to activity centres and open space areas, and with identification of land for aged and dependent persons' housing and care facilities in proximity to activity centres in all medium-term urban growth areas.
- Support **housing affordability** through supporting planned urban expansion and urban consolidation, supporting housing choice and diversity, as well as encouraging public, community and other alternative forms of housing delivery.
- Support and pro-actively plan for the development of **new and improved community facilities** to meet the needs of a growing and increasingly diverse population and ensure that the identification of land for community facilities (including educational, medical, community, cultural



and recreation facilities) is considered in the planning of all urban growth areas.

- k) Identify and pro-actively plan for potential **significant community infrastructure locations**, including educational, community, cultural and recreational facilities, but consider other potential locations on their merits, and support strategic land assembly and integrated planning to support the delivery of facilities.
- l) Ensure that both infill and new urban development that will generate a demand for improved community facilities contributes towards meeting those demands through appropriate **developer contributions**.
- m) Identify locations for the following **particular significant community facilities** (\*denotes facilities where potential locations are illustrated on the **Map**) –
  - Public high schools in Ambergate North\* and Dunsborough
  - Additional/consolidated major outdoor recreation/ovals sites in Busselton and Dunsborough\*
  - ‘Noisy sports’ (mostly firearms and motor sport related)
  - Performing arts centre
  - Replacement/additional/expanded indoor recreational facilities in both Busselton and Dunsborough
  - Tertiary education (university and trade/technical)
  - Private education
  - Private hospital
  - Aged care facilities
  - Youth and child-care facilities
  - Places for religious worship or cultural purposes
  - Coastal and marine facilities
  - Recreational walking, cycling and bridle trails

(Note: Potential significant community facilities locations in long-term urban growth areas have not been identified, but will be required. Also note that existing and potential primary school sites have not been identified, but will be required (and are effectively planned for as part of more detailed planning processes and these do not need to be specifically addressed as part of this strategy. Also note that most physically smaller community facilities that take up less space have not been identified but will need to be considered as part of more detailed planning processes).

- n) The detailed **boundaries of settlements, urban growth areas, areas for consolidation and locations for significant community facilities**, as illustrated on the **Map**, are subject to further detailed planning but are indicative of expected outcomes.

- o) Support the WAPC’s nominated **Planning Investigation Areas** on the **Map** and corresponding Settlement Hierarchy (Table 1) and Urban Growth Area Framework (Table 2), which are subject to investigations to determine whether it is possible and/or appropriate to rezone the land. Planning Investigation Area assessments will be undertaken by the WAPC, in conjunction with respective Townsite Strategies for Dunsborough and Vasse.

The **Planning Investigation Areas and Townsite Strategies** are to be undertaken prior to any related local planning scheme amendment process. The designation of a Planning Investigation Area should not be construed as WAPC support for a change from the existing zoning, as this will depend on the outcome of further investigations.

- p) Support the WAPC’s nominated **Tourism Investigation Area** on the **Map** and corresponding Settlement Framework (Table 1) and Urban Growth Area Framework (Table 2), which is subject to investigations to determine whether it is possible and/or appropriate to rezone the land.

**Tourism Investigation Area assessments** will be undertaken by the landowner and are to be determined by the WAPC. The designation of a Tourism Investigation Area should not be construed as WAPC support for a change from the existing zoning, as this will depend on the outcome of further investigations.

- q) Prepare **Townsite Strategies for Dunsborough and Vasse**, having regard to and concurrently with, the WAPC’s assessment of the related Planning Investigation Areas as outlined above.

- r) **Do not support** the following –
  - i. Unplanned new settlements or urban growth areas, including through creation of new settlements not identified in the established settlement framework or new urban growth areas not identified in the urban growth area framework;
  - ii. The rezoning of any further land for rural-residential development;
  - iii. Planning proposals that would significantly compromise the capacity of urban growth areas to accommodate planned growth; or
  - iv. Any proposals inconsistent with any State Planning Policy, including the *Leeuwin Naturaliste Ridge State Planning Policy*, and the *Leeuwin Naturaliste Sub-Regional Strategy*.



## 8.0 Theme 2: Activity centres and economy

### 8.1 Theme 2 objectives

- a) Build and maintain economic prosperity and security.
- b) Plan to support strong employment growth, and economic development and diversification.
- c) Transitioning towards a less resource and carbon-intensive economy that is less dependent on continued population growth for economic sustainability.
- d) The continued growth of the Busselton City Centre and Dunsborough Town Centre as the main centres of the economic, social and cultural life of the District.
- e) Development of new activity centres in urban growth areas and limited expansion of existing smaller centres to ensure access to services at a local level and build neighbourhood identity.
- f) Identification of land for commercial, industrial, tourism and agricultural purposes.

## 8.2 Theme 2 strategies

- a) Support and pro-actively plan for **employment growth and economic development** to support a growing population within established activity centre and industrial/service commercial area frameworks, and through: ensuring that sufficient land is identified at a strategic level; working pro-actively to ensure land is available for development when required; and identifying and pro-actively planning for emerging opportunities and needs for employment growth and economic development.
- b) Establish an **activity centre framework** as illustrated on the **Map** and in **Table 3**.
- c) Support and pro-actively plan for **activity centre development** as set out in the established activity centre framework, with activity centres, including new activity centres and significant expansions of existing activity centres, to be developed as centres of the social and cultural life of their communities and not just as shopping centres. This strategy will be achieved, in part, by:
  - All new activity centres and significant expansions of existing activity centres shall be accompanied by an 'Activity Centre Plan' and 'Retail Sustainability Assessment' and be developed along predominantly

'main-street' lines, with activated public streets and high levels of pedestrian amenity, and with a mix of public spaces (parks and piazzas), shop, office, café/restaurant/bar/entertainment, tourism and community uses.

- Opportunities for delivery of medium or high density housing and tourist accommodation within and around all activity centres shall be pro-actively planned for:
  - Progress preparation of Activity Centre Plans for Busselton and Dunsborough to provide future planning direction for these activity centres.
- d) **Significant office development** should be located within or adjacent to the Busselton City Centre, Dunsborough Town Centre or Ambergate North Town Centre.
  - e) A **Tourism Investigation Area assessment for Bunker Bay** is to be undertaken prior to any rezoning of the subject land. The designation of the Tourism Investigation Area should not to be construed as WAPC support for a change from the existing zoning as this will depend on the outcome of the assessment.
  - f) Support the **development of new tourism accommodation** by allowing development of tourism accommodation in appropriate urban areas.

- g) To facilitate re-investment and the progressive updating of accommodation product, consider permitting **unrestricted length of stay components for new development on Tourism zoned land within the Busselton-Vasse Urban Area and the Dunsborough Urban Area**, consistent with the *Local Tourism Planning Strategy* and the WAPC relevant Planning Bulletin.
- h) Continue to support low-key, small-scale **tourism accommodation in rural areas**, but do not support:
  - unrestricted length of stay component in rural areas outside of the Busselton-Vasse Urban Area and the Dunsborough Urban Area; or
  - strata title subdivision of tourism accommodation in rural areas outside of the Busselton-Vasse Urban Area and the Dunsborough Urban Area, unless strata titling is already currently expressly permitted in the City's local planning scheme via a 'Special Use', 'Additional Use' or 'Special Provision Area' applicable to the subject land.
- i) Establish an **industrial/service commercial area framework** as illustrated on the **Map** and in **Table 4**.
- j) Support and pro-actively plan for **industrial/service commercial area development** in both the Busselton-Vasse Urban Area and the Dunsborough Urban Area within the established industrial/service commercial area framework, including via:
  - The identification of new industrial/service commercial areas for the medium term (10 - 15+ years) noting that current industrial/service commercial areas are already identified and zoned in the City's local planning scheme;
  - Preventing retail activity which can be located in activity centres from being located in industrial/service commercial areas; and
  - Encouraging the timely commencement of rezoning/structure planning processes for medium term industrial/service commercial areas to ensure continuity of industrial/service commercial land supply and diversity.
- k) Support and protect **agriculture** by: retaining land in rural areas primarily for agricultural purposes; avoiding the further fragmentation of land in rural areas other than where specifically supported; and keeping settlements compact and contained.



- l) Protect **basic raw materials and mineral and energy resources** and support their extraction where it is consistent with environmental protection and amenity, and contributes towards local and regional economies, in particular by: managing land-use in the vicinity of those resources; avoiding the further fragmentation of land in rural areas other than where specifically supported; and keeping settlements compact and contained.
- m) Support the appropriate **diversification of agricultural industry and land-uses in rural areas**, including appropriate non-rural land uses that are incidental and/or complementary to the agricultural use of the land.
- n) Ensure that the identification of land for activity centres, tourism and industrial/service commercial areas are considered in the planning of all **urban growth areas**.
- o) The **boundaries of activity centres and industrial/service commercial areas** are subject to further detailed planning, but are indicative of expected outcomes.
- p) **Do not support:**
  - i) unplanned new, or expansion of, existing activity centres not identified in the established activity centre framework
  - ii) industrial/service commercial areas not identified in the established activity centre and industrial/service commercial frameworks:
  - iii) significant shop retail or office uses locating outside activity centres:
  - iv) retail activity, including bulky goods retail, outside activity centres unless there is a clear and compelling argument to do so; or
  - v) planning proposals that would significantly compromise the capacity of land to accommodate growth as set out in this strategy.



# Transport and infrastructure



## 9.1 Theme 3 objectives

- Timely and appropriate development of transport and other infrastructure to meet the needs of a growing and diversifying population and economy.
- An integrated approach to infrastructure and urban development.
- Supporting and encouraging public and non-motorised forms of transport and alternative/renewable forms of energy and improved efficiency in the use of resources and infrastructure.

## 9.2 Theme 3 strategies

- Development of the **Regional Airport** as the principal airport for South West WA, in particular through: regulating nearby land-use and development to minimise the risk of future land-use conflict; supporting development of complementary land-uses and development; and planning for efficient inter-modal passenger and freight transport.
- Seek to identify, through further detailed land use and infrastructure planning, corridors to accommodate a possible future **high-speed passenger rail** linking Busselton and Dunsborough with Perth, Bunbury and Margaret River.
- Seek to identify land corridors to accommodate a possible future **freight rail** link between the Regional Airport and Industrial Precinct, the Bunbury Port and the national freight rail network through further detailed land use and infrastructure planning.
- Seek to identify land corridors to accommodate a future **light-rail or high-performance bus service** linking the Busselton City Centre, Dunsborough Town Centre, Regional Airport and other key activity nodes through further detailed land use and infrastructure planning.
- Progressively improve **other local public transport services and pedestrian/cycling routes** within and between the Busselton-Vasse Urban Area and Dunsborough Urban Area.
- Identify and secure land corridors as necessary for; and progressively implement, the upgrading of the **regional road network and strategic local road network**, including through the –
  - upgrading of the Busselton Bypass to four lanes/dual-carriageway for its entire length;
  - development of the Vasse-Dunsborough Link;
  - development of the Busselton Outer Bypass, ultimately to 'freeway-standard';
  - the upgrading of Bussell Highway east of Busselton to 'freeway-standard';
  - the progressive upgrading of Bussell Highway south of Busselton;
  - the progressive upgrading of Vasse Highway and Sues Road;
  - development of at least one additional link between Layman Road/Peel Terrace and Bussell Highway to the east of Causeway Road (such as development of Ford Road and/or the Eastern Link) – noting that there are significant environmental constraints that would need to be considered and addressed in doing so;
- other than the Eastern Link, the 'Planned/Potential Strategic Local Roads' are preliminary options only and subject to further detailed planning, traffic and environmental investigations;
- progressively upgrading existing north-south links between Busselton Bypass and Bussell Highway/Busselton City Centre;
- creation of efficient links between Busselton Bypass and the future Busselton Outer Bypass;
- creation of an efficient east-west local road route running parallel to the Busselton Bypass and future Busselton Outer Bypass;
- progressive upgrading of Chapman Hill Road; and
- creation of new, or upgrading of, existing routes to reduce future traffic congestion in and through the Dunsborough Urban Area, especially along Caves Road (which could involve new/upgraded routes to the south and west of the urban area).
- The planning for the **Busselton Outer Bypass and freeway requirements** shown in the strategy are preliminary and subject to review and further detailed investigation by Main Roads and relevant transport agencies.
- Support the progressive upgrading of **wastewater treatment** facilities, delivery of infill sewer; initiatives for wastewater recycling and regulating land-use to minimise the risk of future land-use conflict around facilities.
- Develop and implement **waste management** strategies, with a strong emphasis on waste minimisation and recycling, together with the identification and securing of waste disposal sites, or alternative means of waste disposal (e.g. waste to energy).
- Support the progressive upgrading of **telecommunications services and reticulated water, electricity and reticulated gas services**, together with identifying and supporting appropriate opportunities for alternative/renewable/local energy generation or extraction, especially from renewable sources, supporting energy and water use efficiency/re-use initiatives and alternative non-potable water solutions, and the protection/provision of major infrastructure of these kinds.
- In the identification and securing of corridors for rail, road, pedestrian/cycling, water/wastewater, electricity, gas and telecommunications services, consideration always needs to be given to the needs of other services, with integrated **infrastructure corridors** developed whenever possible.

# Environment, landscape and heritage



## 10.1 Theme 4 objectives

- Protect and enhance the natural environment and biodiversity of the District.
- Manage environmental risks such as flooding, bush fire and coastal erosion.
- Preserve and enhance the natural, rural and urban landscapes of the District.
- Preserve Aboriginal and European historical and cultural heritage.



## 10.2 Theme 4 strategies

- Protect and enhance the habitat of **native fauna, native vegetation, waterways and wetlands** as part of the planning and development of the District.
- Seek to identify and secure **ecological corridors** as part of considering structure planning and rezoning proposals.
- Support the rationalisation and expansion of the **reservation and management of land along the coast and adjacent to waterways**, especially around the Vasse River; Vasse-Wonnerup Estuary; New River; Broadwater; Toby Inlet and linking wetlands.
- Support the long-term survival of the District's **Western Ringtail Possum** population, especially the population within urban areas.
- Support and implement initiatives to maintain and improve **water quality** in Geographe Bay, the Vasse-Wonnerup Estuary, Toby Inlet, Lower Vasse River, Vasse Diversion Drain and other waterways and wetlands in the District.
- Develop a comprehensive, long-term approach to address issues related to **coastal erosion, coastal flooding and inland flooding** risk.
- Ensure that new and existing urban areas and other development infrastructure are adequately protected from **inland and coastal flooding** risks.
- Ensure that management of **bush fire** risk is a central consideration in planning and development decisions and that it is undertaken at the same time as development of any landscape or vegetation management planning.
- Maintain the **physical separateness and unique identities of all settlements**, and in particular do not allow intensification of development in the Siesta Park/ Marybrook area by maintaining the broadacre character, wetland ecology, rural landscape and cultural values of the 'Wetland Amenity Area' as identified in the *Leeuwin-Naturaliste Ridge State Planning Policy* and other areas, as identified in this strategy.
- Protect and enhance the **visual character** of the District by avoiding the further commercialisation of land-use and development visible from: i) key public vantage points (e.g. scenic lookouts, trails) within National Parks and conservation parks; and ii) regional roads, strategic local roads and travel route corridors (as defined in the *Leeuwin-Naturaliste Ridge State Planning Policy*); as well as providing, wherever possible and consistent with maintaining landscape and visual character values, screening landscaped buffers where development is being undertaken in locations visible from these sites, roads and travel routes.
- Generally maintain existing **building height** controls, but consider allowing taller buildings to be built in and around the Busselton City Centre, Dunsborough Town Centre and 'Tourism' zoned sites in urban areas, including the Busselton Resort Strip, Dunsborough Resort Strip and at Port Geographe, subject to further detailed planning, including visual and amenity impact analysis, and public consultation.
- Protect and enhance **Aboriginal and European historical and cultural heritage** as part of the planning and development of the District.

# Implementation and review



## 11.1 Theme 5 objectives

- Support the achievement of the objectives and strategies set out for Themes 1-4.
- Align the local planning scheme with the land use outcomes, policy statements and land use strategies of the *Leeuwin-Naturaliste Ridge State Planning Policy* and *Leeuwin Naturaliste Sub-Regional Strategy*.
- Support the prioritisation and resourcing of future planning work undertaken by the City, State Government and landowners/developers.

## 11.2 Theme 5 strategies

- Develop an **integrated implementation and reporting framework**, with periodic updates being provided on progress in implementing the strategy, as well as providing information in regard to: rates of development and growth; land supply and demand; and other demographic, economic, social and environmental information.
  - Undertake and/or support as appropriate, **amendments to the local planning scheme, and development and/or review of local planning policies**, to implement the local planning strategy and apply the *Leeuwin-Naturaliste Ridge State Planning Policy* and *Leeuwin Naturaliste Sub-Regional Strategy*, and have regard to the recommendations of the *Local Rural Planning Strategy*, *Local Commercial Planning Strategy*, *Local Tourism Planning Strategy*, *Local Cultural Planning Strategy* and *Local Environmental Planning Strategy* (which constitute the 'sector-based strategies').
  - Review the **Local Rural Planning Strategy and Local Tourism Planning Strategy as high priorities and review other sector-based strategies**, including considering whether there is an ongoing need for such strategies and/or whether such strategies are to be integrated into the overall local planning strategy. Review of these sector-based strategies is to be undertaken no later than the concurrent review of the local planning scheme and this local planning strategy.
  - Develop and implement integrated plans** within 5 years of adoption of the strategy as follows –
    - Structure plans to **guide planning and development** for the –
      - Regional Airport/Industrial Precinct; and
      - Commonage (i.e. review existing structure plan) and Dunbarton rural-residential areas.
    - Develop a **community infrastructure framework** that addresses both State and local government infrastructure (including educational, community, cultural and recreational facilities), in consultation with relevant government agencies and key stakeholders, to guide locational decisions and strategic planning relating to those facilities to the satisfaction of the Western Australian Planning Commission.
    - A comprehensive, long-term coastal adaptation strategy to address issues related to **coastal erosion and coastal flooding** risk, which is reflected in an integrated way in the local planning scheme, as well as the City's infrastructure and financial planning, and which will protect urban areas from coastal flooding and coastal erosion, or provide for managed retreat from vulnerable areas.
- A **Western Ringtail Possum** habitat protection strategy, which provides for the long-term protection and enhancement of habitat, whilst also supporting the consolidation and expansion of urban development.
  - Develop **activity centre plans** for the Busselton City Centre and Dunsborough Town Centre.
- Support and advocate for **regional and/or State-based initiatives** in relation to the following–
    - The protection and management of **basic raw materials and mineral and energy resources**;
    - The identification and securing of **ecological corridors** through established planning processes; and
    - The protection and securing of **infrastructure corridors and sites for key infrastructure**, including buffer areas.

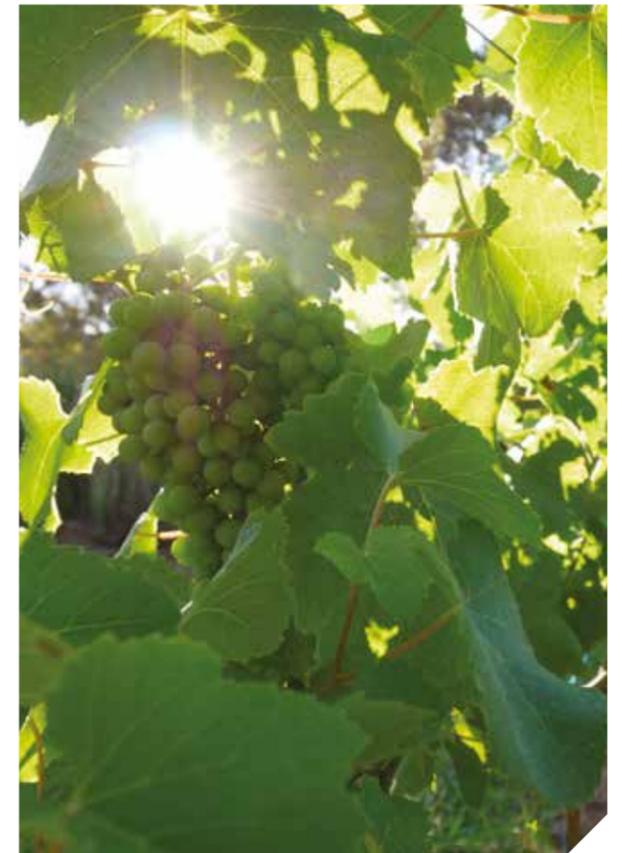


TABLE 1 Settlement Framework

Settlement	Approximate current population	Approximate maximum population/ development potential
Settlement Type: Regional Centre		
<b>Busselton-Vasse Urban Area</b>	25,000	75,000+
Settlement Type: Major Town		
<b>Dunsborough Urban Area</b>	5,000	15,000+
Settlement Type: Village		
<b>Eagle Bay</b>	100 (peak population approx. 500)	No significant development potential
<b>Yallingup</b>	150 (peak population approx. 500)	No significant development potential
Settlement Type: Tourism Node		
<b>Smiths Beach</b>	Minimal	As per endorsed Structure Plan
<b>Bunker Bay</b>	Minimal	To be determined by the WAPC's Tourism Investigation Area assessment requirements of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> .

TABLE 2 Urban Growth Area Framework

Urban growth area	Map ref.	Timeframe	Approximate potential population*	Key issues
<b>Settlement: Busselton-Vasse Urban Area</b>				
<b>Vasse</b>	1	Current	5,000	Land already zoned and structure plans approved.  Limited groundwater allocation for irrigation of public open space.
<b>Yalyalup</b>	2	Current	7,000	Land already zoned and structure plans approved.  Limited groundwater allocation for irrigation of public open space.
<b>Port Geographe</b>	3	Current	1271	Land already zoned and structure plans approved. Further development of Port Geographe may, however, involve review of existing structure planning.  Limited groundwater allocation for irrigation of public open space.
<b>Sandilands</b>	4	Current	339	Land already zoned and structure plans approved.
<b>Molloy</b>	5	Current	246	Land already zoned but structure planning incomplete.
<b>South Broadwater</b>	6	Current	587	Whilst this land is zoned and has approved structure plans, further development is heavily constrained by environmental factors.  Further development may involve reductions in planned development density to achieve workable environmental and economic outcomes.
<b>Ambergate North</b>	7	Current	12,500	Structure plan approved land has been partly rezoned.  Limited groundwater allocation for irrigation of public open space.
<b>Old Broadwater Farm</b>	8	Current	390	Land already zoned and structure plans approved, other than most westerly area which is very environmentally constrained.  Limited groundwater allocation for irrigation of public open space.
<b>Bovell</b>	9	Medium term	6,600	Water quality and foreshore issues due to proximity of Vasse River.  Need to provide for east-west road linking existing Yalyalup and Ambergate North urban growth areas.  Need to consider potential need/ opportunity for expansion of Bovell Park sporting facilities to the north.  Important heritage assets in north-western part of this area ( <i>Cattlechosen</i> ).  Consists of larger portion between Vasse River and Vasse Highway, and smaller portion between Vasse River and Chapman Hill Road.  Limited groundwater allocation for irrigation of public open space. Vasse-Wonnerup Ramsar wetlands.  Bushfire hazards, risk assessment and management.

\* Potential total population in growth area, includes existing population in current growth areas

TABLE 2 Urban Growth Area Framework cont'd

Urban growth area	Map ref.	Timeframe	Approximate potential population*	Key issues
Yalyalup East	10	Medium term	885	<p>Land currently zoned Tourism, but consideration of alternatives supported by <i>Local Tourism Planning Strategy</i>.</p> <p>Visual management, airport noise and design of Busselton Outer Bypass are critical issues for more detailed planning.</p> <p>Limited groundwater allocation for irrigation of public open space.</p> <p>Yate Priority Ecological Community in proximity to the Sabina River and future Busselton Outer Bypass interchange area.</p> <p>Bushfire hazards, risk assessment and management.</p>
Vasse East	11	Long term	To be determined via structure planning and rezoning.	<p>Land currently zoned Rural-Residential and subdivision commenced in parts of the western portion.</p> <p>Separated from current Vasse urban growth area by some environmentally sensitive areas.</p> <p>May require upgrading/expansion of services in Vasse.</p> <p>Consideration for the further intensification of urban development in this location to be investigated via rezoning to urban development and structure planning that addresses all relevant planning considerations, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Environmental impacts (e.g. wetlands and vegetation protection);</li> <li>• Servicing;</li> <li>• Access and traffic management;</li> <li>• Bushfire management;</li> <li>• Interface with the adjoining residential area; and</li> <li>• Transition to the adjoining rural residential area.</li> </ul> <p>Limited allocation of groundwater for irrigation of public open space.</p>
Abbey South	12	To be investigated via the WAPC's Planning Investigation Area assessment requirements of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i>	To be investigated via the WAPC's Planning Investigation Area assessment as required by the <i>Leeuwin Naturaliste Sub-Regional Strategy</i>	<p>The appropriateness of the area for urban development will be determined via the WAPC's Planning Investigation Area assessment as required by the <i>Leeuwin Naturaliste Sub-Regional Strategy</i>.</p> <p>Other than Port Geographe, this is the last undeveloped coastal or near-coastal land with significant development potential in the Busselton-Vasse Urban Area.</p> <p>Inclusion of housing choice and non-residential land uses are to be considered.</p>
Vasse South	13	To be investigated via the WAPC's Planning Investigation Area assessment requirements of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> in conjunction with the Vasse Townsite Strategy.	To be investigated via the Vasse Townsite Strategy.	As per the Vasse Townsite Strategy and Planning Investigation Area provisions of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> (section 7 and 8.2).
Vasse North	14	To be investigated via the WAPC's Planning Investigation Area requirements of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> in conjunction with the Vasse Townsite strategy.	To be investigated via the Vasse Townsite Strategy.	As per the Vasse Townsite Strategy and Planning Investigation Area provisions of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> (sections 7 and 8.2).

\* Potential total population in growth area, includes existing population in current growth areas

TABLE 2 Urban Growth Area Framework cont'd

Urban growth area	Map ref.	Timeframe	Approximate potential population*	Key issues
<b>Settlement: Dunsborough Urban Area</b>				
Dunsborough	15 Indicative	To be investigated via the WAPC's Planning Investigation Area assessment requirement of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> in conjunction with the Dunsborough Townsite Strategy	To be investigated via the Dunsborough Townsite Strategy and Planning Investigation Area of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> .	<p>The extent, location, density of urban expansion is to be investigated via the Dunsborough Townsite Strategy and Planning Investigation Area requirements considering the matters listed at sections 7 and 8.1 of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i>, and the following -</p> <ul style="list-style-type: none"> <li>• Impacts upon agricultural land;</li> <li>• Urban growth and settlement, including but not limited to consolidation and sustainability measures (SPP 3);</li> <li>• Housing variety and density;</li> <li>• Environmental constraints and opportunities (e.g. wetland and water management, vegetation protection, environmental corridors/conservation areas);</li> <li>• Commercial, service commercial and industrial needs;</li> <li>• Strategic district road requirements;</li> <li>• District level recreation, community and public infrastructure needs (e.g. High School); and</li> <li>• Bushfire hazards, risk assessment and management.</li> </ul>
Dunsborough Lakes	16	Current	5,000	<p>Land already zoned and structure plans approved.</p> <p>Limited allocation of groundwater for irrigation of public open space.</p>
Cape Rise/ Naturaliste Heights	17	Current	512	<p>Land already zoned and structure plans approved, but some of this is heavily constrained by environmental factors.</p> <p>Further development may require review of structure plans.</p> <p>Limited allocation of groundwater for irrigation of public open space.</p>
<b>Settlement: Eagle Bay</b>				
Carnarvon Castle Drive South	18	Current	Insignificant	<p>Visual/ landscape assessment, fire management, environmental impact, need to connect existing Carnarvon Castle Drive through to Eagle Bay Road. Whilst this land is not currently zoned for development, a town planning scheme amendment had previously been initiated and limited expansion is supported by the Eagle Bay Structure Plan.</p>
<b>Settlement: Bunker Bay</b>				
Bunker Bay Tourism Investigation Area	19	Medium term	Minimal, to be determined by the Tourism Investigation Area assessment	<p>As provided by the Tourism Investigation Area assessment requirements of the <i>Leeuwin Naturaliste Sub-Regional Strategy</i>. The designation of an Investigation Area should not be construed as WAPC support for a change from the existing zoning.</p> <p>The investigation as to the suitability of the site for tourist accommodation will need to consider -</p> <ul style="list-style-type: none"> <li>• Potential expansion into the 'Farmbreak' site to be relatively low-key/small-scale expansion;</li> <li>• Visual and landscape protection;</li> <li>• Provision of both affordable, family oriented and upscale/high-end tourist accommodation;</li> <li>• Public access to the beach; and</li> <li>• Coastal hazard risk management and adaptation.</li> </ul>

\* Potential total population in growth area, includes existing population in current growth areas

**Note:** The assessment of bushfire hazards and risks may result in the preclusion of urban growth from some identified areas. A Bushfire Hazard Assessment to support this strategy has not been prepared in accordance with *State Planning Policy 3.7 Planning in Bushfire Prone Areas*, therefore area specific hazard assessments will need to be undertaken for any Bushfire Prone urban growth areas to inform structure planning or rezoning)

TABLE 3 Activity Centre Framework

Activity centre type	Activity centre	Approximate current size*	Appropriate maximum potential size **
<b>Settlement: Busselton Vasse Urban Area</b> <i>planned undeveloped centres in italics</i>			
City centre	<b>Busselton</b>	36,000	70,000
Town centre	<b>Ambergate North</b>	Nil	14,000
Neighbourhood centre	<b>Vasse</b>	3,000	5,000
Neighbourhood centre	<b>Yalyalup</b>	Nil	5,000 (but only 2,000 currently planned)
Local centre	<b>West Busselton</b>	1,885	To be determined by more detailed planning processes and following retail sustainability analysis.
Local centre	<b>Bayside</b>	1,500	To be determined by more detailed planning processes and following retail sustainability analysis.
Local centre	<b>Broadwater</b>	641	To be determined by more detailed planning processes and following retail sustainability analysis.
Local centre	<b>Bower Road</b>	462	To be determined by more detailed planning processes and following retail sustainability analysis.
Local centre	<b>Monaghan's Corner</b>	400	To be determined by more detailed planning processes and following retail sustainability analysis.
Local centre	<b>Blum Boulevard</b>	200	200
Local centre	<b>Clydebank Avenue</b>	Nil	Consider reduction of Local Centre zoning to 2,000m <sup>2</sup> or alternative zoning such as Residential
Local centre	<b>Airport North</b>	Nil	To be determined by more detailed planning processes and following retail sustainability analysis.
Local centre	<b>Old Broadwater Farm</b>	Nil	3,000
Local centre	<b>Ambergate North West</b>	Nil	2,000
Local centre	<b>Port Geographe</b>	Nil	As per existing Structure Plan
<b>Settlement: Dunsborough Urban Area</b> <i>planned undeveloped centres in italics</i>			
Town centre	<b>Dunsborough</b>	12,000	20,000 (may require physical expansion of planned Town Centre footprint over longer-term, possibly across to the southern side of Caves Road into the Dunsborough Playing Fields site, which would require identification and development of replacement playing fields site).
Local centre	<b>Dunsborough Lakes</b>	Nil	To be determined by more detailed planning processes and following retail sustainability analysis.
<b>Settlement: Eagle Bay</b> <i>planned undeveloped centres in italics</i>			
Local centre	<b>Eagle Bay</b>	Nil	Site and size to be determined by more detailed planning processes and following retail sustainability analysis.
<b>Settlement: Yallingup</b>			
Local centre	<b>Yallingup</b>	457	To be determined by more detailed planning processes and following retail sustainability analysis.
<b>Settlement: Smiths Beach</b> <i>planned undeveloped centres in italics</i>			
Local centre	<b>Smiths Beach</b>	Nil	As per endorsed Structure Plan.

\* Shop retail floorspace m<sup>2</sup>

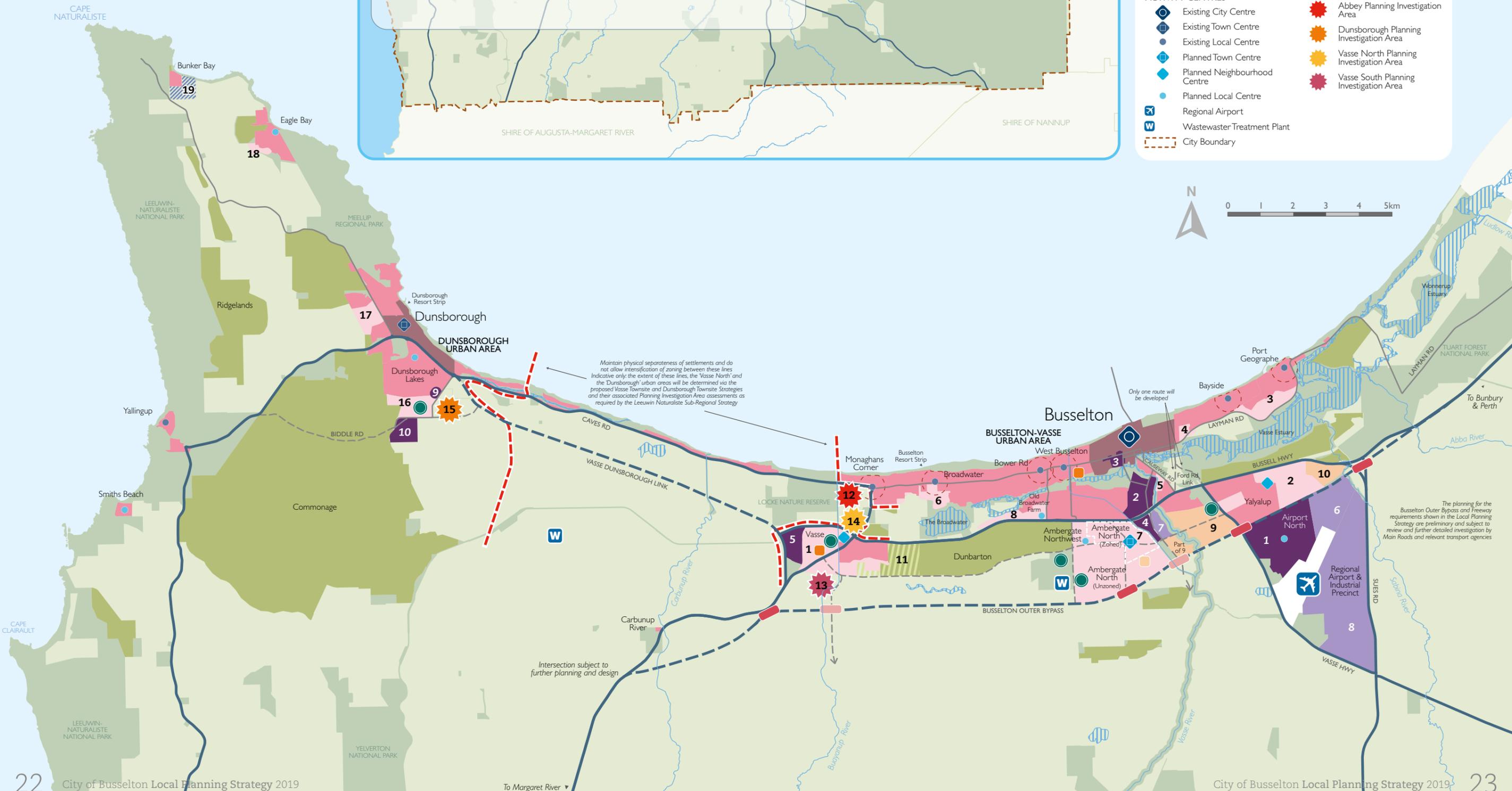
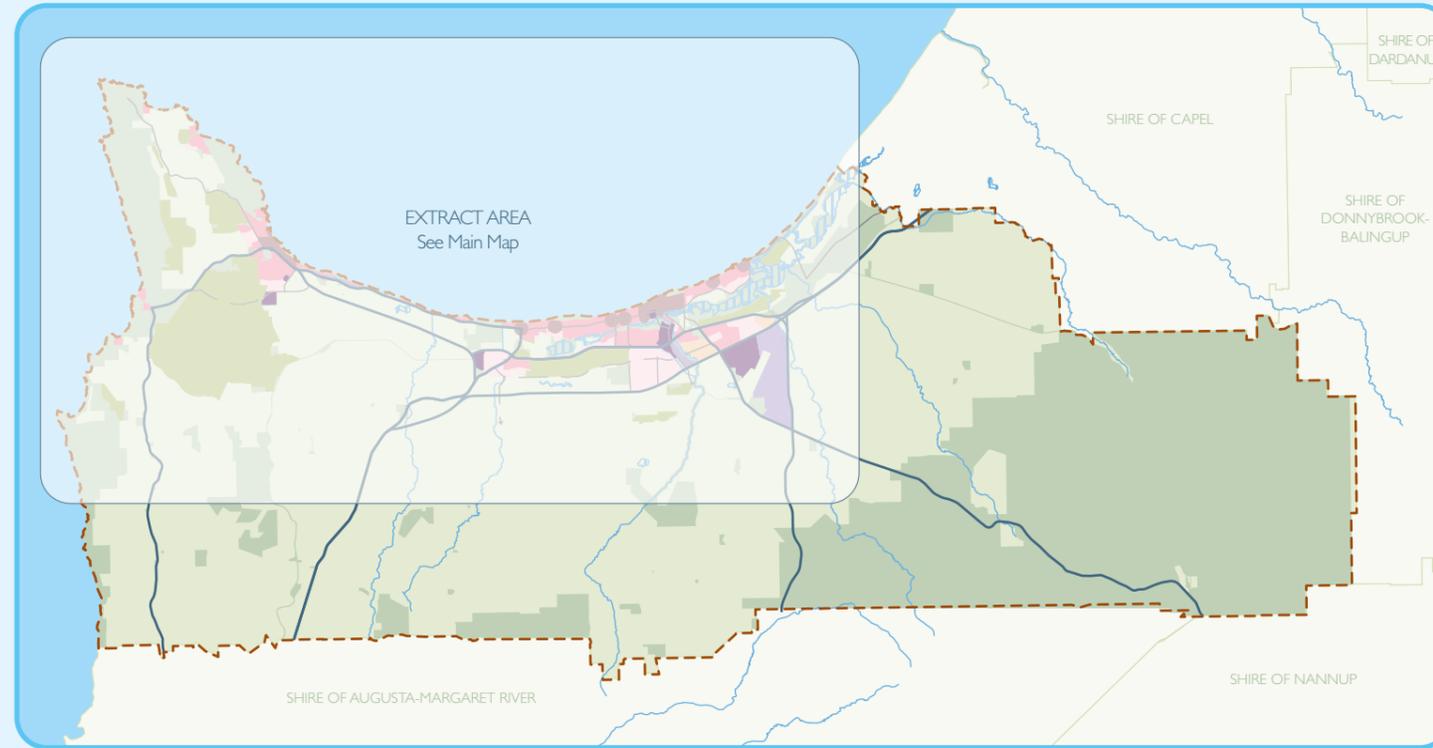
\*\* Shop retail floorspace size to be determined by more detailed planning. Proposals that seek to facilitate major retail development are required to be accompanied by an 'Activity Centres Plan' and 'Retail Sustainability Assessment' to the satisfaction of the LG and Western Australian Planning Commission. Approximate maximum potential size should not be exceeded, unless supported by a review of this strategy or the Local Commercial Planning Strategy.

**Note:** Activity centres in long-term growth areas have not been identified, but may be required.

TABLE 4 Industrial/Service Commercial Area Framework

Industrial/service commercial area type	Industrial/service commercial area	Map ref.	Timeframe	Key issues
<b>Settlement: Busselton Vasse Urban Area</b>				
General industrial, light industrial, service commercial	<b>Airport North</b>	1	Existing/ Current	Land already zoned and structure plans approved. Incorporation of land owned by Agricultural Society is supported if the Society is supportive.
Service commercial, light industrial	<b>Strely Street/ Busselton LIA</b>	2	Existing/ Current	Site consolidation. Transition to bulky goods retailing to be encouraged. At the scheme review stage, investigate preferable locations for the establishment of bulky goods retailing and the possible introduction of associated zoning and development controls. Water quality issues critical given proximity of Vasse and New River. Preventing establishment of retail activity that can be located in activity centres.
Service commercial	<b>Bussell Highway</b>	3	Existing/ Current	Important land supply for bulky goods retailing. Preventing establishment of retail activity that can be located in activity centres.
Service commercial	<b>Chapman Hill Road 1</b>	4	Existing/ Current	Land already zoned and structure plan approved. Water quality issues critical given proximity of Vasse River and Vasse Diversion Drain. Important heritage assets adjacent to this area. Preventing establishment of retail activity that can be located in activity centres.
Light industrial, service commercial	<b>Vasse</b>	5	Existing/ Current	Land already zoned and structure plans approved. Preventing establishment of retail activity that can be located in activity centres.
General industrial, light industrial, service commercial	<b>Airport North Extension</b>	6	Medium term	Extension of Airport North to the east into area bound by Busselton Outer Bypass alignment and Regional Airport.
Service commercial	<b>Chapman Hill Road 2</b>	7	Medium term	Logical extension to Strely Street/Busselton LIA and Chapman Hill Road 1. Water quality issues critical given proximity of Vasse River. Important heritage assets adjacent to this area. Preventing establishment of retail activity that can be located in activity centres.
Strategic industrial, general industrial	<b>Airport South</b>	8	Medium term	Strategic location for development with close relationship with the Regional Airport, including potential airside access development. Planning needs to allow for potential parallel runway to south of existing. Resolution of access to utility services, in particular the provision of sewage disposal.
<b>Settlement: Dunsborough Urban Area</b>				
Service commercial	<b>Dunsborough Lakes Enterprise Park</b>	9	Existing/ Current	Mostly developed. Preventing establishment of retail activity that can be located in activity centres.
Light Industrial Area	<b>Dunsborough Light Industrial</b>	10	Existing/ Current	Currently undeveloped, and is appropriately zoned with an endorsed structure plan. Potential development impacts including proximity to residential/ tourist uses, and accessibility. Land to be investigated for urban expansion and the associated relocation of the Light Industrial Area to a more suitable location as part of the planned Dunsborough Planning Investigation Area (15) and the Dunsborough Townsite Strategy, with consideration for rezoning upon completion of planning investigation area requirements.

# Local Planning Strategy Map



# City Of Busselton Local Planning Strategy Report

## 1.0 Background

The *City of Busselton Local Planning Strategy* was adopted in draft form by the Council on 25 September 2013. Significant consultation with agencies and the Department of Planning Lands and Heritage occurred subsequent to this and the Western Australian Planning Commission (WAPC) granted consent to advertise the strategy on 18 November 2015, subject to modifications.



The draft strategy as adopted by the Council contained several proposals that were viewed by the WAPC as being inconsistent with *State Planning Policy 6.1 Leeuwin-Naturaliste Ridge* (LNRSP). A number of the modifications required by the WAPC are reflective of this. To provide the scope to give further consideration to some of these elements of the strategy, the WAPC foreshadowed in its decision the preparation of a '*Leeuwin-Naturaliste Sub-Regional Strategy*' (LNSRS) for both the City of Busselton and the Shire of Augusta-Margaret River. The *Leeuwin Naturaliste Sub-Regional Strategy* was subsequently developed and then endorsed by the WAPC (May 2019) and this strategy reflects the planning direction set by the LNSRS.

## 2.0 Population & Settlement

### 2.1 Population

Australian Bureau of Statistics (ABS) population statistics and WA Tomorrow (WAT) population projections have been compiled and compared. Population projection scenarios WAT Band A (2012), WAT Band B (2012) and WAT Band E (2015) are provided at **Attachment A** along with a description of the methodology adopted in compiling the projections. Population projections are modelled for the short-term (i.e. 5 years commencing 2016), medium-term (the following 10 years to 2026) then 5 years plus (long-term to 2036). The population projection scenarios underpin the strategy's residential and industrial/service commercial land supply direction.

The City of Busselton population from 2006 – 2016 grew from 25,355 to 37,115 (ABS 2016 Estimated Residential Population). On the basis of the population growth recorded by the ERP during this period, the City of Busselton is tracking

above WAT Band A (2012) but below WAT Band B (2012). It also demonstrates that the City's current population growth rate is tracking above the WAT Band E (2015) population projection. The City has therefore prepared a population growth projection (2016) which tracks the mid-point between WAT Band A (2012) and WAT Band B (2012) and utilises these two WAT 2012 projections as upper and lower ranges.

### 2.2 Residential Land/Dwelling Supply Requirements

A broad analysis of residential land/dwelling supply requirements is provided at **Attachment B**, modelled on the City's population projections with comparisons prepared for WAT Band A (2012) and WAT Band B (2012). WAT Band E (2015) has also been included to demonstrate that this potential underestimation of population growth results in a critical underestimation of residential land/dwelling supply, in terms of determining when planning processes should commence, land availability, choice and shortfall in the medium and long-term. The projections are based on the *creation of dwellings* and not on the creation of vacant lots. The delivery of vacant lots to the market should therefore be assumed to precede the timeframes indicated by 1 to 2 years. This is an important consideration in relation to the strategy's direction for the commencement of planning processes for medium-term urban growth areas. For example, for dwellings to be created in Bovell (9) in 2027, vacant lots would need to be created in 2025, therefore realistically, planning processes for Bovell (9) should be commencing around 2020 to meet those timeframes.

Key findings of the population projections in relation to residential land/dwelling supply are summarised as follows –

- The City's population projections suggest that based on the current supply of land zoned for urban development, market choice and supply in the **Busselton-Vasse Urban Area** is likely to be diminishing by around 2026. Comparative analysis of the WAT 2012 Band A and B projections suggests this will occur between 2025 and 2028.
- The City's population projections suggest that based on the current supply of land zoned for urban development, market choice and supply in the **Dunsborough Urban Area** is limited from present day, with supply likely to be critically constrained by around 2024. Comparative analysis of the WAT 2012 Band A and B projections suggests this will occur between 2023 and 2025.



Based on the analysis of population projections and land supply models, the strategy sets out an Urban Growth Area Framework (Table 2) for the District with urban expansion focused on existing settlements, principally the Busselton-Vasse Urban Area and Dunsborough Urban Area. Each is addressed below.

### 2.2.1 Busselton-Vasse Urban Area

The strategy identifies two medium term urban growth areas being Bovell (9) and Yalyalup East (10) and Vasse East (11) as a long term urban growth area. The reasons why these areas have been identified are summarised below -

#### Bovell (9)

- Identified in the *Busselton Urban Growth Strategy (BUGS)* for Medium Term (10 years +) 'Rural Living' (low density rural residential) but should be a higher and better use (i.e. full urban) due to its strategic proximity to Busselton City Centre and location between two major urban growth areas (Yalyalup & Ambergate North).
- Completes the urban area of Yalyalup and Ambergate North.
- Discrete boundaries for the main, eastern part of the proposed growth area – Lower Vasse River, Vasse Diversion Drain, Busselton Outer Bypass corridor, Vasse Highway & Country Road Estate.
- Facilitates strategic road links between Vasse, Ambergate North & Yalyalup (+ bridge over Lower Vasse River).
- Consolidate urban development north of the Busselton Outer Bypass.
- Consolidated land ownership.



#### Yalyalup East (10)

- Currently zoned 'Tourism' but not required for that purpose – the *City's Local Tourism Planning Strategy* recommends rezoning to accommodate residential development (including potentially 'residential park home park').
- Logical extension to Yalyalup (2) Current Urban Growth Area.

#### Vasse East (11)

Consideration and investigation for the further intensification of urban development in this location will occur via rezoning to urban development and structure planning. The reasons for this proposed residential investigation are as follows –

- Potential for increased residential density provides an opportunity for the consolidation of the Vasse settlement around the existing Vasse town centre;
- Residential development is likely to represent the highest and best use for the land given its constraints, proximity to existing residential land use and services; and
- Achieves better environmental outcomes than the previously envisaged unsewered rural residential development.

The *Leeuwin Naturaliste Sub-Regional Strategy* designates three Planning Investigation Areas in the Busselton-Vasse Urban Area for detailed investigation by the WAPC on the suitability and the extent of land for potential change of use. The Planning Investigation Areas are reflected on the strategy Map as follows: Abbey South (12); Vasse South (13) and Vasse North (14).

### 2.2.2 Dunsborough Urban Area

The LNRSP identifies Dunsborough as one of three highest order settlements with a permanent ultimate population of up to 20,000. The Development Investigation Area in the LNRSP for the potential growth of Dunsborough is Lot 6 Commonage Road (53 hectares and currently zoned 'Light Industry'). The land has been zoned for industrial purposes for many years, but never developed. The size of the DIA combined with environmental constraints as identified in the *Local Environmental Planning Strategy* (poorly represented vegetation) means it cannot provide sufficient land needed for Dunsborough to grow to 15,000+ people. Dunsborough's current growth is largely reliant on two existing estates, Dunsborough Lakes and to a lesser extent Cape Rise.

For Dunsborough to grow to 15,000+ both consolidation and physical expansion of the town will be necessary. Physical expansion is constrained by: Meelup Regional Park and



rural residential land to the north; environmental and visual landscape considerations to the west; the existing Commonage rural-residential area to the southwest and wetlands/other environmental considerations to the east (specifically the area between Caves Road and the Vasse-Dunsborough Link alignment). The land generally in a south/south east direction from Dunsborough Lakes is the least constrained and is generally flat.

The *Leeuwin Naturaliste Sub-Regional Strategy* designates a Planning Investigation Area in this general location for detailed investigation by the WAPC on the suitability and the extent of land for potential change of use. The Planning Investigation Area is reflected on the strategy Map as Dunsborough (15).

### 2.3 Rural Residential

In accordance with the *South West Regional Planning and Infrastructure Framework (2015)* no new rural residential areas are proposed and the strategy provides the scope to consider limited further subdivision and consolidation within the existing rural-residential areas of Commonage and Dunbarton, where there is seen to be a demonstrable community benefit and having regard to environmental, landscape/visual amenity and biodiversity values, as well as bushfire risk. This will contribute to the more efficient use of land, services and infrastructure and will maximise the number of rural residential lots without needing to alienate additional areas of rural land.

## 2.4 Planning Rationale

The strategy sets out a Settlement Framework (Table 1) that is consistent with the *Leeuwin Naturaliste Sub-Regional Strategy*. The settlement framework reinforces Busselton's primacy as the regional centre for the District (further supported by Table 3 - Activity Centres Framework that establishes the Busselton City Centre as the highest order retail centre) and, together with Vasse, will form the Busselton-Vasse Urban Area. Dunsborough is identified as a major town.

Settlements identified as villages include Eagle Bay and Yallingup however expansion opportunities for these villages are very limited due to environmental, visual impact and bushfire risk constraints, as well as remoteness from services and infrastructure.

Smiths Beach and Bunker Bay are identified as tourist nodes, reflecting their primary function for short stay tourist accommodation and supporting tourist amenities. Smiths Beach will not grow beyond what is permitted by the endorsed structure plan as there is not seen to be community support or a strategic rationale for further expansion.

The *Leeuwin Naturaliste Sub-Regional Strategy* designates a Tourism Investigation Area (TIA) over land abutting the eastern and southern boundaries of the existing tourist resort at Bunker Bay for potential tourism use, subject to detailed investigation by the proponent(s) on the suitability of the land for such a use. The TIA is reflected on the strategy Map as the Bunker Bay Tourism Investigation Area (19).

### 2.4.1 Busselton-Vasse Urban Area

Most of the anticipated population growth in the District will be accommodated within this area in existing, zoned and structure planned areas, urban infill/consolidation and through identification of suitable areas for planned, progressive expansion of existing settlements. Strategically, the location of medium-term urban growth areas within the Busselton-Vasse Urban Area consolidates urban development north of the planned Busselton Outer Bypass. These areas are preferred over Ambergate South (identified in the *Busselton Urban Growth Strategy* for long-term urban) which 'jumps' the planned Busselton Outer Bypass, has no defined southern or western boundaries, is located further away from existing shops, employment, services and other infrastructure and is not required anyway in terms of projected land supply needs. For similar strategic reasons, Vasse East (11) is also identified in preference to Ambergate South.



The first review of the strategy is anticipated to occur approximately 5 years after final adoption and this will provide an opportunity to review the population projections against actual population growth and review activity in relation to planning processes for the two medium term urban growth areas. If planning processes for Bovell have not commenced by this time, the City is of the view that structure planning processes could commence for Vasse East (11).

### 2.4.2 Dunsborough Urban Area

The landownership pattern in the broad locality of Dunsborough (15) is fragmented and market choice, supply and competition within the Dunsborough Urban Area is likely to remain limited. For these reasons, planning processes are likely to take longer and therefore the timely commencement of structure planning on final adoption of the strategy is supported. The extent, location and density of urban expansion is to be investigated through this process with consideration to be given to matters listed below and in sections 7 and 8.1 of the *Leeuwin Naturaliste Sub-Regional Strategy* –

- Impacts on agricultural land;
- Urban growth and settlement, including but not limited to consolidation and sustainability measures;
- Housing variety and density;
- Environmental constraints and opportunities
- Commercial, service commercial and industrial needs;

- Strategic district road requirements; and
- District level recreation, community and public infrastructure needs (e.g. high school).

The strategy's Urban Growth Area Framework is seen to encourage competition in the market place (not reliant on one developer to deliver lots), diversity (choice) and sufficient supply for 10 – 15 years of growth plus an additional 10 years of land identified for future expansion.

The strategy limits new rural residential areas to contain low density urban sprawl and supports rural residential consolidation where appropriate.

### 2.4.3 Infill/Consolidation

Infill projections were based on a broad level analysis of infill potential considering subdivision structure/ street layout, lot sizes and the age of housing stock. Infill development is expected to be delivered within and surrounding the Busselton City Centre and Dunsborough Town Centre, through increasing the diversity of housing within established suburban settings, and through strategically identified broad scale up-codings which will be further investigated subsequent to this strategy. An increasing infill development projection for Busselton was based on this opportunity increasing as community expectations change and as large areas of housing stock reach an age whereby the likelihood of redevelopment is increased. In contrast, Dunsborough has fewer existing areas which will provide opportunities for infill development.

The following strategies relate to **population and settlement**

Theme & Strategy No.	Strategy
7.2(a)	Establish a <b>settlement framework</b> as illustrated on the <b>Map</b> and in <b>Table 1</b> .
7.2(b)	Identify the long term vision for <b>population growth</b> , urban expansion and urban consolidation within the established settlement framework to allow the population of the District to ultimately reach approximately 100,000 people by 2050.
7.2(c)	Establish an <b>urban growth area framework</b> as illustrated on the <b>Map</b> and in <b>Table 2</b> .
7.2(d)	Support and pro-actively plan for <b>urban expansion</b> of both the Busselton-Vasse Urban Area and the Dunsborough Urban Area within the established urban growth area framework, including via: the identification of urban growth areas for both the medium term (10 - 15 years) and long term (25+ years) (noting current urban growth areas are already identified and zoned in the City's local planning scheme); immediate consideration be given to the commencement of rezoning/structure planning processes for medium term urban growth areas to ensure continuity of land/housing supply and diversity. The commencement of rezoning and structure planning for long term urban growth areas will not be supported and will be reconsidered through subsequent 5 yearly strategy and scheme reviews.
7.2(e)	The <b>timeframe for Planning Investigation Areas and Tourism Investigation Areas</b> will be determined via the WAPC's Planning Investigation Area assessment requirements of the Leeuwin Naturaliste Sub-Regional Strategy, in conjunction with Townsite Strategies for Vasse and Dunsborough, where relevant.
7.2(f)	Support and pro-actively plan for <b>urban consolidation and redevelopment</b> (including through increases in permissible residential density) in existing urban areas, especially in areas close to the Busselton City Centre, Dunsborough Town Centre and other activity centres identified in the activity centre framework. Support other proposals for redevelopment/consolidation (including through increases in permissible residential density) in existing urban areas, or for increases in planned development density in urban growth areas, especially in close proximity to activity centres or high amenity areas, such as in coastal locations, adjacent to open space, or which are close to significant community facilities. Planning for consolidation should have regard to Special Character Areas, amenity, streetscape and Western Ringtail Possum habitat.
7.2(g)	Support and pro-actively plan to identify suitable areas for <b>re-subdivision/consolidation of existing rural-residential development</b> in both the Commonage and Dunbarton rural residential areas.
7.2(h)	Generally, but especially in urban growth areas, plan for <b>housing choice, diversity, health, wellbeing and ageing in place</b> , with a mix of housing types and lot sizes, with higher densities in proximity to activity centres and open space areas, and with identification of land for aged and dependent persons' housing and care facilities in proximity to activity centres in all medium-term urban growth areas.
7.2(i)	Support <b>housing affordability</b> through supporting planned urban expansion and urban consolidation, supporting housing choice and diversity, as well as encouraging public, community and other alternative forms of housing delivery.
7.2(n)	The detailed <b>boundaries of settlements, urban growth areas, areas for consolidation and locations for significant community facilities</b> , as illustrated on the <b>Map</b> , are subject to further detailed planning but are indicative of expected outcomes.
7.2(o)	Support the WAPC's nominated <b>Planning Investigation Areas</b> on the <b>Map</b> and corresponding Settlement Hierarchy (Table 1) and Urban Growth Area Framework (Table 2), which are subject to investigations to determine whether it is possible and/or appropriate to rezone the land. Planning Investigation Area assessments will be undertaken by the WAPC, in conjunction with respective Townsite Strategies for Dunsborough and Vasse. The <b>Planning Investigation Areas and Townsite Strategies</b> are to be undertaken prior to any related local planning scheme amendment process. The designation of a Planning Investigation Area should not be construed as WAPC support for a change from the existing zoning, as this will depend on the outcome of further investigations.
7.2(p)	Support the WAPC's nominated <b>Tourism Investigation Area</b> on the <b>Map</b> and corresponding Settlement Framework (Table 1) and Urban Growth Area Framework (Table 2), which is subject to investigations to determine whether it is possible and/or appropriate to rezone the land. <b>Tourism Investigation Area assessments</b> will be undertaken by the landowner and are to be determined by the WAPC. The designation of a Tourism Investigation Area should not be construed as WAPC support for a change from the existing zoning, as this will depend on the outcome of further investigations.
7.2(q)	Prepare <b>Townsite Strategies for Dunsborough and Vasse</b> , having regard to and concurrently with, the WAPC's assessment of the related Planning Investigation Areas as outlined above.
7.2(r)	<b>Do not support</b> the following – (i) Unplanned new settlements or urban growth areas, including through creation of new settlements not identified in the established settlement framework or new urban growth areas not identified in the urban growth area framework; (ii) The rezoning of any further land for rural-residential development; (iii) Planning proposals that would significantly compromise the capacity of urban growth areas to accommodate planned growth; or (iv) Any proposals inconsistent with any State Planning Policy including the <i>Leeuwin Naturaliste Ridge State Planning Policy</i> and the <i>Leeuwin Naturaliste Sub-Regional Strategy</i> .
11(d)	<b>Develop and implement integrated plans</b> within 5 years of adoption of the strategy as follows – (i) Structure plans to guide <b>planning and development</b> for the – • Commonage (i.e. review existing structure plan) and Dunbarton rural-residential areas

### 3.0 Activity Centres

The District has a well-defined hierarchy of activity centres with the Busselton City Centre providing focus for retail, commercial and civic activity. Busselton City Centre also has a regional function, serving districts outside the local government area, particularly Margaret River and Nannup. Dunsborough Town Centre provides district level shopping and services for the western part of the District. The strategy sets out an Activity Centres Framework (Table 3) that reinforces the size and primacy of Busselton as the City Centre for the District and the provider of the greatest range of higher order retail (such as full-line department stores and discount department stores) and commercial goods, services, employment and entertainment. Dunsborough is identified as a Town Centre and will be the principal activity centre for the western half of the District. The Activity Centres Framework will ensure that both centres will be supported by secondary neighbourhood and smaller local centres that service their residential catchments. The hierarchy of centres will meet different levels of community needs and enables employment, goods and services to be accessed more efficiently and equitably by residents so that not everything that is needed is concentrated in the Busselton City Centre and the Dunsborough Town Centre. It is important, therefore, that neighbourhood and local centres remain vital, viable and sustainable in the long term.

The two principal centres are healthy, successful, attractive and growing and the Busselton City Centre and Dunsborough Town Centre Conceptual Plans identify a range of proposed works and strategies to improve the vitality of the respective centres. For Busselton City Centre proposed strategies relate to: a) parking management and supply; b) traffic management and pedestrian amenity (relating also to recommendations/direction set out in the *Busselton Traffic Study*); and c) progressive streetscape upgrades.

For Dunsborough Town Centre priority projects relate to: a) streetscape and traffic management changes/improvements along Naturaliste Terrace, Dunsborough Place, Seymour Boulevard and portion of Dunn Bay Road; b) connection of Clarke Street through to Cape Naturaliste Terrace; and c) securing land for additional car parking.

Selected residential areas adjacent to both centres have been identified for low impact commercial uses introduced by Amendment 1 to *Local Planning Scheme 21* stemming from recommendations in the *Local Commercial Planning Strategy* and the *Local Cultural Planning Strategy*.

The fundamental layout and land ownership pattern in the Busselton City Centre is such that there are a number of reasonable opportunities to assemble sites for the new, major retail and commercial developments that will be necessary to meet the growing needs of the community and ensure the City Centre's continuing primacy. Planning for the Dunsborough Town Centre is more challenging because, unlike the Busselton City Centre which is developed on a grid pattern, Dunsborough is not and its existing layout makes 'organic' growth more difficult. The layout of the town also adds to parking and traffic challenges at various times of the year. Sites are also not available at present for a new major development, such as a second full-line supermarket, within the town centre. The Clarke Street area has been rezoned from 'Industrial' to 'Centre' to enable some retail/commercial expansion. There is currently no secondary activity centre in Dunsborough. The *Dunsborough Lakes Structure Plan* identifies a commercial site for a local convenience centre, however current landownership arrangements and requirements of the planning framework may mean that local level retail/commercial development within Dunsborough Lakes might be delayed indefinitely.

#### 3.1 Planning Rationale

The Busselton City Centre and Dunsborough Town Centre are the two principal activity centres for the District and should continue to develop into economically, socially and culturally vibrant and vital places through the direction set out by the settlement and activity centres frameworks.

Demand for shopping, services and parking is linked to growth in population and tourism. Implementation of the strategies/proposals arising from the Busselton City Centre and Dunsborough Town Centre Concept Plans and Amendment 1 will assist.

The estimated shop retail floorspace for the Busselton City Centre when the *Local Commercial Planning Strategy* was prepared (i.e. commenced 2006) was 34,056m<sup>2</sup>. With the new Woolworths and a number of smaller developments already implemented, that is now around 40,000m<sup>2</sup>. The Busselton Central redevelopment has been approved, and will add approximately 6,000m<sup>2</sup> net (i.e. increase from around 10,000m<sup>2</sup> to around 16,000m<sup>2</sup>). That means the estimated shop retail floorspace for the Busselton City Centre should be at around 46,000m<sup>2</sup> by around the time this Strategy is actually adopted. The shop retail components at West Street may total approximately 8,000m<sup>2</sup>, but that is outside the City Centre and will reduce potential growth in the City Centre

over the next 10-15 years by around that amount. There are, however; a number of other opportunities for smaller-scale commercial developments incorporating a shop retail component, including two which have been approved and not yet developed, and around 10,000m<sup>2</sup> for further; small-scale expansion is seen as a reasonable estimate over the next 10-15 years. This brings shop retail estimates for the Busselton City Centre to around 56,000m<sup>2</sup>. It is reasonable to anticipate at least one further; major retail development/redevelopment over the next 10-15 years, which would possibly consist of an additional and/or expanded supermarket, an additional DDS and associated specialties, with a net floorspace increase in the order of 10,000m<sup>2</sup>-15,000m<sup>2</sup> (it depends to a significant degree on where the development occurs, as one potential location would involve principally redevelopment, and a development of around 15,000m<sup>2</sup> would involve a net increase of around 10,000m<sup>2</sup>), but 14,000m<sup>2</sup> has been assumed, bringing the total figure to 70,000m<sup>2</sup> (i.e. by around 2030).

Physical expansion of the Dunsborough Town Centre may also be necessary to meet such demands for a Dunsborough with a population of 15,000+ and a shop retail floorspace of 20,000, as the existing Town Centre footprint, including undeveloped or under-developed, but zoned land (or land proposed to be rezoned along Clarke Street), provides only very limited opportunities for assembly of the kind of sites

that would accommodate the kind of major; new retail and commercial developments that will be needed to provide local access to services and employment. The strategy suggests the possible consideration of the Town Centre footprint growing to the southern side of Caves Road into the Dunsborough Playing Fields site. This would be need to be subject to, amongst other things, the identification and development of replacement playing fields, the treatment of Caves Road itself to enable safe pedestrian movement and traffic circulation, and justification through retail needs assessment.

The Dunsborough Townsite Strategy and Dunsborough (15) Planning Investigation Area assessment as set out by the *Leeuwin Naturaliste Sub-Regional Strategy*, will address commercial needs.

The strategy seeks to support the long-term viability of lower order centres because of their function in providing neighbourhood and local convenience shopping and services. As the District population grows and larger centres grow (and new activity centres are developed such as those planned for Vasse, Provenance and Ambergate North) some of the smaller existing centres may struggle in the long term. The strategy provides the scope to consider permitting limited expansion, subject to retail sustainability analysis, which may also be a catalyst for redevelopment. In most instances physical expansion will be constrained by existing surrounding land uses.

#### The following strategies relate to activity centres

Theme & Strategy No.	Strategy
8.2(a)	Support and pro-actively plan for <b>employment growth and economic development</b> to support a growing population within established activity centre and industrial/service commercial area frameworks, and through: ensuring that sufficient land is identified at a strategic level; working pro-actively to ensure land is available for development when required; and identifying and pro-actively planning for emerging opportunities and needs for employment growth and economic development.
8.2(b)	Establish an <b>activity centre framework</b> as illustrated on the <b>Map</b> and in <b>Table 3</b> .
8.2(c)	Support and pro-actively plan for <b>activity centre development</b> as set out in the established activity centre framework, with activity centres, including new activity centres and significant expansions of existing activity centres, to be developed as centres of the social and cultural life of their communities and not just as shopping centres. This strategy will be achieved, in part, by: <ul style="list-style-type: none"> <li>All new activity centres and significant expansions of existing activity centres shall be accompanied by an 'Activity Centre Plan' and 'Retail Sustainability Assessment' and be developed along predominantly 'main-street' lines, with activated public streets and high levels of pedestrian amenity, and with a mix of public spaces (parks and piazzas), shop, office, café/restaurant/bar/entertainment, tourism and community uses.</li> <li>Opportunities for delivery of medium or high density housing and tourist accommodation within and around all activity centres shall be pro-actively planned for.</li> <li>Progress preparation of Activity Centre Plans for Busselton and Dunsborough to provide future planning direction for these activity centres.</li> </ul>
8.2(d)	<b>Significant office development</b> should be located within or adjacent to the Busselton City Centre, Dunsborough Town Centre or Ambergate North Town Centre.
8.2(n)	Ensure that the identification of land for activity centres, tourism and industrial/service commercial areas are considered in the planning of all <b>urban growth areas</b> .
8.2(o)	<b>The boundaries of activity centres and industrial/service commercial areas</b> are subject to further detailed planning but are indicative of expected outcomes.
8.2(p)	<b>Do not support</b> <ul style="list-style-type: none"> <li>i) unplanned new or expansion of existing activity centres not identified in the established activity centre framework;</li> <li>iii) significant shop retail or office uses locating outside activity centres;</li> <li>iv) retail activity, including bulky goods retail, outside activity centres unless there is a clear and compelling argument to do so; or</li> <li>v) planning proposals that would significantly compromise the capacity of land to accommodate growth as set out in this strategy.</li> </ul>



#### 4.0 Industrial/Service Commercial

There is currently 391 hectares of existing, zoned industrial/service commercial areas within the Busselton-Vasse Urban Area and the Dunsborough Urban Area, including land with endorsed structure plans that are yet to be subdivided and developed (Airport North 1 and Chapman Hill 4).

A broad analysis of industrial/service commercial land requirements was undertaken using a methodology provided by the Department of Planning, Lands and Heritage that was utilised in the preparation of the draft *South West Region Industrial Land Supply* study. The key findings are summarised in the following table –

**Table A** - industrial/service commercial land requirements to 2036 based on an average of 4 persons/hectare

2036	Band A (WAT 2012)	CoB 2015	Band B (WAT 2012)
District (ha)	592	661	727
Busselton-Vasse Urban Area (ha)	445	496	547
Dunsborough Urban Area (ha)	146	164	180

#### 4.1 Busselton-Vasse Urban Area

There is currently 330 hectares of land zoned for industrial/service commercial purposes in the Busselton-Vasse Urban Area. The City's analysis suggests that the Busselton-Vasse Urban Area may require 496 ha by around 2036, with a comparative analysis of Band A and Band B suggesting between 445ha and 547ha. The strategy identifies 587ha of medium term industrial/service commercial land (Airport North, Airport North Extension 6 and Airport South 8) and additional 28ha on Chapman Hill Road (Chapman Hill 7) giving a total of 615ha for the Busselton-Vasse Urban Area.

#### 4.2 Dunsborough Urban Area

There is currently 61 hectares of land zoned for industrial/service commercial purposes in the Dunsborough Urban Area being: Clarke Street, Enterprise Park (9) and the Dunsborough Light Industrial Area (10). The latter comprises 54 hectares, however subdivision and development for industrial purposes has not progressed nor is likely to at this location, largely due to environmental constraints. The LNRSPP identifies this land

as a Development Investigation Area for residential purposes, however the strategy flags that the land is to be investigated for urban expansion and the associated relocation of the Light Industrial Area to a more suitable location as part of the planned Dunsborough Planning Investigation Area (15) and the Dunsborough Townsite Strategy, with consideration for rezoning upon completion of planning investigation area requirements.

The current expansion of Enterprise Park could realise a further 15 lots. The Clarke Street area has been rezoned to 'Centre' zone, which may see industrial uses replaced over time with non-industrial uses.

The City's analysis suggests that the Dunsborough Urban Area may require 164ha by around 2036, with a comparative analysis of Band A and Band B suggesting between 146ha – 180ha. Given the likelihood that the Dunsborough Industrial Park land will remain undeveloped for that purpose, Dunsborough is, and will continue to be, reliant on Enterprise Park for industrial/service commercial land and also effectively reliant on the Vasse Light Industrial Area, which together are not sufficient to meet estimated demand.

#### 4.3 Planning Rationale

Medium term industrial/service commercial growth areas Airport North Extension (6) and Airport South (8) are not only strategically located in proximity to the Airport, but also to important regional transport links (Bussell Highway, Sues Road and Vasse Highway).

These areas, combined with the existing zoned Airport North Industry Park (1), will be the major source of industrial/service commercial land supply for the District. Identification of these areas is consistent with the City's adopted *Busselton Regional*

*Airport Masterplan* and *Conceptual Land Use Plan* and will ensure that the land is not sterilised for that use by non-compatible land uses. Chapman Hill Road 2 (7) is identified as a logical extension to the Strelly Street LIA and Chapman Hill (4).

Although the strategy identifies more land for industrial/service commercial than demand to 2036, planning for this land use is more challenging than planning for urban growth because industrial land markets are often highly dynamic and, unlike residential land, require proximity to raw materials, major transport infrastructure (air, road and rail) and workforce catchments. It is also difficult to predict what the specific needs of industry will be during the lifetime of the strategy. The analysis of industrial/service commercial land supply demand is based on population growth scenarios and does not take into account economic drivers that might influence demand, such as the expansion of the airport itself and the opportunities that may present (e.g. international air freight services). In order to ensure that there is land available to facilitate economic growth and diversification, sufficient amounts of industrial land should be made available and potential supply should exceed anticipated demand to provide flexibility and choice to potential investors. The strategy identifies sufficient land supply for the medium-term.

There is not sufficient existing zoned or planned land in Dunsborough to meet anticipated demand. It may be difficult, however, to deliver all of the Dunsborough demand in the Dunsborough (15) Planning Investigation Areas, which suggests that capacity will need to be found elsewhere. Some of that capacity will be available in the Busselton-Vasse Urban area at Airport North Extension (6), Airport South (8) and Chapman Hill Road 2 (7) during the life of the strategy, however into the longer term, growth in capacity around the Busselton Regional Airport may need to be considered.

The following strategies relate to **industrial/service commercial**

Theme & Strategy No.	Strategy
8.2(i)	Establish an <b>industrial/service commercial area framework</b> as illustrated on the <b>Map</b> and in <b>Table 4</b> .
8.2(j)	Support and pro-actively plan for <b>industrial/service commercial area development</b> in both the Busselton-Vasse Urban Area and the Dunsborough Urban Area within the established industrial/service commercial area framework, including via: <ul style="list-style-type: none"> <li>• The identification of new industrial/service commercial areas for the medium term (10-15+ years) noting that current industrial/service commercial areas are already identified and zoned in the City's local planning scheme;</li> <li>• Preventing retail activity which can be located in activity centres from being located in industrial/service commercial areas; and</li> <li>• Encouraging the timely commencement of rezoning/structure planning processes for medium term industrial/service commercial areas to ensure continuity of industrial/service commercial land supply and diversity.</li> </ul>
8.2(p)	<b>Do not support</b> ii) industrial/service commercial areas not identified in the established activity centre and industrial/service commercial frameworks.

## 5.0 Community Infrastructure

The City has been active in planning for and managing the community infrastructure implications of its rapid growth through a number of local planning scheme measures that enable contributions to be secured for community infrastructure at the development and subdivision approval stages. The contributions fund a wide range of local and district level community infrastructure, in accordance with a capital infrastructure plan. The capital infrastructure plan is based on an assessment of the expected demand for community facilities from population growth across the City. The infrastructure items include contributions toward, amongst other things: library, arts and cultural facilities; coastal facilities; Geographe Leisure Centre; Busseton to Dunsborough Recreation Trail - Dual Use Path; district playing fields and various local precinct based community facilities. The contributions applicable in each of the precincts apply to new residential and tourism development. The value of the contribution and the capital items have been developed through the *Community Facilities Implementation Policy 2008* (now rescinded) and other documents, such as the *City's Leisure Services Plan*, *Community Facilities Contribution Study* and *Cultural Plan*. The Community Facilities Contribution policy provisions are now incorporated into *Local Planning Scheme 21* as Development Contribution

Area 1 which strengthens the ability of the City to require the contributions at subdivision and development stage. The City also has separate Developer Contribution Plans for Port Geographe, Yalyalup, Vasse and areas of Old Broadwater Farm and Dunsborough Lakes.

The planning for, and delivery of, community facilities such as government schools, recreation facilities and community centres is relatively straightforward and usually addressed through more detailed planning processes. New community purposes sites are identified and planned for Yalyalup, Ambergate North and Vasse, as well as new playing fields and recreational facilities for Vasse and Dunsborough Lakes. New government schools (including a public high school at Ambergate North) are also planned, but there are currently no plans for a public high school for Dunsborough.

### 5.1 Planning Rationale

Population growth will put significant pressure on existing community infrastructure and will create demand for new and/or different facilities driven by an increasingly diverse demographic. Developer contributions are an accepted part of the State and local planning frameworks as a funding source. New urban and infill development will create demand and will need to contribute funds to help meet those demands.

Planning for some other kinds of community infrastructure though is often less straightforward. Planning for private schools is often difficult because there is no overall, coordinating body that has responsibilities similar to the Department of Education in delivering public schools. Unless sites are strategically identified early in the planning process it will be difficult for private education providers to secure well-located sites. The same is often true for aged care, tertiary education, and cultural and other community infrastructure. The strategy

proposes proactive consideration of these needs in future detailed planning processes.

Although the provision of public schools is the core business of the Department of Education, it is important that such sites are planned for and set aside for that purpose. The population of the Dunsborough Urban Area at 15,000+ will support a high school. While a high school may not be needed until after 2036 land use planning timeframes and delivery of education infrastructure timeframes are not always in balance.

### The following strategies relate to community infrastructure

Theme & Strategy No.	Strategy
7.2(i)	Support and pro-actively plan for the development of <b>new and improved community facilities</b> to meet the needs of a growing and increasingly diverse population and ensure that the identification of land for community facilities (including educational, medical, community, cultural and recreation facilities) is considered in the planning of all urban growth areas.
7.2(k)	Identify and pro-actively plan for potential <b>significant community infrastructure locations</b> , including educational, community, cultural and recreational facilities, but consider other potential locations on their merits, and support strategic land assembly and integrated planning to support the delivery of facilities.
7.2(l)	Ensure that both infill and new urban development that will generate a demand for improved community facilities contributes towards meeting those demands through appropriate <b>developer contributions</b> .
7.2(m)	Identify locations for the following <b>particular significant community facilities</b> (*denotes facilities where potential locations are illustrated on the <b>Map</b> ) – <ul style="list-style-type: none"> <li>Public high schools in Ambergate North* and Dunsborough</li> <li>Additional/consolidated major outdoor recreation/ovals sites in Busseton and Dunsborough*</li> <li>'Noisy sports' (mostly firearms and motor sport related)</li> <li>Performing arts centre</li> <li>Replacement/additional/expanded indoor recreational facilities in both Busseton and Dunsborough</li> <li>Tertiary education (university and trade/technical)</li> <li>Private education</li> <li>Private hospital</li> <li>Aged care facilities</li> <li>Youth and child-care facilities</li> <li>Places for religious worship or cultural purposes</li> <li>Coastal and marine facilities</li> <li>Recreational walking, cycling and bridle trails</li> </ul> (Note: Potential significant community facilities locations in long-term urban growth areas have not been identified, but will be required. Also note that existing and potential primary school sites have not been identified, but will be required (and are effectively planned for as part of more detailed planning processes and these do not need to be specifically addressed as part of this strategy. Also note that most physically smaller community facilities that take up less space have not been identified but will need to be considered as part of more detailed planning processes).
7.2(n)	The detailed <b>boundaries of settlements, urban growth areas, areas for consolidation and locations for significant community facilities</b> , as illustrated on the <b>Map</b> , are subject to further detailed planning but are indicative of expected outcomes.
11.2(d)	<b>Develop and implement integrated plans</b> within 5 years of adoption of the strategy as follows – <ol style="list-style-type: none"> <li>Develop a <b>community infrastructure framework</b> that addresses both State and local government infrastructure (including educational, community, cultural and recreational facilities), in conjunction with relevant government agencies and key stakeholders, to guide locational decisions and strategic planning relating to those facilities to the satisfaction of the Western Australian Planning Commission.</li> </ol>





## 6.0 Tourism

The tourism market is variable with fluctuations in visitor numbers throughout the year. Tourism plays a major role in the economy of the City and is linked to beaches and the natural environment/landscape, rural-based attractions such as wineries and other agricultural products, cultural attractions and settlements (shops, restaurants & services). Planning for choice and capacity in tourism accommodation can help to increase the vibrancy and vitality of the City's centres especially in generating activity outside of normal retail trading hours to support local restaurants, cafes and entertainment venues.

### 6.1 Planning Rationale

A number of tourist developments within the City are in need of refurbishment, improvements in tourist amenities and facilities and as a result may be struggling to remain viable for various reasons. The *Local Tourism Planning Strategy* and State policy provides the scope to consider permitting an unrestricted length of stay allowance on sites designated non-strategic as an incentive for reinvestment to occur, with merit-based consideration for strategic sites where a net tourism benefit can be demonstrated (such as refurbishment, delivery of new and/or upgraded facilities, delivery of new accommodation product). Tourism accommodation in the rural areas can provide support for the ongoing viability of agricultural enterprises.

The following strategies relate to **tourism**

Theme & Strategy No.	Strategy
7.2(p)	Support the WAPC's nominated <b>Tourism Investigation Area</b> on the strategy <b>Map</b> and corresponding Settlement Framework (Table 1) and Urban Growth Area Framework (Table 2), which is subject to investigations to determine whether it is possible and/or appropriate to rezone the land. <b>Tourism Investigation Area assessments</b> will be undertaken by the landowner and are to be determined by the WAPC. The designation of a Tourism Investigation Area should not be construed as WAPC support for a change from the existing zoning, as this will depend on the outcome of further investigations.
8.2(e)	A <b>Tourism Investigation Area assessment for Bunker Bay</b> is to be undertaken prior to any rezoning of the subject land. The designation of the Tourism Investigation Area should not be construed as WAPC support for a change from the existing zoning as this will depend on the outcome of the assessment.
8.2(f)	Support the <b>development of new tourism accommodation</b> by allowing development of tourism accommodation in appropriate urban areas.
8.2(g)	To facilitate re-investment and the progressive upgrading of accommodation product, consider permitting <b>unrestricted length of stay components for new development on Tourism zoned land within the Busselton-Vasse Urban Area and the Dunsborough Urban Area</b> , consistent with the <i>Local Tourism Planning Strategy</i> and the WAPC relevant Planning Bulletin.
8.2(h)	Continue to support low-key, small scale <b>tourism accommodation</b> in rural areas, but do not support: <ul style="list-style-type: none"> <li>unrestricted length of stay component in rural areas outside of the Busselton-Vasse Urban Area and the Dunsborough Urban Area; or</li> <li>strata title subdivision of tourism accommodation in rural areas outside of the Busselton-Vasse Urban Area and the Dunsborough Urban Area, unless strata titling is already currently expressly permitted in the City's local planning scheme via a 'Special Use', 'Additional Use' or 'Special Provision Area' applicable to the subject land.</li> </ul>

## 7.0 Biodiversity & Environment/ Environmental Change & Risk

### 7.1 Biodiversity & Environment

The South West of WA (including the City of Busselton) is identified as being an international 'Biodiversity Hotspot', meaning that the region contains at least 1,500 species of vascular plants as endemics and it has lost at least 70% of its original habitat. There are some 50 different vegetation complexes within the City and for many only 30% or less of their original distribution remains. Preservation and enhancement of native vegetation and wetlands is critical in ensuring the survival of several vulnerable (and at risk of extinction) fauna species, including the Western Ringtail Possum (the core habitat for which overlaps with the City's urban areas) and the Chuditch. The City also contains important habitat for three threatened species of black cockatoo (Carnaby's Black Cockatoo, Baudin's Black Cockatoo and the Forest Red-tailed Black Cockatoo) and a threatened species of freshwater crayfish. The most significant impact of development on biodiversity is the modification of habitats and some of the major issues caused by development include the following:

- Loss of poorly represented communities
- Maintaining/enhancing 'Biodiversity Hotspot' status
- Protecting environmental linkages



- Introduction and spread of weeds, feral animals and pathogens (Dieback)
- Increased edge effects, particularly where areas of remnant vegetation are subdivided for urban purposes
- Fragmentation of bushland areas and disruption of ecological linkages
- Conflicting needs of bushfire risk reduction and conservation of vegetation complexes
- Recognising the needs of agriculture, mining and tourism

Past human activities have had a negative impact on the health of many wetlands and watercourses within the City and the current pattern of development places additional pressures on these environments. Other environmental elements around wetlands and waterways (such as the presence of threatened fauna and remnant vegetation) increase the constraints to development in their vicinity. Management and improvement of water quality issues has been, and currently is, an ongoing issue for the City.

### 7.2 Environmental Change & Risk

Parts of the City are potentially subject of a number of environmental risks. Some of the principal risks are –

- Inland flooding (associated with extreme rainfall events)
- Coastal erosion, flooding and inundation
- Biodiversity loss or degradation
- Bush fires
- Water and environmental quality issues in the City's rivers, wetlands, Geographe Bay and other waterways such as at Port Geographe (due in part to nutrient rich runoff from urban areas and agricultural activities)

Additional development in vulnerable areas and climate change, especially climate change related sea level rise may exacerbate these risks. A significant amount of work has been done by both the City and the State Government to identify, adapt to and/or reduce these risks. That includes –

- Mapping areas that may be subject of flooding during a 1:100 year rainfall event and development of inland flood retention basins
- Mapping areas potentially subject of coastal erosion and/or coastal flooding and inundation including mapping how climate change and especially sea level rise may increase those risks

- Consideration of coastal erosion risk when assessing development proposals within areas identified as being at potential risk of coastal erosion
- Beach nourishment and development of sea walls and groynes along portions of the City's coast
- Development of planning policies to ensure that future subdivisions and development are designed to reduce bush fire risk and achieve a balance between management of bush fire risk and protection of biodiversity
- Ensuring that firebreaks and low fuel areas are developed and maintained on properties in bush fire prone areas and generally across the City
- Proactive efforts to reduce nutrients and water quality problems in the City's waterways such as the Lower Vasse River
- Development of emergency management and response plans

### 7.3 Planning Rationale

The City has many environmental assets and a diverse natural environment that is valued by the community, visitors and tourists. There are various environmental issues that need to be addressed to ensure the long term health of the natural environment. Significant issues relate to the management of waterways (in terms of water quality), retention of remnant vegetation and maintaining biodiversity.

The strategy acknowledges there is risk from a number of sources and seeks to pre-empt change to better assist the community to adapt to changing circumstances, including those anticipated to arise from climate change. Identifying risk and responding accordingly is a critical element of the planning process. The City will show leadership and work in partnership with other local governments, the State Government and the community in contributing to reducing and/or managing risk and adapting to change.

The following strategies relate to **biodiversity & environment and environmental change and risk**

Theme & Strategy No.	Strategy
10.2(a)	Protect and enhance the habitat of <b>native fauna, native vegetation, waterways and wetlands</b> as part of the planning and development of the District.
10.2(b)	Seek to identify and secure <b>ecological corridors</b> as part of considering structure planning and rezoning proposals.
10.2(c)	Support the rationalisation and expansion of the <b>reservation and management of land along the coast and adjacent to waterways</b> , especially around the Vasse River, Vasse-Wonnerup Estuary, New River, Broadwater, Toby Inlet and linking wetlands.
10.2(d)	Support the long term survival of the District's <b>Western Ringtail Possum</b> population, especially the population within urban areas.
10.2(e)	Support and implement initiatives to maintain and improve <b>water quality</b> in Geographe Bay, the Vasse-Wonnerup Estuary, Toby Inlet, Lower Vasse River, Vasse Diversion Drain and other waterways and wetlands in the District.
10.2(f)	Develop a comprehensive, long-term approach to address issues related to <b>coastal erosion, coastal flooding and inland flooding</b> risks.
10.2(g)	Ensure that new and existing urban areas and other development infrastructure are adequately protected from <b>inland and coastal flooding</b> risks.
10.2(h)	Ensure that management of <b>bush fire</b> risk is a central consideration in planning and development decisions and that it is undertaken at the same time as development of any landscape or vegetation management planning.
10.2(i)	Maintain the <b>physical separateness and unique identities of all settlements</b> , and in particular do not allow intensification of development in the Siesta Park/Marybrook area by maintaining the broadacre character; wetland ecology, rural landscape and cultural values of the 'Wetland Amenity Area' as identified in the <i>Leeuwin-Naturaliste Ridge State Planning Policy</i> and other areas, as identified in this strategy.
10.2(j)	Protect and enhance the <b>visual character</b> of the District by avoiding the further commercialisation of land-use and development visible from i) key public vantage points (e.g. scenic lookouts, trails) within National Parks and conservation parks; and ii) regional roads, strategic local roads and travel route corridors (as defined in the <i>Leeuwin-Naturaliste Ridge State Planning Policy</i> ), as well as providing, wherever possible and consistent with maintaining landscape and visual character values; screening landscaped buffers where development is being undertaken in locations visible from these sites, roads and travel routes.
11(d)	<b>Develop and implement integrated plans</b> within 5 years of adoption of the strategy as follows – (iii) A comprehensive, long-term adaptation strategy to address issues related to <b>coastal erosion and coastal flooding</b> risk, which is reflected in an integrated way in the local planning scheme, as well as the City's infrastructure and financial planning, and which will protect urban areas from coastal flooding and coastal erosion, or provide for managed retreat from vulnerable areas. (iv) A <b>Western Ringtail Possum</b> habitat protection strategy, which provides for the long-term protection and enhancement of habitat, whilst also supporting the consolidation and expansion of urban development.

### 8.0 Agriculture & Rural Areas

Historically, agriculture has been the predominant land use and the City contains some of the most productive land in the State. The agricultural sector is diverse and includes a variety of cropping, viticulture, horticulture, livestock, timber and artisan produce. The rural areas also support tourism through holiday accommodation, wineries and cellar door sales, microbreweries, restaurants, galleries and artisan produce outlets. The variety of agricultural activities combined with diverse landscapes forms a unique rural landscape. The rural areas also have significant mineral and basic raw material resources and availability/supply of gravel and sand is an important factor in the growth and development within the City. There are a number of issues that have and will continue to impact on agriculture and the rural areas and these are –

- Changing agricultural economics and investment patterns, caused by both fluctuating prices and demand, and by changes to input costs such as land, labour and water.
- Competing land uses (townsite expansion, demand for rural residential 'lifestyle' lots, tourist development and other non-agricultural activities.
- Conflicting land uses – potential conflict between agricultural and resource extraction operations and residential and/or tourism land uses, as well as differing land management practices (e.g. organic versus non-organic).
- Fragmentation of land – subdivision of rural land that reduces its viability and sustainability for agricultural purposes, although note that because of relatively small lot sizes in many areas historically, effective fragmentation of land often can and does occur without need for subdivision, and simply through the sale of existing lots that had previously formed part of a single management/ownership unit previously.
- Maintaining the diversity of natural and rural landscapes – preserving the mosaic of land uses and visual landscape amenity.
- Separation of settlements and retention of rural areas as green belts.
- Sustainable use of land and water resources and maintenance of the natural environment including remnant vegetation and wetlands.
- Increasing pressure on agricultural activities to reduce nutrient runoff as this is a contributor to water quality problems in the City's waterways.

### 8.1 Planning Rationale

It is important that the long term viability of agricultural land is protected and agricultural land should, therefore remain in production or be available for a range of agricultural uses. Present landholdings/lot sizes should remain (unless provided for by other strategies such as the *Biodiversity Incentive Strategy* or current State policy) with a general presumption against subdivision of rural land in accordance with current State policy.

The following strategies relate to **agriculture and rural areas**

Theme & Strategy No.	Strategy
8.2(k)	Support and protect <b>agriculture</b> by: retaining land in rural areas primarily for agricultural purposes; avoiding the further fragmentation of land in rural areas other than where specifically supported; and keeping settlements compact and contained.
8.2(l)	Protect <b>basic raw materials and mineral and energy resources</b> and support their extraction where it is consistent with environmental protection and amenity, and contributes towards local and regional economies, in particular by: managing land use in the vicinity of those resources; avoiding the further fragmentation of land in rural areas other than where specifically supported; and keeping settlements compact and contained.
8.2(m)	Support the appropriate <b>diversification of agricultural industry and land uses in rural areas</b> , including appropriate non-rural land uses that are incidental and/or complementary to the agricultural use of the land.
10.2(i)	Maintain the <b>physical separateness and unique identities of all settlements</b> , and in particular do not allow intensification of development in the Siesta Park/Marybrook area by maintaining the broadacre character; wetland ecology, rural landscape and cultural values of the 'Wetland Amenity Area' as identified in the <i>Leeuwin-Naturaliste Ridge State Planning Policy</i> and other areas, as identified in this strategy.
11.2(e)	Support and advocate for <b>regional and/or State-based initiatives</b> in relation to the following – (i) The protection and management of <b>basic raw materials and mineral and energy resources</b> .

## 9.0 Transport

### 9.1 Airport

The Busselton Margaret River Airport has undergone redevelopment as per Stage 2 of the *Busselton Regional Airport Masterplan* including the expansion of the airport's runway to 2,350m suitable for landing 737 and A320 jet aircraft; expanded carparking areas; and other infrastructure improvement works. The upgrades will enable regular direct flights to and from the Eastern States and, in due course, some Asian destinations. Once construction is complete, the Busselton Margaret River Airport will be capable of providing an additional option for emergency flight services and a vital back-up for Perth Airport. It will also support the expansion of FIFO services from the South West directly to mine-sites in the Pilbara region. The Airport Masterplan and Conceptual Land Use Plan adopted by the City for the airport and its surrounds identifies land for future investment in both airside and landside facilities, and businesses that are likely to rely on direct access to, or co-location with, the Airport. The strategy identifies land to the north and south of the airport (consistent with the Airport Masterplan) for medium term industrial/service commercial to ensure that the land is developed for uses that will rely on, support and complement the airport, and to prevent conflicting land uses that could sterilise the use of the land for those purposes, and risk compromising airport operations and expansion.



### 9.2 Rail

The *South West Regional Planning and Infrastructure Framework* identifies the need to improve connectivity between Perth and Bunbury by the development of a high speed passenger rail service. The Western Australian Planning Commission has endorsed the corridor alignment of the Busselton Outer Bypass (BOB) and detailed planning for its final alignment has commenced. The BOB and Bussell Highway east of Busselton will ultimately be developed to freeway standard and State planning for that now includes securing a sufficiently wide corridor for those roads to accommodate a future high speed rail service to link the Busselton-Vasse Urban Area with Bunbury and Perth.

### 9.3 Road and Cycle/Pedestrian Network

Local public transport services, cycling/pedestrian routes and roads are the public infrastructure that makes up the City's movement network. Greenfields estates such as Provence, Old Broadwater Farm and Dunsborough Lakes are generally well provided for in terms of provision of dual use paths but the network can be fragmented in older, established suburbs and lacking in connectivity between places, destinations and neighbourhoods. The private vehicle is the dominant mode of transport for both residents of, and visitors to the City and as the population grows, this is likely to continue. Improvements in local public transport and pedestrian/cycling routes can support a shift away from reliance on cars for some journeys. Both Busselton and Dunsborough experience varying levels of road congestion, in particular traffic challenges on Causeway Road leading into Queen Street and the Busselton City Centre generally, as well as in and around the Dunsborough Town Centre at peak times throughout the year. As the City's population grows, along with increasing visitor and tourist numbers, these challenges will continue to demand an integrated response.

Planning to expand and improve the road and cycle/pedestrian network to and from the City as well as within, has and continues to advance on a number of fronts including –

- Continued, progressive upgrading of Bussell Highway between Busselton and Margaret River; together with the eventual creation of a 'freeway-standard' road between Busselton and Bunbury.
- Identification of the Vasse-Dunsborough Link Road alignment.
- Identification of a Busselton Outer Bypass corridor.

- Planning to improve the capacity of the local road network within the City's urban areas (Busselton Traffic Study), especially north-south road links in Busselton (such as Ford Road which are made challenging because of wetlands and other environmental constraints) and the future principal road network in and around a significantly bigger Dunsborough.
- North-south pedestrian/cycle links in Busselton.
- Completion of a dual use path linking Busselton and Dunsborough.

### 9.4 Planning Rationale

As the City's population and economy grows the amount of traffic carried on roads will also grow. Land use planning needs to expand and improve the City's transport infrastructure.

An underlying principle of the strategy is to plan for compact, sustainable and well-connected settlements that can rely

less on private vehicle use and rely more on walking, cycling and public transport to access community needs. Population growth can reach a level where it can support a high performance public transport system and the strategy is supportive of this. Land use planning and development will need to ensure that land corridors are identified through the planning process to enable the development, in the future, of a high performance public transport system (which could be in the form of a bus network, running on dedicated 'bus lanes', perhaps in part, a light rail system, or perhaps some other technology not yet developed).

Planning needs to support and promote an integrated system of public and private transport networks that will support and reinforce the activity centres, settlement, urban growth and industrial/service commercial frameworks and reduce the time, cost and impact of travel.

The following strategies relate to **transport**

Theme & Strategy No.	Strategy
9.2(a)	Development of the <b>Regional Airport</b> as the principal airport for South West WA, in particular through: regulating nearby land-use and development to minimise the risk of future land-use conflict; supporting development of complementary land-uses and development; and planning for efficient inter-modal passenger and freight transport.
9.2(b)	Seek to identify, through further detailed land use and infrastructure planning, corridors to accommodate a possible future <b>high-speed passenger rail</b> linking Busselton and Dunsborough with Perth, Bunbury and Margaret River.
9.2(c)	Seek to identify land corridors to accommodate a possible future <b>freight rail</b> link between the Regional Airport and Industrial Precinct, the Bunbury Port and the national freight rail network through further detailed land use and infrastructure planning.
9.2(d)	Seek to identify land corridors to accommodate a future <b>light-rail or high-performance bus service</b> linking the Busselton City Centre, Dunsborough Town Centre, Regional Airport and other key activity nodes through further detailed land use and infrastructure planning.
9.2(e)	Progressively improve <b>other local public transport services and pedestrian/cycling routes</b> within and between the Busselton-Vasse Urban Area and Dunsborough Urban Area.
9.2(f)	Identify and secure land corridors as necessary for; and progressively implement, the upgrading of the <b>regional road network and strategic local road network</b> , including through the – <ul style="list-style-type: none"> <li>• upgrading of the Busselton Bypass to four lanes/dual-carriageway for its entire length;</li> <li>• development of the Vasse-Dunsborough Link;</li> <li>• development of the Busselton Outer Bypass, ultimately to 'freeway-standard';</li> <li>• the upgrading of Bussell Highway east of Busselton to 'freeway-standard';</li> <li>• the progressive upgrading of Bussell Highway south of Busselton;</li> <li>• the progressive upgrading of Vasse Highway and Sues Road;</li> <li>• development of at least one additional link between Layman Road/Peel Terrace and Bussell Highway to the east of Causeway Road (such as development of Ford Road and/or the Eastern Link – noting that there are significant environmental constraints that would need to be considered and addressed in doing so;</li> <li>• other than the Eastern Link, the 'Planned/Potential Strategic Local Roads' are preliminary options only and subject to further detailed planning, traffic and environmental investigations;</li> <li>• progressively upgrading existing north-south links between Busselton Bypass and Bussell Highway/Busselton City Centre;</li> <li>• creation of efficient links between Busselton Bypass and the future Busselton Outer Bypass;</li> <li>• creation of an efficient east-west local road route running parallel to the Busselton Bypass and future Busselton Outer Bypass;</li> <li>• progressive upgrading of Chapman Hill Road; and</li> <li>• creation of new or upgrading of existing routes to reduce future traffic congestion in and through the Dunsborough Urban Area, especially along Caves Road (which could involve new/upgraded routes to the south and west of the urban area).</li> </ul>
9.2(g)	The planning for the <b>Busselton Outer Bypass and freeway requirements</b> shown in the strategy are preliminary and subject to review and further detailed investigation by Main Roads and relevant transport agencies.

### 10.0 Utilities

Population growth and anticipated location of future growth and development areas are important indicators of the future demand for services, facilities and infrastructure (water, wastewater treatment, waste disposal, energy and telecommunications). Planning for growth should adopt a sustainable approach to the provision of services which should be pursued through better urban design and, where possible, through alternative and more sustainable forms of utility provision. It is not anticipated that water supplies for domestic use will emerge as a significant issue subject to continued investment in infrastructure. Access to groundwater however, is more difficult in the western part of the City where water supplies for use on ovals and parks is an emergent concern. Wastewater reuse can play an important role in meeting those demands and this option is currently being investigated by relevant service providers (Busselton Water and Water Corporation). Progressive upgrades of both the Busselton and Dunsborough Wastewater Treatment Plans will be required to meet growing demands. Some parts of the Busselton-Vasse Urban Area and Dunsborough Urban Area remain unsewered. Delivery of infill sewer in residential areas is viewed as having broad environmental benefits and is a critical element in facilitating urban consolidation and redevelopment.

The difficulties in finding waste disposal sites are expected to grow in the future as are the costs of transporting waste. The City is currently working to secure a new waste disposal site to meet demands for the next few decades but additional capacity will be needed again before 2050. Recycling and waste minimisation will become more important in the future.

Investments in gas, wind, geothermal and solar energy are likely to continue as an alternative to the region's reliance on coal-fired power stations. The Dampier to Bunbury natural gas line has been extended to Busselton but not to Dunsborough. While access to electricity supplies is not expected to be constrained, progressive upgrades of links to the State electricity network will need to continue to ensure certainty of supply.

Busselton is part of the initial roll out of the National Broadband Network. Through the NBN and other initiatives it is likely that the speed and scope of telecommunication services will expand progressively and considerably.

#### 10.1 Planning Rationale

Population growth and new development will place pressure on existing utilities and the need to extend current servicing networks. The strategy outlines where development is likely to occur within the City and planning needs to ensure that land use and development is closely integrated with the provision of infrastructure services.

The following strategies relate to **utilities**

Theme & Strategy No.	Strategy
9.2(h)	Support the progressive upgrading of <b>wastewater treatment</b> facilities, delivery of infill sewer; initiatives for wastewater recycling and regulating land-use to minimise the risk of future land-use conflict around facilities.
9.2(i)	Develop and implement <b>waste management</b> strategies, with a strong emphasis on waste minimisation and recycling, together with the identification and securing of waste disposal sites, or alternative means of waste disposal (e.g. waste to energy).
9.2(j)	Support the progressive upgrading of <b>telecommunications services and reticulated water, electricity and reticulated gas services</b> , together with identifying and supporting appropriate opportunities for alternative/renewable/local energy generation or extraction, especially from renewable sources, supporting energy and water use efficiency/re-use initiatives and alternative non-potable water solutions and the protection/provision of major infrastructure of these kinds.
9.2(k)	In the identification and securing of corridors for rail, road, pedestrian/cycling, water/wastewater, electricity, gas and telecommunications services, consideration always needs to be given to the needs of other services, with integrated <b>infrastructure corridors</b> developed whenever possible.
11.2(e)	Support and advocate for <b>regional and/or State-based initiatives</b> in relation to the following – (iii) The protection and securing of <b>infrastructure corridors and sites for key infrastructure</b> , including buffer areas.

### 11.0 Implementation & Review

The strategy sets out the City of Busselton's vision and land use expectation as well as providing guidance on land use for the District for the next 15 years. The strategy map identifies areas where planning, investment and development of land and infrastructure are encouraged for specific land use outcomes. Implementation of the strategy will progressively occur using various tools such as the local planning scheme, local planning policies and 'sector-based' strategies. It is important that the strategy remains relevant and is tracked against things such as projected and actual population growth. The first review is anticipated for approximately 5 years from final adoption.



The following strategies relate to **implementation and review**

Theme & Strategy No.	Strategy
11.2(a)	Develop an integrated <b>implementation and reporting framework</b> , with periodic updates being provided on progress in implementing the strategy, as well as providing information in regard to: rates of development and growth; land supply and demand; and other demographic, economic, social and environmental information.
11.2(b)	Undertake and/or support as appropriate <b>amendments to the local town planning scheme, and development and/or review of local planning policies</b> , to implement the local planning strategy and apply the <i>Leeuwin-Naturaliste Ridge State Planning Policy</i> and <i>Leeuwin Naturaliste Sub-Regional Strategy</i> , and have regard to the recommendations of the <i>Local Planning Strategy</i> , <i>Local Commercial Planning Strategy</i> , <i>Local Tourism Planning Strategy</i> , <i>Local Cultural Planning Strategy</i> and <i>Local Environmental Planning Strategy</i> (which constitute the 'sector-based strategies').
11.2(c)	Review the <i>Local Rural Planning Strategy</i> and <i>Local Tourism Planning Strategy</i> as high priorities and review other sector-based strategies, including considering whether there is an ongoing need for such strategies and/or whether such strategies are to be integrated into the overall local planning strategy. Review of these sector-based strategies is to be undertaken no later than the concurrent review of the local planning scheme and this local planning strategy.



# Population Projections

The City of Busselton's current rate of population growth, as measured by the Australian Bureau of Statistics (ABS) Estimate Resident Population (ERP), was compared to the most recent 'WA Tomorrow 2015' (WAT15) population projections prepared by the Department of Planning, Lands and Heritage.

As the City's current growth exceeded the highest projection from the WAT15 projections, the 'WA Tomorrow 2012' (WAT12) population projections were also compared and assessed against other local government and regional trends.

Rather than 'catching up' or 'slowing down' the rate of population growth in order to meet one of these projections, the City has adopted projections based on the midpoint between the two closest projections (WAT12 Bands A and B) and assumes these as an upper and lower range.

The City considers that it is reasonable to depart from the WAT 2015 projections on the basis of recently published population statistics (ERP) and the economic impetus provided by current public investments (Busselton Hospital, Foreshore, Airport and City Administration redevelopments) and various private commercial investments (e.g. shopping centres).



## Projected Population

	Band B (WAT 12)	Band A (WAT 12)	Band E (WAT 15)	ERP (ABS)	City of Busselton
2010	31900	29700	-	30664	-
2011	33100	30500	31520	31523	-
2012	34300	31400	32466	32928	-
2013	35600	32400	33412	34286	-
2014	36900	33500	34358	35562	35562
2015	38200	34700	35304	36335	36796
2016	39500	35900	36250	37115	38030
2021	46300	42100	41020	-	44200
2026	53100	48400	45620	-	50750
2031	-	-	-	-	57070
2041	-	-	-	-	72168
2051	-	-	-	-	91261

## Projected Population Growth Rates

	Band B (WAT 12)	Band A (WAT 12)	ERP (ABS)	City of Busselton
2009-14	-	-	3.70% p.a.	-
2014-21	3.76% p.a.	2.40% p.a.	-	3.10% p.a.
2021-26	2.78% p.a.	2.83% p.a.	-	2.80% p.a.
[2015-26]	3.31% p.a.	2.56% p.a.	-	2.96% p.a.
2026+	-	-	-	2.375% p.a.
2041	-	-	-	72168
2051	-	-	-	91261

The City's population at 2016 was then divided between Busselton, Dunsborough and the surrounding rural district based on the percentages observed in the 2011 ABS Census. Thereafter, a slight trend towards urbanisation (-0.1% rural population p.a. until 2034) was assumed on the basis that a higher proportion of new housing will be provided within urban areas, in reflection of broader state and regional trends. Despite this, the population in the City's rural districts is expected to demonstrate growth rather than decline.

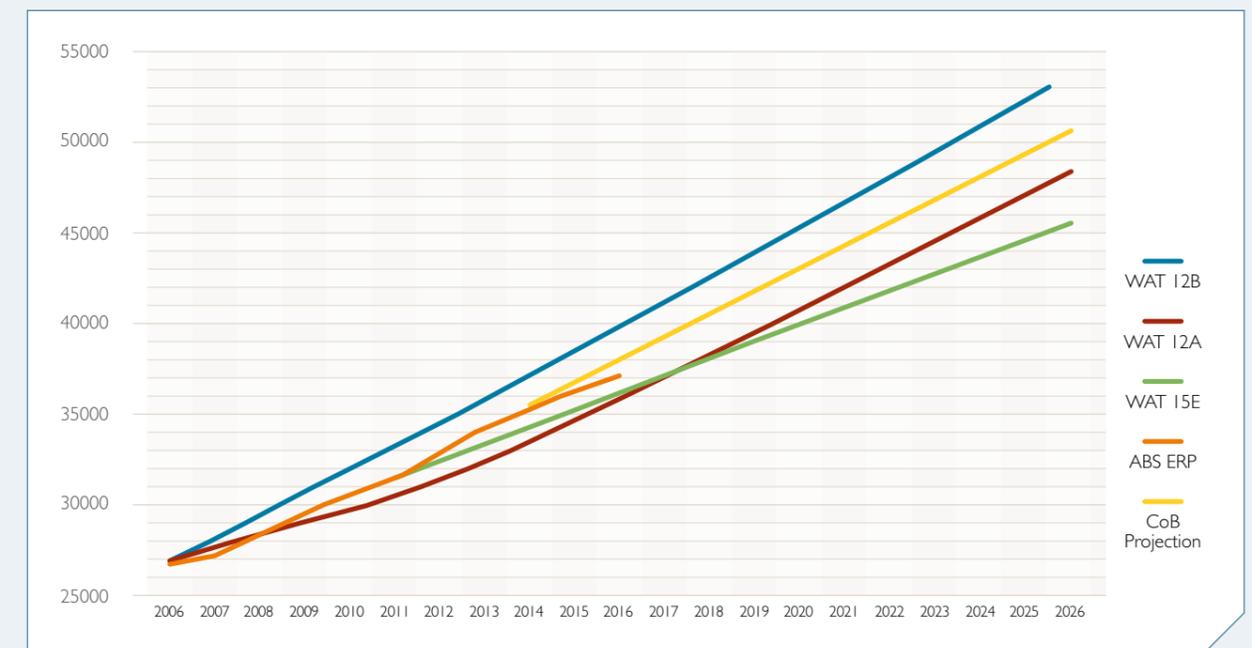
It is noted that the City's population experiences significant annual peaks associated with seasonal residency and high mobility (holiday homes, resident retirees, tourism and agricultural industries) as well as tourist visitation. This presents particular challenges in considering and providing for sufficient infrastructure and appropriate service delivery.

## City of Busselton Population Projections – By Location

	2011 (Census)	2014 (ERP)	2015 (City)	2016	2021	2026	2031	2036	2041	2051
<b>Busselton</b>	21,854	24,654	25,548	26,443	30,914	35,688	40,350	45,522	51,190	64,733
<b>Dunsborough</b>	6,799	7,670	7,948	8,227	9,618	11,103	12,553	14,162	15,926	20,139
<b>Rural</b>	2,870	3,238	3,299	3,361	3,669	3,959	4,166	4,492	5,052	6,388
<b>DISTRICT</b>	31,523	35,562	36,796	38,030	44,200	50,750	57,070	64,176	72,168	91,261

Note: Busselton area includes the localities of Busselton, West Busselton, Geographe, Wonnerup, Reinscourt, Yalyalup, Bovell, Ambergate, Vasse, Broadwater, Abbey, Siesta Park, Marybrook & Kealy. Dunsborough area includes the localities of Dunsborough, Quindalup, Anniebrook, Eagle Bay, Naturaliste, Yallingup, Quedjinup & Yallingup Siding.

## Comparison of Population Projections



# Housing Supply Projections Methodology

A model of housing supply has been prepared based on the City's population projections provided at Attachment A.

## Occupancy

The number of additional houses required each year to provide for the City's population growth, according to location (Busselton, Dunsborough or rural district), was divided by the occupancy rate (the average number of persons per private dwelling). Occupancy rates were adjusted (to 2031) to reflect trends identified in ABS Census data between 2001 and 2011 (increasing in Dunsborough and decreasing in Busselton). By using calculations of occupancy rate, the City's housing supply projections therefore take account of existing and future vacant dwellings.

## Infill Development

Infill development within the established residential areas of Busselton was assumed to reach targets for 20% of new dwellings created to 2020, 25% to 2030 and 30% beyond 2031. Dunsborough was assumed to have a lower level of capability (due to the extent of established residential areas) to provide for infill development, with a target of 15% of new dwellings per year included in the City's housing projections. Infill targets – which were based on a broad level analysis of infill potential guided by the Local Planning Strategy and considering subdivision structure/ street layout, lot sizes and the age of housing stock – do not include the extension or completion of urban developments on existing zoned land which were otherwise identified (e.g. completion of development under the Broadwater Structure Plan).

## Greenfields Development

New dwellings to be delivered through greenfields development on existing zoned land was identified using approved structure plans, development guide plans, detailed area plans and subdivision approvals, or in their absence according to the following method:

- Calculation of total land area (ha) from most recent aerial photography
- Estimated deductions for buffers and environmentally constrained areas to determine a developable area (ha)

- 30% deduction from developable area for roads, public open space, stormwater management etc
- Calculation of dwelling units per hectare based on a notional range of residential density codings

## Assumptions

The assumptions and estimates of residential development in this model depend upon a number of factors outside of the City's control and which are subject to change. This model, which represents one possible scenario, supports the recommendations of this Strategy rather than determining them. This model represents straight line trends while in reality demand and supply may be more constrained at certain points in time (for example, it is noted that the current supply of vacant lots is reducing). This model will therefore be amended by developer/ landowner intentions (some land supply will be delayed, other will be advanced forward) as well as broader social and economic factors.

Housing demand and supply was modelled by the City according to developments currently delivering lots continuing or commencing in 2015, with other developments commencing in later years according to the City's knowledge of developer intentions (timing, but not lot supply) or in the absence of this, an assumed lead in time. The City estimated timing for delivery which aimed to consider product continuance (e.g. Yalyalup East follows Yalyalup) and represent a desirable scenario in terms of maximising locational choice. Housing supply within with City's rural districts is expected to occur as general infill development, however this supply is not expected to be significant and the modelled figure does not represent a determined need or target for provision (and using a less conservative estimate of urbanisation, this could be reduced).

It is noted that the delivery of vacant lots to the market should be assumed to precede the timeframes for housing supply by 1-2 years.

## Housing Supply Projections - Busselton

LOCATION	LOTS	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36
<b>Infill</b>																							
Busselton Urban Area	2896																						
<b>Existing Zoned Land</b>																							
Peppermint Park	133																						
Land	203																						
Rendezvous Road	157																						
Yalyalup	1164																						
Sandilands	176																						
Vasse	1666																						
Broadwater	305																						
Molloy Street	128																						
Port Geographe	660																						
Ambergate North (zoned)	1256																						
<b>Planned/Proposed Urban Areas</b>																							
Yalyalup East	460																						
Planned/ Proposed Urban Areas	3426																						
Ambergate North (remainder)	3919																						
<b>TOTAL</b>	<b>16549</b>	<i>Short Term (0-5 years)</i>					<i>Medium Term (5-10 years)</i>					<i>Long Term (10 years +)</i>											

## Housing Supply Projections - Dunsborough

LOCATION	LOTS	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36
<b>Infill</b>																							
Dunsborough Urban Area	500																						
<b>Existing Zoned Land</b>																							
Naturaliste Heights	18																						
Capecare (Armstrong)	60																						
Commonage	194																						
Dunsborough Lakes	742																						
Cape Rise	278																						
<b>TOTAL</b>	<b>1792</b>	<i>Short Term (0-5 years)</i>					<i>Medium Term (5-10 years)</i>					<i>Long Term (10 years +)</i>											

## Housing Supply Projections - Rural District

LOCATION	LOTS	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36
<b>Infill</b>																							
Rural Areas	116																						
<b>TOTAL</b>	<b>116</b>	<i>Short Term (0-5 years)</i>					<i>Medium Term (5-10 years)</i>					<i>Long Term (10 years +)</i>											

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## Photographs

Cover & pages  
10, 12, 13 & 43

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2 Southern Drive, Busselton  
Locked Bag 1, Busselton WA 6280  
(08) 9781 0444  
city@busselton.wa.gov.au

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