

Issues to consider when making a submission

HERITAGE

The Shire of Busselton engaged Palassis Architects to undertake an interpretation and design plan for the Busselton Jetty in January 2009 and received the final report in August 2009. The Plan identifies key themes and storylines, proposes a range of projects and defines an implementation schedule and budget for interpretation of the Busselton Jetty.

The Plan covers only the actual Jetty structure, but proposes the development of land based interpretation along the foreshore and into the CBD to link with the Jetty and to integrate with other heritage sites such as the Cultural Precinct, Pioneer Cemetery and St Mary's Church. The jetty will also form a 'head of trail's for the proposed future rails to trails project and provide pedestrian access along the old railway alignments west towards Vasse and south through the CBD.

The Busselton Jetty was listed on the State Register of Heritage Places on 30 June 2009 on an interim basis. Permanent listing generally occurs within a 12 month time frame and allows for issues to be resolved and amendments made.

The interim listing in the Register includes only the actual Jetty structure and land on which it is located. Identification and inclusion of any additional curtilage area is to be discussed by the Shire of Busselton and Heritage Council of Western Australia, prior to permanent listing on the Register and in the context of the ongoing Foreshore Redevelopment Project.

Any proposed development on the foreshore will need the approval of the Heritage Council and be reflective of the heritage value of the area.

TRAFFIC AND PARKING

Landcorp commissioned a report by Riley Consulting in 2006 to consider the provision of adequate parking and management of traffic movements is an important aspect to the success of the Jetty and the Busselton Foreshore. Parking should be provided which caters for day and night time uses. Pedestrians and traffic should be able to flow easily from the CBD to and from the foreshore with an emphasis on a pedestrian friendly atmosphere.

BUILDING HEIGHT

The Shire's current town planning scheme seeks to limit development within 150 metres of the high water mark to two storeys and to 3 storeys in other cases. The Shire does, however, have the discretion to approve higher buildings where it considers it appropriate to do so.

In making such a determination the Shire would need to consider a range of matters, including the views of the community and would also need to consider State Planning Policy 2.6, which seeks to generally limit buildings within 300 metres of the coast to 5 storeys and with an absolute maximum of 8 storeys.

COASTAL EROSION

The Shire has commissioned Land Insights (planning and environmental consultants) and Damara (coastal management consultants) to develop a local environmental planning strategy for the Shire. This will support an overall review of the Shire's town planning scheme, including those aspects relating to coastal setbacks and management.

One of the key aspects of the brief is the undertaking of coastal erosion modelling and associated mapping to identify the potential erosion impacts of coastal processes on the Shire's coastline. Those impacts may be increased by sea level rise and changes in weather patterns brought about by climate change – and the brief requires that the potential impacts of climate change are identified and considered.

More accurate and detailed base information (i.e. more accurate topographical data) will shortly be available and the final modelling has been delayed pending availability of that information. It is currently expected that the final modelling will be available in late 2009/early 2010.

Preliminary modelling, as well as earlier work undertaken looking at potential erosion impacts along the Shire's coastline, however, indicates that, without continued erosion control measures, much of the foreshore area is potentially vulnerable to coastal erosion – especially when the potential impacts of climate change are considered.

It should therefore be assumed that development on the foreshore area, including existing development, will require continued and probably additional erosion control measures to ensure its sustainability. Given the existing development in the area, its value as a tourist and recreational area and the intensity of development in the adjoining Busselton town centre, however, the returns to coastal erosion control measures are

probably higher in this area than in any other portion of the Shire's coastline.

It is envisaged that the Council will be asked to consider the final modelling and begin considering potential policy responses in early 2010. As different portions of the coastline have different attributes in terms of physical characteristics, land tenure, social or environmental value and development/development potential, it is therefore possible that different policy responses will be appropriate to different portions of the coastline.

WESTERN RING TAIL POSSUMS

The Western Ring Tail (WRT) Possum is identified as a vulnerable species under the Commonwealth *Environmental Protection and Biodiversity Conservation Act*. The Busselton and Dunsborough urban areas, especially the older urban areas, are part of the core natural habitat area, and are thought to form the most important actual habitat areas, for the Possum.

As a result of this, prior to the clearing of any vegetation in these areas, especially *Agonis flexuosa* (WA Peppermint) and associated vegetation, potential impacts on the WRT Possum need to be considered. This may involve formal referral of any development proposal on the foreshore to the responsible Commonwealth Department of the Environment, Water, Heritage and the Arts.

Planning for the foreshore should seek to minimise impacts on vegetation, especially Peppermints, and look for opportunities to enhance WRT Possum habitat. If vegetation is to be removed, there may be a need to plan for offset planting.

CIVIL ENGINEERING PRELIMINARY INVESTIGATION

The Shire of Busselton commissioned a report by Wood and Grieve Engineers in 2008. This comprised a desktop assessment of the infrastructure in the foreshore precinct. Much of the infrastructure on foreshore is at capacity or needs replacing. Given infrastructure can be costly items, wherever possible, uses should be grouped together to ensure a cost effective headwork's upgrade.

LAND TENURE AND STATUS

There are A and C class reserves on the foreshore and this will impact upon where any development may occur. The land between Queen Street and Scout Road is C class and therefore is more flexible in its future use.

The existing commercial leasehold areas of the Equinox, Goose and Nautical Lady can be altered by mutual agreement of the parties and the State. Therefore the opportunity does exist to change the size, location, purpose and term of these existing sites if it is so desired.

These existing leaseholds do not preclude the establishment of any additional leases in this area. It is likely that any income received from any additional leases will need to be reserved and directed into the Jetty Maintenance Reserve.

EVENTS

A number of major iconic community events such as the Ironman Western Australia Triathlon, Busselton Jetty Swim, Festival of Triathlon (Half Ironman), Festival of Busselton and the Busselton Beach Festival etc utilize the Busselton foreshore as an integral facility to conduct their activities. Every endeavour will be made to ensure that the future development of these and a number of potentially new events can still be successfully staged in and around this area.