

Local Structure Plan Amendment (Busselton Airport North Structure Plan & Provence Structure Plan)

Lots 2 and 9034 Bussell Highway and
Lot 9032 Cable Sands Road, Yalyalup

Prepared for Yolk Property Group

September 2026

Taylor Burrell Barnett

Document Information

Local Structure Plan Amendment
(Busselton Airport North Structure Plan & Provence Structure Plan)

PO Box 749
Busselton, WA 6280

Prepared By: TBB Planning Pty Ltd

Level 7, 160 St Georges Terrace
PERTH WA 6000

PO Box 7130
Cloisters Square
PERTH WA 6850

Phone: 9226 4276
Email: admin@tbbplanning.com.au



Doc ID: 22–010 Amendment 1 Report - Embark Estate (4.6) - September 2026

Revision	Status	Author(s)	Approved by	Date Issue
1.5	Draft	E Mitchell, M Elliss, J Ross	S Thompson	03/02/2023
1.6	Draft	M Elliss, J Ross	S Thompson	17/05/2023
4.2	Draft	E McElwee, M Elliss	J Ross	24/06/2024
4.3	Draft	E McElwee, M Elliss	J Ross	05/03/2025
4.5	Draft	E McElwee, A Brodie	J Ross	07/08/2026
4.6	Final	J McCallum	J Ross	17/09/2026

Disclaimer

This document was prepared for Yolk Property Group for the purposes of Amendment to Structure Plan, and may only be used in accordance with the executed agreement between Taylor Burrell Barnett and the Client.

The report may contain information gathered from a number of sources using a variety of methods. Taylor Burrell Barnett does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Taylor Burrell Barnett by third parties.

This document cannot be copied or reproduced in whole or part for any purpose without the prior written consent of Taylor Burrell Barnett.

Table of Contents

PART ONE

1.0 Structure Plan Amendment & Operation 10

2.0 Purpose 10

3.0 Staging 10

4.0 Land Use 11
- 4.1 Residential Zone 11
- 4.2 Local Centre 11

5.0 Subdivision and Development Requirements 12
- 5.1 Residential Density Target 12
- 5.2 Residential Density Code Ranges 12
- 5.3 Local Development Plans 13
- 5.4 Movement Network 14
- 5.5 Public Open Space 14

6.0 Other Requirements 16
- 6.1 Vegetation Survey 16
- 6.2 Bushfire Management 16
- 6.3 Noise Management 16
- 6.4 Mosquito and Midge Breeding Mitigation 16
- 6.5 Wastewater Pump Station 16

PART TWO

1.0 Introduction 20
- 1.1 Site Location 21
- 1.2 Site Conditions 21
- 1.3 Planning Framework 23

2.0 Structure Plan Amendment 28
- 2.1 Opportunities and Constraints 28
- 2.2 Development Concept Plan 30
- 2.3 Land Use and Development Considerations 36
- 2.4 Open Space 44
- 2.5 Movement Network 47
- 2.6 Site Works and Infrastructure 51
- 2.7 Environmental Management 54
- 2.8 Bushfire Management 56
- 2.9 Local Water Management Strategy 58
- 2.10 Noise Management 60

3.0 Implementation and Staging 62

Table of Contents

APPENDICES

APPENDIX NO.

A Certificate of Titles
B Commercial Analysis
C Retirement Living Analysis
D Transport Impact Assessment
E Site Works and Infrastructure Report
F Environmental Assessment Report
G Bushfire Management Plan
H Local Water Management Strategy
I Noise Management Plan
J Landscape Strategy
K Local Structure Plan Locations

Endorsement page

This Structure Plan Amendment (Amendment 2 - Embark Estate) is prepared under the provisions of the City of Busselton Local Planning Scheme No. 21.

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

21 OCTOBER 2026

Date

Signed for and on behalf of the Western Australian Planning Commission

An officer of the Commission duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose,

Date

23 OCTOBER 2026

Date of expiry

23 OCTOBER 2035

Table of Amendments

TABLE 1: TABLE OF AMENDMENTS

Amendment No.	Title	Summary	Date of Approval
1.0	**Provence Structure Plan**	**Provence Estate Provence Structure Plan**: Refine structure plan to reconfigure the locations of local/ village centre, public open space and primary school site. Detailed structure planning completed eastwards of the site.	14 August 2023
2.0	Local Structure Plan Amendment (Busselton Airport North Structure Plan & Provence Structure Plan)	Embark Estate: Refine Structure Plan to modify zoning, public open space, road network and local centre.	21 OCTOBER 2026

Executive Summary

This report has been prepared as an Amendment to Busselton Airport North Structure Plan and Provence Structure Plan (PSP) to guide the subdivision and development of the land contained within the inner edge of the line denoting the Structure Plan Amendment area on **Plan 1**.

The subject site is:

- located on Lots 2 and 9034 Bussell Highway and Lot 9032 Cable Sands Road, Yalyalup, and is located approximately 2.5km south-east of Busselton Town Centre and approximately 220km south/south-west of the Perth CBD;
- contained within the jurisdiction of the City of Busselton and forms part of Provence Structure Plan area;
- bound by residential development to the west, future industrial land uses to the south, future residential development to the east and existing rural residential development to the north; and
- located south of Bussell Highway and encompasses an area of approximately 129.6 hectares.

The Amendment is minor in nature as it retains the established land use framework and overall structure of the endorsed Provence Estate Structure Plan, while refining the internal layout of land uses, roads and public open space.

Land Use

The structure plan amendment has been divided into three different land use zones to facilitate development as follows:

- **Residential:** The residential precinct is intended to provide a diverse range of lot sizes for differing lifestyles and residents needs, with a density coding range of R25-R40 provided across the areas to facilitate flexibility in lot product design at the time of subdivision.
- **Local Centre:** The local centre precinct is proposed as a key focal point when entering the estate, and will be the intersection of primary entry roads to the estate. The local centre is proposed to accommodate a broad range of services to the local community, and is anticipated to include retail shops, childcare, restaurants/cafes and other commercial floorspace.
- **Residential (Lifestyle/Retirement Village):** The residential (lifestyle/retirement village) precinct is intended to facilitate a lifestyle village for retirees and older persons. The precinct is anticipated to be developed and managed by a single lifestyle village operator, and is designed to integrate with the adjacent local centre and surrounding community facilities and open space.

Built Form

Built form throughout the precinct is anticipated to be managed via a combination of the SPP 7.3 (Residential Design Codes) and Local Development Plans prepared for specific sites.

Public Open Space

The proposal provides the required minimum 10% of the gross subdivisible area as public open space in accordance with the guidance provided by *Liveable Neighbourhoods*. This includes:

- **Conservation areas** which provide the opportunity to retain and enhance native vegetation and provide residents and visitors extensive passive recreation opportunities;
- **District open space,** providing community facilities and active open space to meet the needs of the broader district area;
- **Neighbourhood open space** which will provide for passive and active recreation, in addition to the retention of key strands of native vegetation;
- **Local open space,** which provides opportunities for respite and recreation to the local community; and
- **Landscape buffer areas** which provide passive recreation opportunities to residents and assists in visual and acoustic screening of the adjacent regional roads.

Movement Network

The proposed movement network has been designed as a highly functional and efficient system which encourages walking and pedestrian movements throughout the precinct.

This network comprises of a range of access and local roads specifically designed to accommodate the proposed development, and a highly integrated network of pedestrian and cyclist paths to ensure a high level of connectivity.

Implementation

The proposed implementation of the subdivision and development is intended to occur in multiple stages, each of which includes extension of public infrastructure and delivery of residential and/or commercial development.

TABLE 2: STRUCTURE PLAN

Item	Data/ Supporting Comments
Total area covered by the Structure Plan	129.6102 ha
Area of each land use proposed:	
Residential	50.1501ha
Primary School	4.500 ha
Commercial	1.2046 ha (Commercial/Retail/Child-Care)
Public Purpose	0.0 ha
Public Open Space (Credited)	10.9265 ha
Public Open Space (Uncredited)	23.2215 ha (Conservation, Waterbody, Landscape Buffer)
Estimated lot yield	
Residential zoned land	Estimated 875 lots
Residential (Lifestyle/Retirement Village) zoned land	Estimated 300 sites
Estimated Residential Site Density	
Gross Urban Zone Land (Structure Plan)	129.6102 ha
Gross Urban Zone Density	~9 Dwellings/ha
Net Residential Land	~64.5955 ha
Net Residential Zone Density	~18 Dwellings/ha
Estimated population	~ 1750 people
Number of primary schools	1
Estimated commercial/ retail floor space	3,180m^2
Percentage of credited Public Open Space	11.37%

Part 1.0

Implementation

1.0 Structure Plan Amendment & Operation

This report is an Amendment to the Busselton Airport North and Provence Structure Plan (August 2022) and applies to Lots 2 and 9034 Bussell Highway and Lot 9032 Cable Sands Road, Yalyalup, being the land contained within the inner edge of the line denoting the Structure Plan Amendment area on **Plan 1**.

This Structure Plan Amendment ('the Amendment') is identified as Amendment 1 - Embark Estate, Provence Structure Plan.

This plan is in effect for a 10 year period commencing from the date of approval by the Western Australian Planning Commission (WAPC).

This report replaces provisions within the Busselton Airport North Structure Plan and Airport Provence Structure Plan (August 2022) as they relate to land within the Amendment area on **Plan 1**.

Refer to **Appendix K** for the applicable Local Structure Plan locations.

2.0 Purpose

This Amendment is intended to provide comprehensive guidance on subdivision and development within the Amendment area.

The guidance provided in this Amendment supersedes guidance provided by the Busselton Airport North Structure Plan and Provence Structure Plan in consideration of any subdivision application, development application or local development plan within the Amendment area on **Plan 1**.

3.0 Staging

The staging of subdivision and development will progress based on market demand and the logical extension of service infrastructure and the public road network, and is generally anticipated to align with the staging plan outlined in **Part 2**

4.0 Land Use

The zones and reservations applicable to the Structure Plan Amendment are identified in **Plan 1**. Land use permissibility within the Amendment shall be in accordance with the corresponding zone or reserve under the Scheme, or as otherwise outlined in this Amendment.

4.1 Residential Zone

Land use permissibility for sites identified as 'Residential' on Plan 1 is to accord with the designated land use permissibility for the Residential zone in the City of Busselton *Local Planning Scheme No. 21.*

4.1.1 Residential (Lifestyle/Retirement Village)

The purpose of the site identified as 'Residential (Lifestyle/Retirement Village)' is to facilitate an area suitable for the development of retirement living opportunities which are integrated with the Local Centre and surrounding recreation and community facilities.

Development within this site is designated for the purposes of the Lifestyle / Retirement Village development (as a 'use not listed') and the development density, built form controls and site layout is to be guided by an endorsed Local Development Plan in accordance with clause 47(d) of the Deemed Provisions under the *Planning and Development (Local Planning Scheme) Regulations 2015*.

Other uses which are related or incidental to the Lifestyle/Retirement Village (i.e. clubhouse and private recreation) may also be contemplated where they are demonstrated to be incidental and support the primary purpose of retirement living.

In the event that the Lifestyle / Retirement Village does not ultimately proceed within the designated site, residential development may be facilitated subject to a residential density code range of R25-R40 in accordance with the provisions of Section 5.2 and 5.3.

4.2 Local Centre

Land use permissibility for sites identified as 'Local Centre' on **Plan 1** is to accord with the designated land use permissibility for the Local Centre zone in the City of Busselton *Local Planning Scheme No. 21.*

Development within the Local Centre is to be guided by an endorsed Local Development Plan in accordance with clause 47(d) of the deemed provisions under the *Planning and Development (Local Planning Scheme) Regulations 2015*.

5.0 Subdivision and Development Requirements

5.1 Residential Density Target

In accordance with the requirements of *Liveable Neighbourhoods*, subdivisions are to achieve an average residential density of 22 dwellings per site hectare across the Amendment area.

5.2 Residential Density Code Ranges

The residential density code ranges that apply to sites zoned Residential are outlined in **Plan 1.**

Residential density within the structure plan area is guided by *State Planning Policy 7.3 Residential Design Codes (Volume 1 and Volume 2)*, inclusive of variations to deemed to comply standards via this Structure Plan and/or subsequent Local Development Plans, and in accordance with the following provisions:

5.2.1 Density Code Plan Preparation

Plan 1 identifies the broad residential density which applies to areas within the Structure Plan. Lot specific residential densities based on this plan are to be subsequently assigned in accordance with a Residential Density Code Plan prepared by the applicant/proponent and approved by the WAPC.

The Residential Density Code Plan is to be submitted at the time of subdivision to the determining authority and shall indicate the Residential Density Coding applicable to each lot within the subdivision and shall be generally consistent with the provisions of this Amendment.

In the event that retirement opportunities do not occur, single house or grouped dwellings can occur and to be assessed in accordsance with an R25-R60 densiy code under the Residential Design Codes, with a Residential Density Code Plan to be prepared in accordance Section 5.2.

5.2.2 Density Code Plan Consideration and Approval

Approval of the Residential Density Code Plan shall be undertaken at the time of determination of the subdivision application by the determining authority.

The approved Residential Density Code Plan shall thereafter form part of the Amendment and shall be used for the determination of future development applications.

Amendments to the Residential Density Code Plan will require further approval of the determining authority.

Residential Density Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:

- The amalgamation of lots;
- The creation of superlots for the purpose of land assembly and future subdivision/ development;
- The purposes of facilitating the provision of access, services or infrastructure;
- Where land is proposed for subdivision not intended for residential purposes;
- Where a Residential Density Code Plan already exists for the subdivision area and the subdivision accords with the approved Residential Density Code Plan.

5.3 Local Development Plans

Local Development Plans shall be required, where applicable, as a condition of subdivision approval, or as a prerequisite to development, for land within the following zones, as detailed below:

5.3.1 Residential Zone

5.3.1.1 R25-R40 Coding Range

A Local Development Plan is to be required as a condition of subdivision approval where the subdivision proposes:

- Lots with access from a laneway;
- Lots fronting a Neighbourhood Connector A or Neighbourhood Connector B;
- Lots proposed immediately adjacent the Local Centre or Lifestyle/Retirement Village; and
- Lots directly abutting public open space or pedestrian access ways.

For single house or grouped dwellings development on the site identified for Lifestyle/ Reitrement Village, the R-Code provisions may be varied in accordance with an approved Local Development Plan or as otherwise specified in a development approval.

5.3.1.2 Small Dwelling Sites / Precincts

Development of Small Dwellings may be guided by the preparation of a Local Development Plan which addresses beneficial variations to:

- Visitor car parking allocation and provision of landscaping;
- Building design elements;
- Streetscape / dwelling orientation;
- Setback requirements;
- Fencing controls between dwellings;
- Private open space; and
- Incidental development (storage/clothes drying/outbuildings/controls on caravan/ trailer/boat locations)

5.3.2 Local Centre Zone

Major development within the Local Centre zone should generally be guided by an approved Local Development Plan which outlines:

- Indicative land use patterns and subdivision layout (if applicable);
- Built form, including building height and setback considerations; and
- Site design, including access, open space, parking and landscaping/drainage considerations.

5.3.3 Lifestyle / Retirement Village Precinct

Any development for the use of 'Lifestyle / Retirement Village' (Use not Listed) is to be guided by an approved Local Development Plan.

5.4 Movement Network

The indicative location of roads for the purposes of subdivision is depicted in **Plan 1** and **Plan 2**. The specific location of roads will be confirmed as a component of a subdivision application, but for the purpose of informing subdivision design the roads will be designed to a maximum width as follows:

- Integrator B - 25m
- Neighbourhood Connector A - 23m
- Neighbourhood Connector B - 20m
- Access Street Type B - 18m
- Access Street Type D - 15m
- Liveable Street - 15m
- Abutting POS - 13m

Detailed designs for these roads will be required as a condition of subdivision approval, inclusive of landscaping standards and pedestrian safety requirements.

Lyddy Road is to be closed prior to the construction commencement of Access B and once internal road access/frontage is available from Embark Estate.

Cable Sands Road is to be closed prior to the construction commencement of the proposed new instersection off Tuart Drive and once internal access/frontage is available from development on Lot 22 on DP 415584.

5.5 Public Open Space

The provision of a minimum 10% open space is provided in accordance with the principles of the WAPC's Liveable Neighbourhoods for the Provence Structure Plan area. Public open space is to be provided generally in accordance with **Plan 1**, with an updated open space scheduled to be provided at the time of subdivision.

5.5.1 Public Open Space Provision

A total of 27.9729 hectares of open space is provided in accordance with **Figure 10** and **Figure 11**, in addition to a further open space provision of approximately 15.9979ha relating to conservation and surplus restricted open space. Of this, a total of 10.9265 hectares of creditable (restricted and unrestricted) open space has been provided in accordance with the requirements of Liveable Neighbourhoods, which equates to 11.37% as outlined in **Table 3**.

These calculations are based on the following deduction assumptions:

- Local centre as it is not anticipated to include any residential development at the time of preparing this report;
- Primary school;
- Bussell Highway Bypass Buffers;
- Conservation, water body and surplus restricted open space areas; and
- 1:1 year drainage estimates to be accommodated in POS areas (up to 2% of the 10% requirement only).

Open space areas will be identified as part of the proposed subdivision application and ceded to the Crown as a condition of subdivision approval.

TABLE 3: PUBLIC OPEN SPACE SCHEDULE

Site Area (Ha)		**129.6102**
Deductions		
1:1 Year Drainage (Taken from LWMS)	1.0485	
Primary School	4.5000	
Bussell Highway - Bypass Buffer	5.6690	
Pump Station	0.0000	
Local Centre	2.9161	
Conservation - Non Credited	14.1296	
Water Body - Non Credited	3.3929	
Surplus Restricted Open Space	1.8683	
Total Deductions		**33.5244**
Net Subdivisible Area		96.0858
Required Public Open Space (10%)		**9.6086**
Public Open Space Requirements		
Unrestricted public open space - minimum 80%	7.6869	
Restricted public open space - maximum 20%	1.9217	
Public Open Space Provision		
Credited Unrestricted Public Open Space		
POS District	0.9769	
POS Local	0.2708	
POS Neighbourhood	7.7571	
Total Credited Unrestricted POS		**9.0048**
Restricted Public Open Space		
1:5 yr storm event	3.7900	
POS Conservation (refer deduction - in excess of 20% restricted)	0.0000	
POS Waterbody (refer deduction - in excess of 20% restricted)	0.0000	
Total Restricted POS	3.7900	**1.9217**
Total Restricted and Credited Unrestricted POS		**10.9265**
Percentage of Credited POS (Restricted and Credited Unrestricted POS Contribution)		**11.37%**

6.0 Other Requirements

6.1 Vegetation Survey

As a component of subdivision design proponents are required to identify native trees suitable for retention, where possible and practicable, within public open space, road verges and other publicly accessible areas.

6.2 Bushfire Management

A notification, to be placed on the Certificate(s) of Title(s), will be required as a condition of subdivision approval where land or lots are deemed to be affected by a Bushfire Hazard as identified in the Bushfire Management Plan (BMP) contained within **Appendix G**, or as amended thereafter.

Building setbacks and construction standards to achieve a Bushfire Attack Level (BAL) of BAL-29 or lower in accordance with *Australian Standards (AS3959-2009): Construction of Buildings in Bushfire Prone Areas* shall be complied with for land or lots that are deemed to be affected by a Bushfire Hazard as identified in the Bushfire Management Plan.

A detailed Bushfire Management Plan will be prepared and submitted for each subsequent subdivision stage.

6.3 Noise Management

An acoustic assessment may be required to accompany any subdivision application which is considered likely to be affected by noise generated from abutting regional roads or by aircraft noise associated with Busselton - Margaret River Airport.

Where lots are deemed to be affected by noise within an acoustic assessment the following may be recommended as conditions of subdivision and/or development approval:

a) A notification may be required to be placed on the Certificate of Title advising owners and prospective purchasers of the noise impacts;

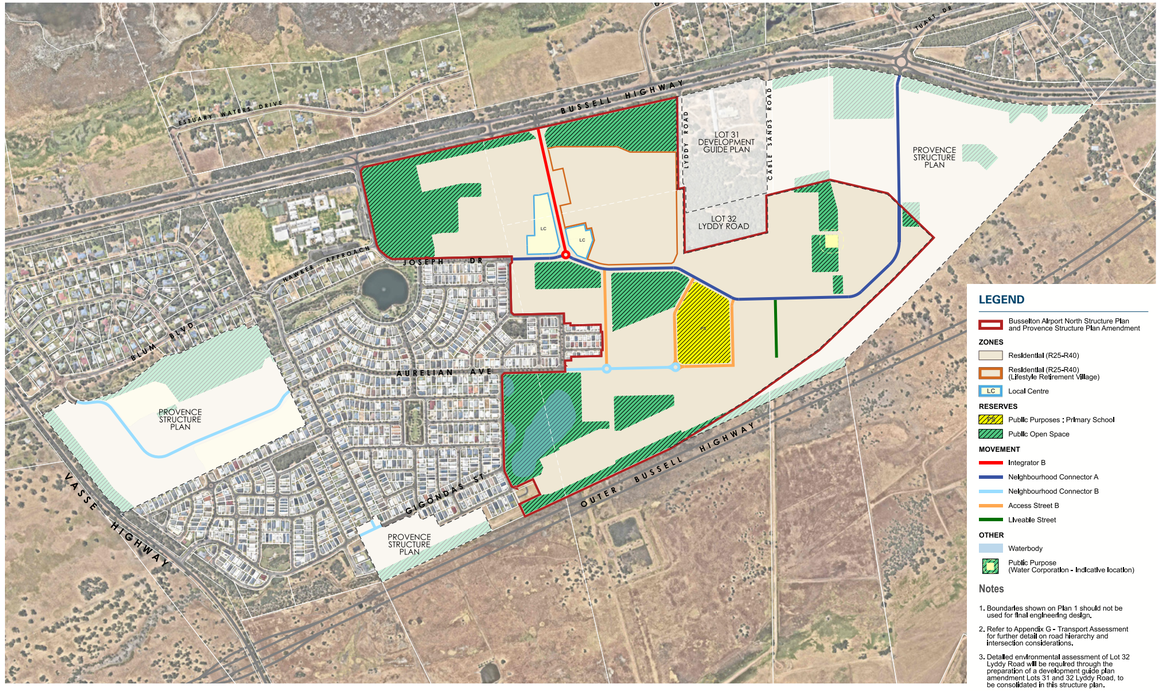
b) Construction standards to achieve quiet house design in accordance with *State Planning Policy 5.4 - Road and Rail Noise* may be applied in the context of noise generated from abutting regional roads.

6.4 Mosquito and Midge Breeding Mitigation

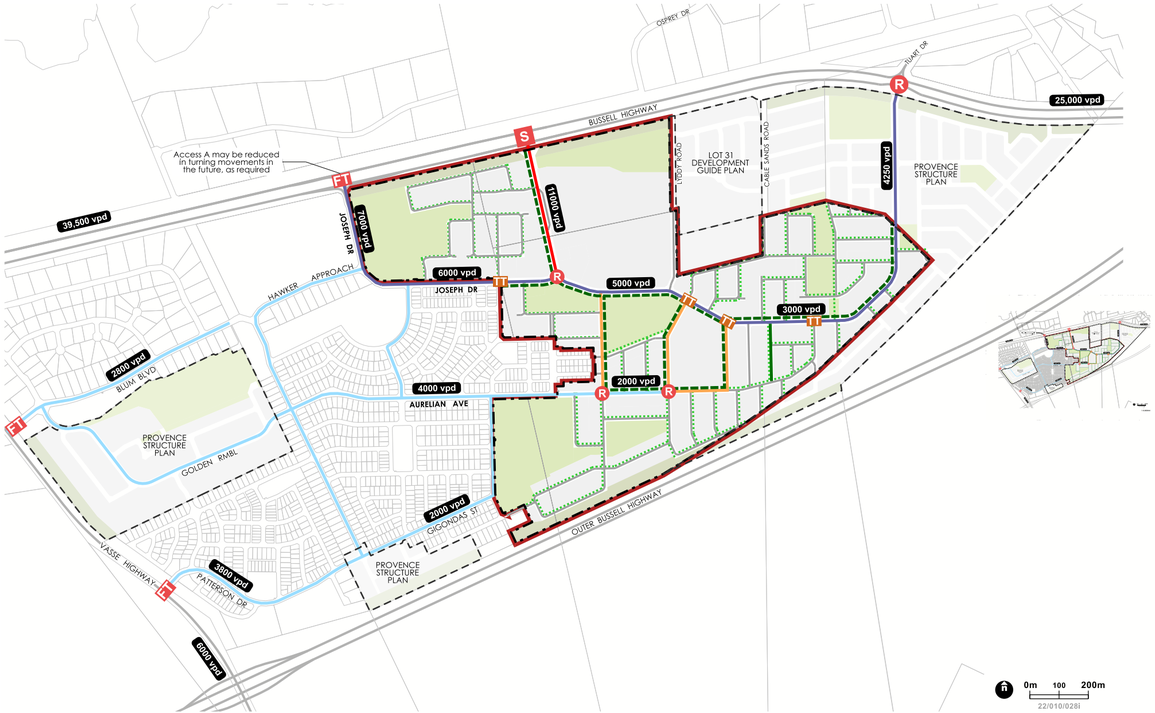
The preparation of a mosquito and midge breeding mitigation plan may be required for subdivision applications which include or abut drainage areas and/or other water bodies.

6.5 Wastewater Pump Station

A indicative wastewater pump station is identified on the **Plan 1** which will be further confirmed as subdivision progresses and in consultation with service providers. An indicative 30 metre odour and noise buffer has been identified. It is recommended that no residential dwellings are located within the ultimate buffer area required.



PLAN 1: STRUCTURE PLAN AMENDMENT



PLAN 2: MOVEMENT NETWORK PLAN

Part 2.0

Explanatory Report

1.0 Introduction

This Structure Plan Amendment report has been prepared on behalf of Almond Estate Pty Ltd with respect to Lots 2 and 9034 Bussell Highway and Lot 9032 Cable Sands Road, Yalyalup. The subject land is identified within the Busselton Airport North Structure Plan and Provence Estate Structure Plan area, which is envisioned to provide a variety of housing choice adjacent to high quality public open space, community facilities, employment and retail/commercial opportunities and local amenity.

The Amendment will facilitate the future subdivision and development of the subject land for residential, retirement living and mixed-use purposes, with areas of public open space and a well-designed movement network.

The Amendment has been prepared to address the requirements of the City of Busselton *Local Planning Scheme No. 21*. The Amendment has also been prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Western Australian Planning Commission's (WAPC) *Structure Plan Framework* (August 2015).

The Amendment will guide subdivision and development of the site with the determining authorities to give due regard in the assessment of development and subdivision applications.

The project team responsible for preparing the information contained within this report is included outlined as follows:

- **Taylor Burrell Barnett** | Town Planning & Urban Design
- **Stantec & JDSi** | Servicing Report
- **JBS&G** | Bushfire Management
- **Hyd2o** | Hydrology
- **RPS** | Environmental Management
- **LD Total** | Landscape Design
- **Transcore** | Transport and Traffic Analysis
- **KPA** | Architecture
- **Herring Storer Acoustics** | Acoustic Analysis
- **Economic Analysis** | Lease Equity and Location IQ
- **Deep End Services** | Retirement Living Analysis

1.1 Site Location

The subject site is located on Lots 2 and 9034 Bussell Highway and Lot 9032 Cable Sands Road, Yalyalup, and is located approximately 2.5km south-east of the Busselton Town Centre (**Figure 1**). The lot details are contained in **Table 4** and provided in **Appendix A**.

The site is contained within the jurisdiction of the City of Busselton and forms part of the Provence Estate development area.

The site is bound by residential development to the east, future residential land uses to the south and west, and the Bussell Highway reservation to the north.

The site is located north of the future Outer Bypass Road and encompasses an area of approximately 129.6102 hectares.

1.2 Site Conditions

An overview of the relevant site conditions related to the Structure Plan Area is contained within the Provence Estate Structure Plan Report (August 2022).

TABLE 4: LAND OWNERSHIP DETAILS FOR THE SUBJECT SITE

Lot Description	Volume/Folio	Area	Proprietor(s)
Pt Lot 9034 Bussell Highway, Yalyalup (excludes portion 6.1166ha)	2969/911	23.034Ha	Almond Lake Pty Ltd
Lot 2 Bussell Highway, Yalyalup	1791/729	20.141 Ha	Almond Lake Pty Ltd
Lot 9032 (45) Cable Sands Road, Yalyalup	2891/698	86.481 Ha	Almond Lake Pty Ltd
Total		**129.6102ha**	

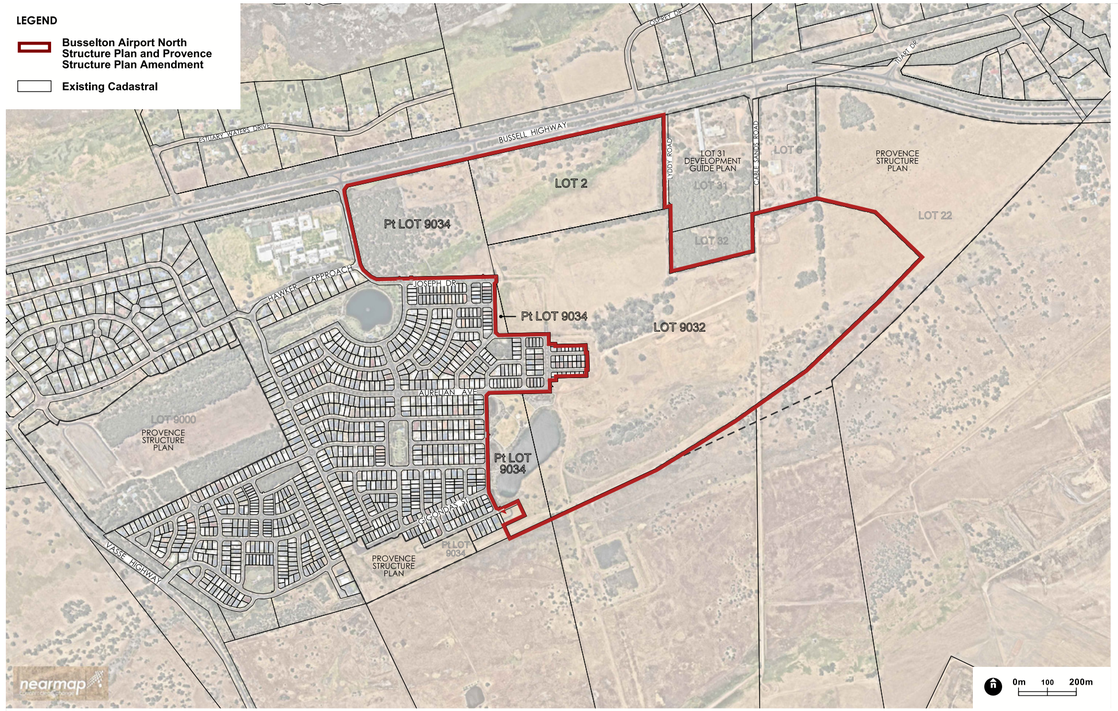


FIGURE 1: LOCATION PLAN

1.3 Planning Framework

The key planning framework relevant to this amendment is focused on the City of Busselton Local Planning Scheme No. 21 (LPS21) and the endorsed Provence Estate Structure Plan (August 2022) which are outlined in the following sections. A more comprehensive overview of the broader planning framework related to the Structure Plan Amendment is contained within the Provence Estate Structure Plan Report (August 2022).

1.3.1 City of Busselton Local Planning Scheme No. 21

The Amendment area is zoned 'Urban Development' under LPS21 as shown in **Figure 2**. The site is also identified as Special Provision Area 23 (SP23).

It is considered that the proposed Amendment is in accordance with LPS21, as discussed below.

1.3.1.1 Urban Development Zone

The objectives of the 'Urban Development' zone are described as follows within the Scheme:

- To designate land for future urban development and provide a basis for more detailed structure planning in accordance with this Scheme.
- To provide for a range of residential densities to encourage a diversity of residential housing opportunities.
- To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.
- To pro-actively plan for vibrant and attractive activity centres in urban areas developed along 'main-street' lines with activated public spaces, high levels of pedestrian and civic amenity and a mix of public spaces including retail, commercial, cafe, restaurant, bar, entertainment, tourism and community uses.
- To provide for a range of recreational, community, cultural and social facilities to meet the needs of a growing and diverse population.
- To provide for the protection of natural areas and habitats within urban areas.

The proposal provides a flexible approach to residential density and quality of housing within the Amendment area. Furthermore, the proposal enables the improved provision of civic amenities, provides a diverse mixture of land uses to meet the needs of the future population. As such, it is considered that the proposal is compatible and aligns with the objectives of the Urban Development zone.

1.3.1.2 Land Use Permissibility

In accordance with the requirements of the Zoning Table contained within Table 1 and Clause 3.4.3 of LPS21, which states:

If the zoning table does not identify any permissible uses for land in a zone that government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land -

a) a structure plan;
b) an activity centre plan;
c) a local development plan.

As the Amendment and the approved Provence Structure Plan satisfy the requirements of (a) above, collectively the two documents define land use permissibility for the area, as defined in **Plan 1**, and referenced in Clause 4.0 of Part 1 Implementation.

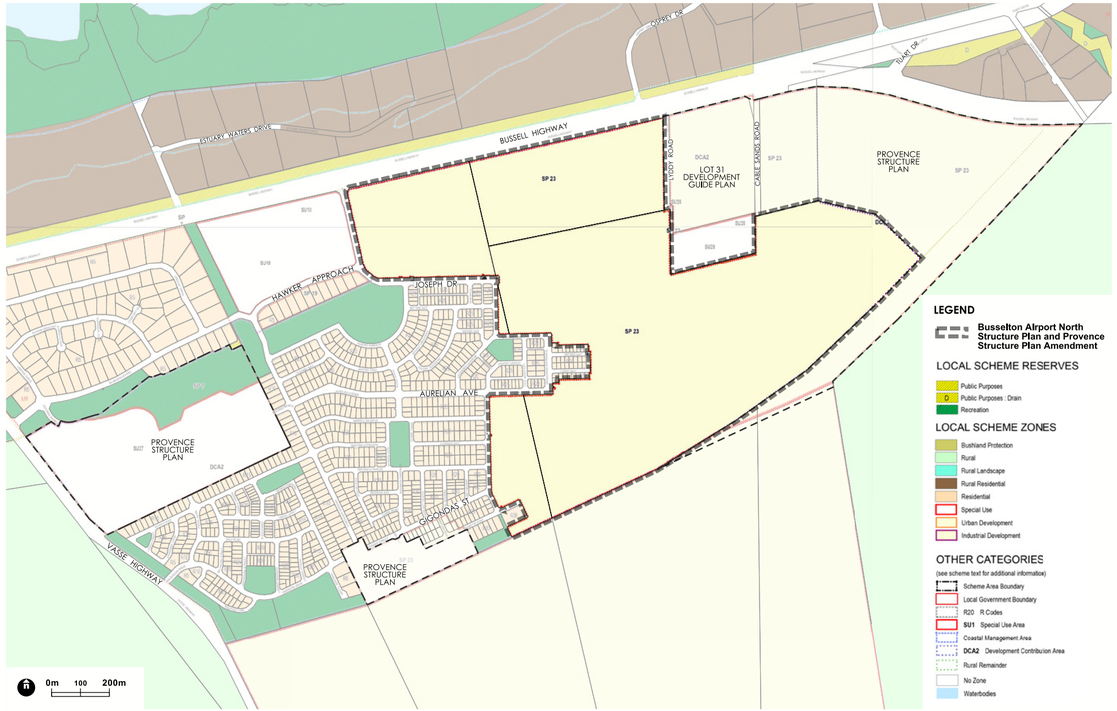


FIGURE 2: CITY OF BUSSELTON LOCAL PLANNING SCHEME NO. 21

1.3.1.3 Special Provision Area 23

As identified in Schedule 3 of LPS21, the provisions of SP23 apply to a portion of the Amendment area contained within Lot 9032 (45) Cable Sands Road and Lot 9034 Joseph Drive.

The provisions of SP23 stipulate that:

1. *The local government has prepared a draft Noise Management Plan for Busselton Regional Airport, which requires approval by the Environmental Protection Authority. The local government may recommend conditions on the subdivision and development of land requiring noise amelioration measures consistent with the Noise Management Plan as finally approved by the Environmental Protection Authority.*
2. *Notwithstanding the requirement for a Structure Plan for land in a Development Zone a single integrated Structure Plan shall be required for the whole of Special Provision Area 23.*

The existing endorsed Structure Plan for the Provence Estate and the broader Busselton Airport Structure Plan, satisfy the requirements of SP23. The Amendment simply replaces the provisions of the existing Provence Estate Structure Plan relevant to the Amendment Area, thereby maintaining the planning framework in place to address SP23.

As such, it is considered that the Amendment maintains compliance with the requirements of SP23.

1.3.2 Busselton Airport Structure Plan (Revised 2005)

The Busselton Airport Structure Plan was endorsed in 2006 and establishes the future land use and development framework for land identified in proximity to the Busselton Airport. The Structure Plan aims to ensure that the subject land will be developed in a consistent and coordinated manner with regard to ongoing airport operations.

The Structure Plan consists of a broad mix of land uses with specific land uses segregated by the proposed Busselton Outer Bypass route. Land uses north of the proposed Busselton Outer Bypass consist of predominantly residential land uses.

The Structure Plan applies to land within the amendment area, which has since been superseded by the Provence Estate Structure Plan (August 2022).

1.3.3 Provence Estate Structure Plan (August 2022)

The Provence Estate Structure Plan (PSP) establishes the future land use and development framework for land identified within the identified structure plan area. The PSP ensures that the land will be developed in response to the existing site features while reflecting the local character of the surrounding locality. Notably, the PSP will guide a development with a mix of uses predominantly consisting of residential land with other uses including commercial, retail, education, community and open space uses.

The PSP was prepared in accordance with LPS21, and has been endorsed by the City of Busselton and approved by the WAPC.

The modifications specifically requested by the Statutory Planning Committee (SPC) at their meeting on 12 October 2021 have been implemented, and on this basis other matters which have evolved since the SPC decision, including land ownership and zoning, have been retained as a component of the approved version of the Provence Structure Plan.

The purpose of this Amendment is to replace the Structure Plan and provisions within the PSP as they relate to land within the Amendment area identified on **Plan 1.** This report demonstrates integration with the balance of the PSP and therefore compliance with the guidance the PSP provides to the Amendment area.

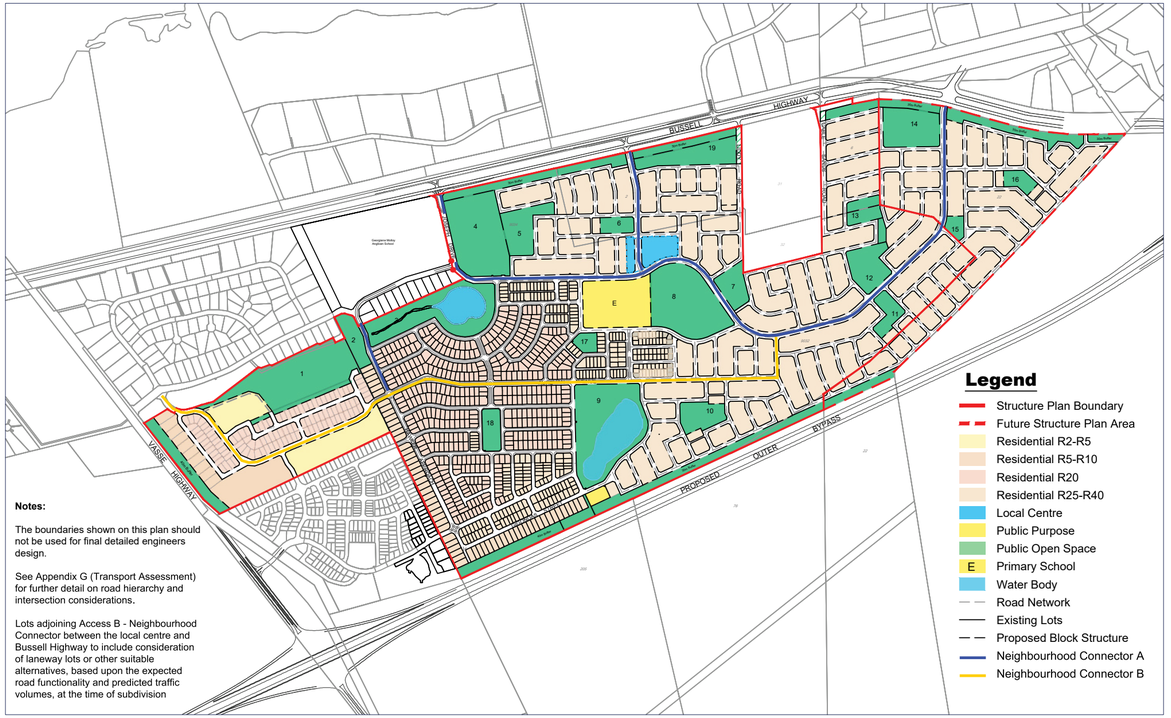


FIGURE 3: PROVENCE ESTATE STRUCTURE PLAN

2.0 Structure Plan Amendment

2.1 Opportunities and Constraints

An opportunities and constraints analysis has been undertaken for the Amendment area based on the natural features, surrounding development, existing infrastructure and the future vision.

The analysis has been separated into considerations of built form, land use, public realm and movement network, and is outlined as **Figure 4.**

LAND USE | OPPORTUNITIES

- Optimise residential density within close proximity to areas of higher amenity
- Opportunity within Commercial area to provide a local destination hub including a possible outdoor cinema within piazza
- Opportunity for a mix of commercial uses within the centre to promote and maximise activation and surveillance, including but not limited to child care, medical, café and integrated retirement living
- Opportunity for Retirement Living surrounding centre providing an adjacent catchment of people
- Opportunity for Main-Street development outcome along new north-south oriented road
- Opportunity for future school co-located with open space area

LAND USE | CONSTRAINTS

- Noise attenuation requirements may apply certain restrictions to proposed land uses. Consider mitigation strategies and requirements

BUILT FORM | OPPORTUNITIES

- Opportunity to incorporate residential development directly abutting proposed POS for passive surveillance and to optimise product diversity
- Proposed streets to respond to site topography and optimise potential for solar access and view corridors
- Opportunity to provide a variety of housing types and density
- Opportunity for retirement living buildings to orientate and integrate with the surrounding development

BUILT FORM | CONSTRAINTS

- Building noise attenuation requirements may be required for residential and retirement living built form in close proximity to Bussell Highway

PUBLIC REALM | OPPORTUNITIES

- All new streets to provide street trees improving amenity, streetscape appeal, shade canopy and improved walkability conditions
- Provide areas of public open space in locations that maximise existing tree retention, activation, passive surveillance and safety. POS and drainage areas located to maximise catchment, utilisation and efficiency
- Opportunity for potential Retirement Living site development to enhance activation of centre
- Opportunity for Retirement Living development to provide open space linkages within site integrating with the wider area

PUBLIC REALM | CONSTRAINTS

- Landscaped bunding along southern boundary adjacent future Outer Bussell Highway to address acoustic requirements

MOVEMENT | OPPORTUNITIES

- Opportunity to connect new roads to the surrounding existing and proposed roads to complete road networks and provide for enhanced legibility and permeability locally
- Provide full movement intersections to Bussell Highway
- Opportunity to deliver liveable street in key location providing for a unique streetscape outcome

MOVEMENT | CONSTRAINTS

- Access and egress to Bussell Highway limited
- Bussell Highway and future Outer Bussell Highway generate need for noise attenuation requirements for residential development in accordance with SPP 5.4

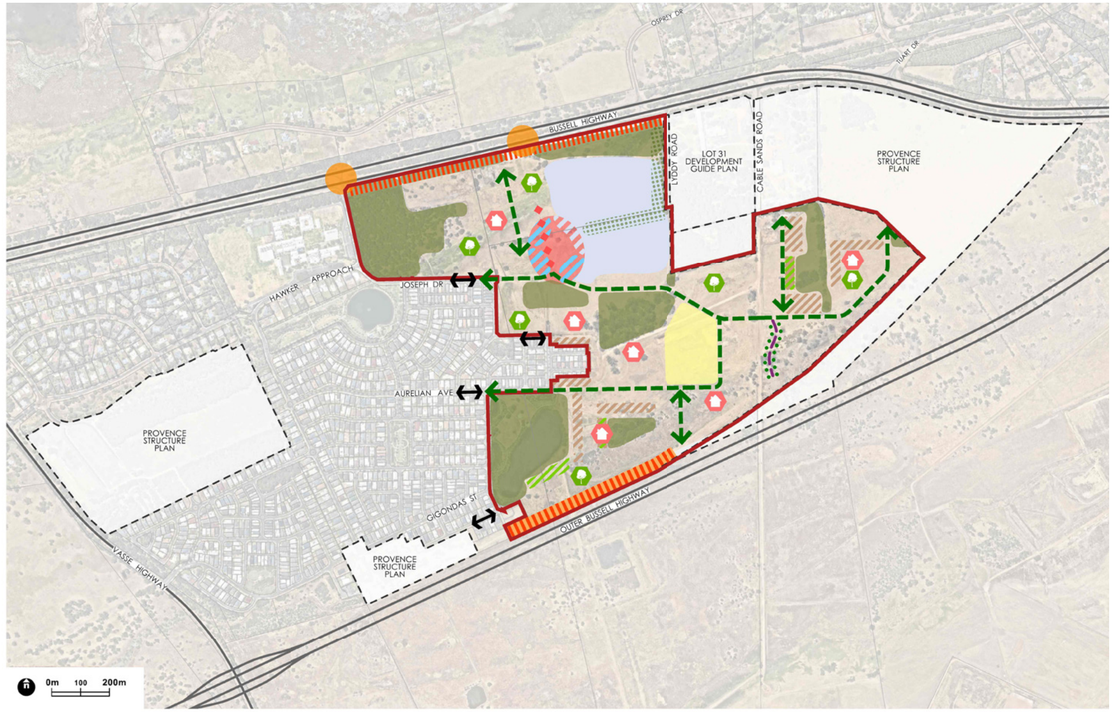


FIGURE 4: OPPORTUNITIES AND CONSTRAINTS PLAN FOR AMENDMENT AREA

2.2 Development Concept Plan

A development concept plan has been prepared to spatially depict the vision for the SP Amendment area.

The precinct is envisioned to grow into a thriving community which integrates diverse residential living opportunities with a new local centre to complement the residential and recreational uses of the surrounding area.

The development concept plan focuses on:

- The creation of a diverse range of residential living opportunities through varied lot sizes and dwelling types to encourage families, young couples, down-sizers and retirees into the community;
- The integration of high quality parkland and open space facilities in close proximity to residents whilst complementing the recreational uses existing and proposed within the existing Provence Estate;
- The creation of a thriving local commercial precinct accommodating restaurants and cafes, speciality shops and child care facilities, in addition to an alfresco area and children's play area.

The Development Concept Plan is illustrated in **Figure 5.**

Indicative concept plans have also been prepared for the Local Centre and Lifestyle / Retirement Precincts below.

1. Location of public open space is generally consistent with the Endorsed Structure Plan. Public open space areas have been located to retain vegetation in accordance with the EPBC Approval requirements.
2. 30m landscape buffer adjacent Bussell Highway providing ecological linkages and protection of remnant vegetation. This approach will protect amenity and landscape values of the eastern entrance/gateway to the Busselton townsite.
3. Proposed first stage of development. This first stage is consistent with the Endorsed Structure Plan to facilitate its determination ahead of this Structure Plan Amendment.
4. Proposed Display Village fronting Joseph Drive as part of the first stage subdivision to establish built form quality and high amenity adjacent the future focal point of the Neighbourhood Centre.
5. Road connection to Bussell Highway adjusted eastwards to provide improved intersection spacing's to Bussell Highway.
6. Reconfiguration and strengthening of the 'heart' - the Neighbourhood Centre provides an integrated mix of uses including commercial and retail opportunities, retirement living, open space, community facilities and child care.
7. Cafe located within Local Centre with adjacent shopping and child care facilities.
8. Potential Retirement Living precinct. Opportunity for communal facilities including kitchen and lawn bowls etc to be utilised by the Embark community.
9. Proposed Retirement Living clubhouse location to integrate with Neighbourhood Centre.
10. Potential Child Care facility adjacent Retirement Living providing opportunity for inter-generational synergy and to support neighbourhood centre.
11. Integration of POS and associated community facilities within the 'heart' to facilitate activation.
12. Landscape buffer adjacent future Outer Bussell Highway.
13. Proposed Primary School site (4.5ha). On site playing field to be provided. Co-located adjacent public open space.
14. Provision of diverse residential typologies through the eastern area of Embark Estate.
15. Key east-west connector road through Embark Estate ultimately intersecting with Bussell Highway and providing connection with Joseph Drive and Provence Estate.
16. Provides for extension of road infrastructure and integration with development within Lots 6, 22, 31 and 32.

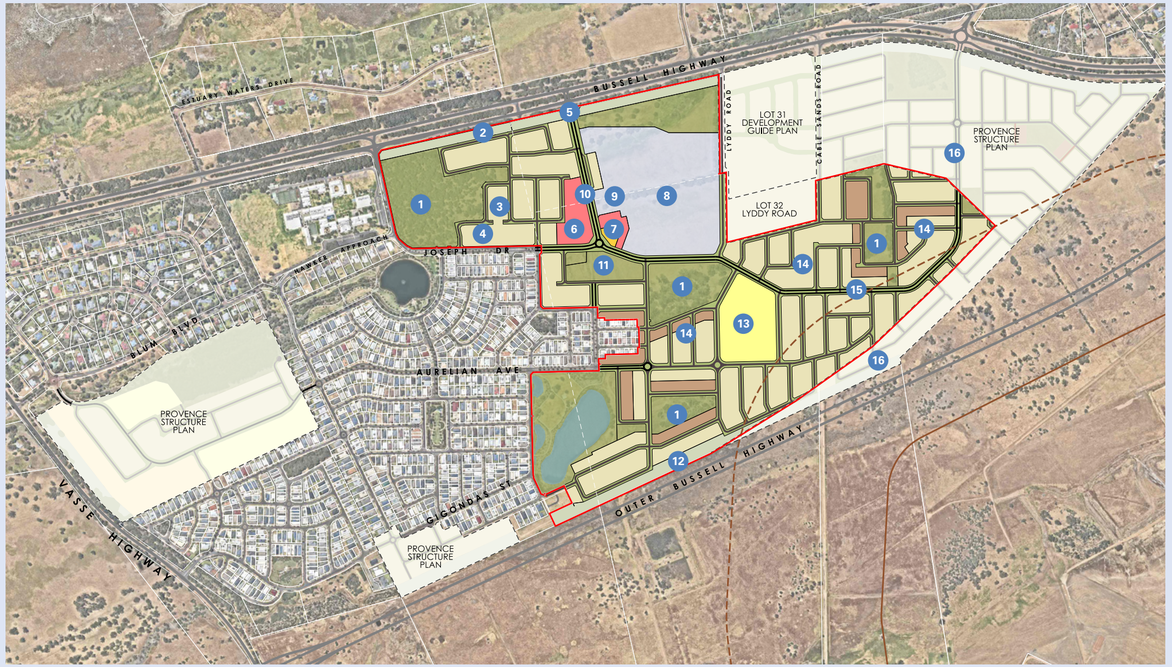


FIGURE 5: DEVELOPMENT CONCEPT PLAN FOR AMENDMENT AREA

2.2.1 Local Centre Precinct

The Local Centre Precinct is anticipated to accommodate a range of commercial, retail, restaurant/cafe and community uses, as outlined in the Development Concept Plan (**Figure 6**). A market potential assessment has been prepared by Location IQ and is provided at **Appendix B**, and provides the following key recommendations:

- An anchor supermarket tenant, with the final size to be dictated by operator demand and requirements.
- Retail speciality floorspace is likely to be convenience focussed, and comprise of food retailers (i.e bakery, liquor store); food catering (cafes and takeaway foods); general retail (pharmacy, speciality shop) and retail services (hairdresser, barber, nail salon or other beauty).
- Non-Retail Floorspace is likely to comprise of non-retail shop fronts (real estate agent, delivery collection facilities); Medical (medical centre and ancillary professionals); a small gym operator; a Childcare Centre; a Bar/Tavern and potentially small commercial suites (conveyancer).

The ultimate design of the Local Centre Precinct, inclusive of the site layout, land use mix and built form, is to be confirmed via an approved Local Development Plan prior to the progression of any major development application for the precinct.

1. Mixed use development proposed to western side of main north-south street providing a built form edge and framing of Local Centre.
2. Key pedestrian movement across main north-south street providing for safe ease of movement.
3. Proposed child care centre building providing built form edge and outlook to main north-south street.
4. Child care playground/outdoor area located behind main building and screended from piazza.
5. Vehicular access/egress to child care centre and gym.
6. Two-way vehicular circulation between access/egress points of centre and car parking areas.
7. Lifestyle village clubhouse building and communal facilities located adjacent the Local Centre providing an address as an alternative access to the village, and passive surveillance to the piazza.
8. The 'heart' of the Local Centre, the piazza includes play ground, public art and alfresco dining to facilitate activation and passive surveillance throughout the day. and into the evening
9. Cafe and restaurant offerings located on the eastern side of the piazza encouraging and inviting patrons through the piazza and activation of the space.
10. Supermarket site located to the southern western side of the main north-south street, providing a continuous built form edge to the stree, shade from rain and sun, and interfacing with the street.
11. Speciality retail sites integrated with the supermarket site providing for enhanced activation opportunities and variation in built form.
12. Supermarket main carpark located screened by surrounding built form and landscaping.
13. Supermarket loading bay screened by built form, landscaping and boundary treatments

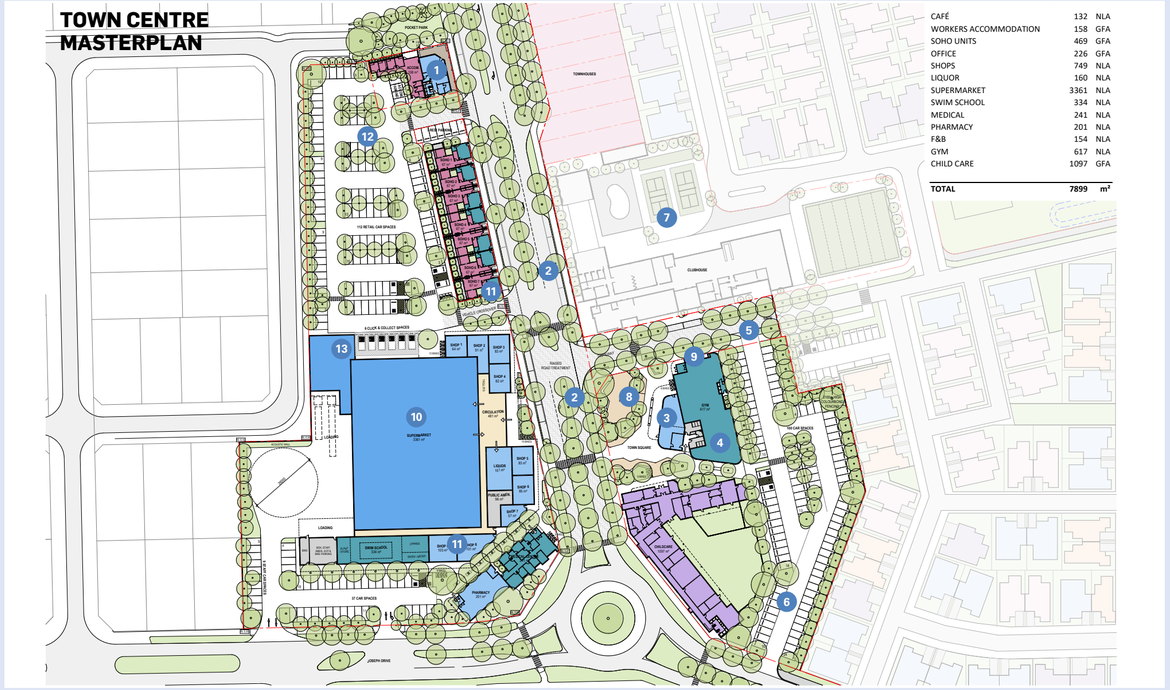


FIGURE 6: DEVELOPMENT CONCEPT PLAN - LOCAL CENTRE

2.2.2 Lifestyle / Retirement Village Precinct

An approximate 15 hectare site has been identified within the Structure Plan as a Lifestyle / Retirement Village following an assessment undertaken by Deep End Services (refer **Appendix C**), which identifies the need for retirement living opportunities within the local area and broader region.

The Indicative Lifestyle Village Concept Plan, illustrated in **Figure 7** focuses on:

- the creation of a diverse range of retirement living opportunities through varied dwelling types and sizes;
- the integration of high quality open spaces in close proximity to residents, which optimises tree retention, where possible;
- Clubhouse facilities that are open to all residents within the community and may comprise dining and meeting spaces, pool, gym etc.

The ultimate site layout, density and built form for the Lifestyle / Retirement Village precinct will be determined via an approved Local Development Plan prior to the progression of any major development within the precinct.

In the event the Lifestyle / Retirement Village development does not proceed, the precinct is capable of other development in accordance with the permissibility and requirements of the 'Residential' zone under LPS21, and subject to a density code range of R25-R40.

1. Lifestyle / Retirement Village site of approximately 15ha located adjacent future Town Centre in the 'heart' of the Embark Estate
2. Communal retirement lifestyle / retirement village (including club house) located adjacent piazza promoting integration with town centre and increased activation
3. Lifestyle / Retirement Village site bounded by future residential development ensuring public realm consistency and change of use at the back boundary
4. Primary access/egress entry statement to be highly landscaped and provide for an inviting entry address to the retirement living site
5. Secondary northern access in close proximity to Bussell Highway for ease of access/egress for residents
6. Retirement community of approximately 300 sites offering a diverse and higher end residential park/lifestyle option
7. Two dedicated parking storage sites located within retirement living site providing areas for resident boat and trailer parking
8. Proposed internal east-west green links providing for ease of pedestrian movement through the site for residents
9. Key green link including potential retained existing mature trees providing a key, direct and well shaded pedestrian link to the communal facilities, town centre and wider Embark Estate.
10. Private open space proposed to the edge of the site providing a consolidated area for passive recreation that seamlessly connects to the wider Embark Estate open space network. Area also provides a landscaped buffer to the future residential development and facilitates drainage requirements.



FIGURE 7: RETIREMENT LIFESTYLE VILLAGE

2.3 Land Use and Development Considerations

2.3.1 Land Use

Land use permissibility within the precinct is controlled by the City of Busselton LPS21 for the purpose of:

1. Sites identified as 'Residential' on Plan 1, which shall accord with the designated land use permissibility for the Residential zone in LPS21; and
2. Sites identified as 'Local Centre' on Plan 1, which shall accord with the designated land use permissibility for the 'Local Centre' zone in LPS21.
3. For the purpose of land identified as 'Residential (Lifestyle / Retirement Village)' on Plan 1, it is noted that this site will be subject to and developed in accordance with an approved Local Development Plan to permit and control the use of 'Residential (Lifestyle / Retirement Village)' as a 'Use not Listed'.

   Other uses which may be undertaken within the 'Residential Zone', including 'Single House', 'Grouped Dwelling' or 'Multiple Dwelling', may be approved subject to consideration against an R25-R40 density code, and in accordance with an approved Local Development Plan.

2.3.2 Development

The proposed development of the precinct is described in the following sections and outlined spatially within **Table 4.**

TABLE 5: ESTIMATED DWELLING / LOT YIELD FOR AMENDMENT AREA

Use Category	Estimated Dwelling / Lot Yield
R25 - R40 Residential - Single and Grouped Dwellings	Approximately 800-900 dwellings/lots
Lifestyle / Retirement Village Precinct	~300 dwellings (anticipated across 1 superlot)
Local Centre - mixed use	~20 dwellings (survey strata)
Indicative Total Dwelling / Lot Yield	**1120 - 1220 dwellings (800-900 lots)**

2.3.2.1 Residential Precinct (R25 - R40)

The Residential zoned area is anticipated to accommodate a range of residential development under the allocated density coding of R25 - R40 in accordance with **Plan 1.**

The application of these codings is intended to be flexible to allow subdivision design in response to market and site considerations as development of the precinct progresses.



It is anticipated that residential development will be predominantly 'Lower Density' in the form of single dwellings at the R25 and R30 coding ranges (**Figure 8**). More intensive 'Medium Density' residential development may be progressed within the R40 coded areas (**Figure 8**), which may include:

- Multiple Dwellings (Apartments); or
- Single and/or Grouped Dwellings.

The preparation of Local Development Plans (LDP's) will be required to facilitate specific residential development on lots as a condition of subdivision where the subdivision proposes:

- Lots directly abutting public open space, with the LDP to address dwelling orientation, primary street entrance/address and uniform/permeable fencing.
- Lots fronting a Neighbourhood Connector A or Neighbourhood Connector B;
- Small dwellings (Grouped Dwellings);
- Lots proposed to immediately abut the Local Centre or Lifestyle/Retirement Village.

The proposed residential precinct is anticipated to yield approximately 800 - 900 lots, as outlined in **Table 5**.

TABLE 6: ESTIMATED /DWELLING YIELD FOR RESIDENTIAL PRECINCT

Use Category	Estimated Lot/Dwelling Yield
Low (R25)	~455
Low (R30)	~300
Medium (R40)	~120
Indicative Total Lot/Dwelling Yield	~875 lots

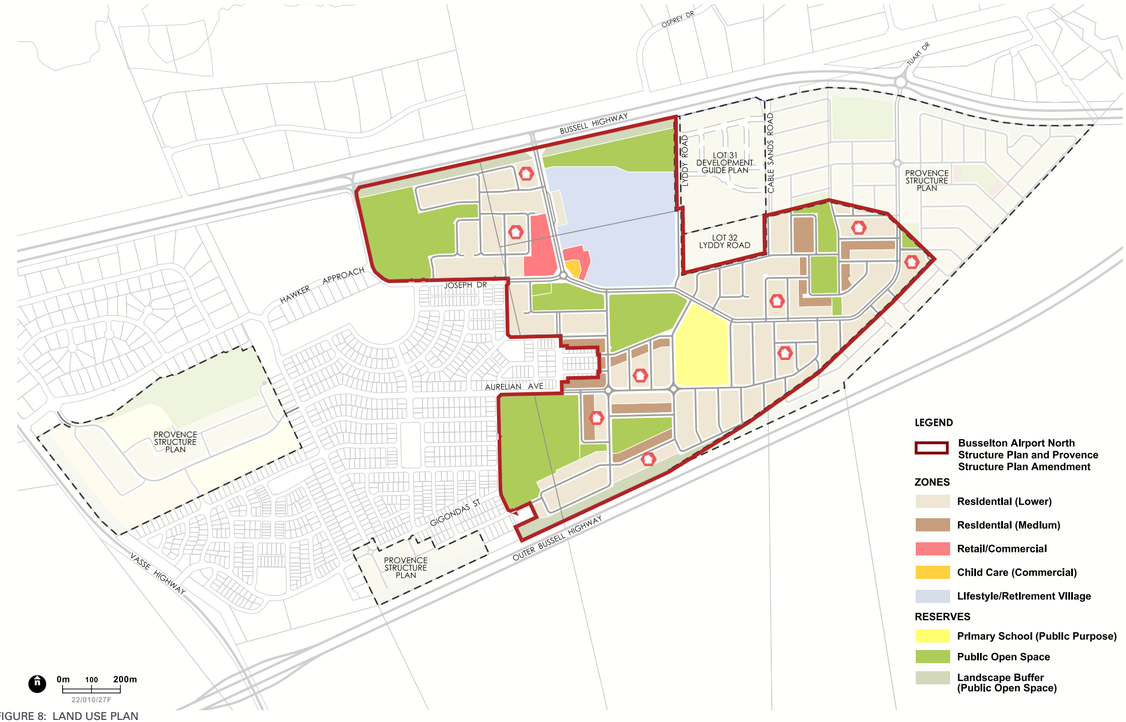


FIGURE 8: LAND USE PLAN

1:15,000@A4

2.3.2.2 Local Centre Precinct

The Local Centre Precinct is anticipated to accommodate a range of commercial, retail, restaurant/cafe and community uses, in accordance with Plan 1 and Section 4.2 (Part 1). A market potential assessment has been prepared as **Appendix B**, and provides the following key recommendations:

- An anchor supermarket tenant, with the final size to be dictated by operator demand and requirements.
- Retail speciality floorspace is likely to be convenience focussed, and comprise of food retailers (i.e bakery, liquor store); food catering (cafes and takeaway foods); general retail (pharmacy, speciality shop) and retail services (hairdresser, barber, nail salon or other beauty).
- Non-Retail Floorspace is likely to be supportable and indicatively comprise of non-retail shopfronts (real estate agent, delivery collection facilities); Medical (medical centre and ancillary professionals); a small gym operator; a Childcare Centre; a Bar/Tavern and potentially small commercial suites (conveyancer).

There is likely to be suitable demand for a local centre with 4,000m^2 - 5,000m^2 retail and non retail GLA in the short term (2026-2031), expanding to 8,250m^2 - 9,500m^2 in the medium-long term (2036 - 2041).

The indicative tenancy mix is outlined in **Table 7**.

The subdivision and/or development will be guided by the preparation of a Local Development Plan for the precinct which addresses:

- Indicative land use patterns and subdivision layout (if applicable);
- Built form, including building height and setback considerations; and
- Site design, including access, open space, parking and landscaping/drainage considerations.

Of critical importance to the preparation of the LDP, consideration will be given to the following:

- Activation of the precinct via uses and site design that creates opportunities for outdoor dining and passive recreation associated with the adjacent recreational facilities;
- Interface between the commercial precinct and surrounding uses, including the residential precinct and retirement living precinct, to ensure that this interface presents an attractive frontage and does not include uses, activities or built form which impacts the amenity or enjoyment of the surrounding areas; and
- Site design and access to ensure that the precinct is highly accessible and permeable.

TABLE 7: INDICATIVE TENANCY MIX

Use Category	Estimated Floorspace
Medical	315m^2
Pharmacy	272m^2
Childcare	1460m^2
Mixed Use	300m^2
Supermarket	3628m^2
Liquor Shop	240m^2
Specialty Retail	1202m^2
Cafe	120m^2
Health & Wellbeing	300m^2

2.3.2.3 Lifestyle / Retirement Village Estate

This area is proposed to accommodate retirement living opportunities and associated community and recreation facilities which cater for the needs of over 50's residents.

The subdivision and/or development of this precinct will be guided by the preparation of a Local Development Plan for the Lifestyle / Retirement Village precinct which addresses:

- Site density and design for the permissible uses, including but not limited to private accessways, communal facilities, private open space, landscaping, parking and administrative/service areas;
- Built form considerations for permissible uses, including but not limited to building height, interface and setback considerations. -

State Planning Policy 7.3 (Residential Design Codes) will not apply to the use not listed of 'Lifestyle / Retirement Village', as all built form and site guidance will be provided by the Local Development Plan.

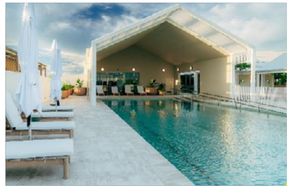
Of importance to the preparation of the Local Development Plan will be consideration of the:

- Integration of the site with the surrounding residential community;
- Site design and access to ensure that the precinct is highly accessible and permeable;
- Integration with the commercial precinct to assist in activation and provide local opportunities for residents to socialise and recreate within the community; and
- Provision of open space and communal facilities on site to ensure residents are within walking distance of quality parkland and recreational facilities.

An indicative Local Development Plan is provided in **Figure 9** to indicate the built form vision and intent.

The Lifestyle / Retirement Village precinct is anticipated to yield in the order of 300 dwellings. In the event that the Lifestyle / Retirement Village does not ultimately proceed within the designated site, residential development may be facilitated subject to a residential density code range of R25-R40 in accordance with the provisions of Part 1 (Section 5.2 and 5.3).







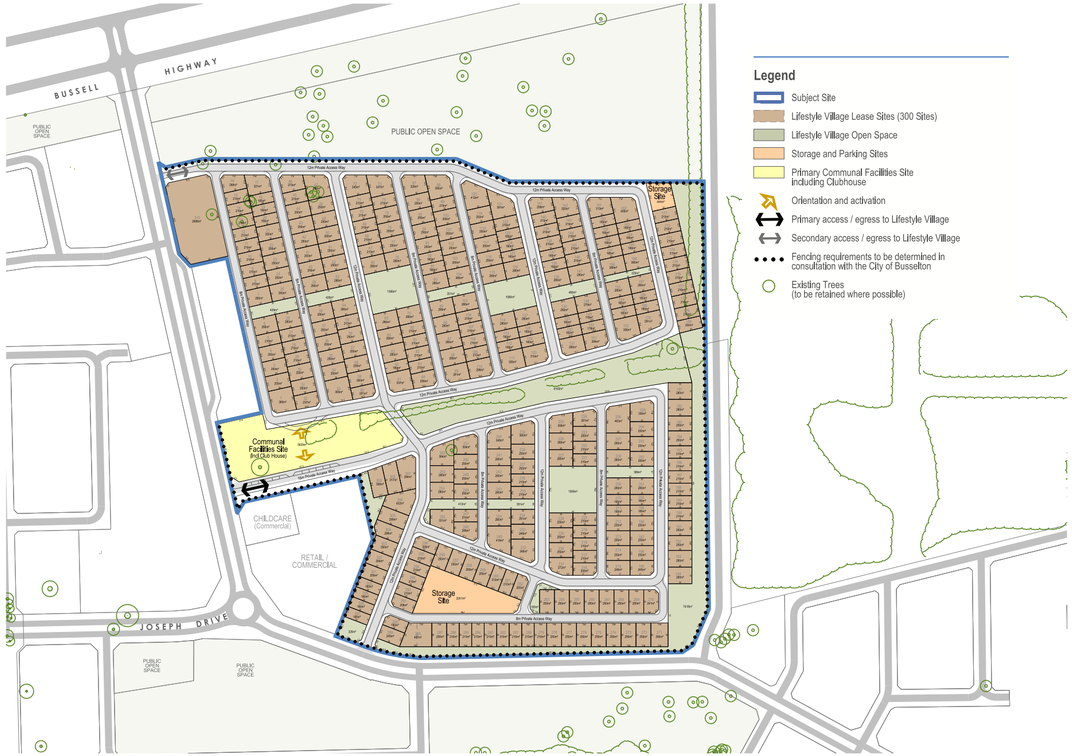


FIGURE 9: DRAFT LOCAL DEVELOPMENT PLAN

2.3.2.4 Small Dwellings (Grouped Dwellings)

The structure plan establishes the intent to investigate and develop Small Dwellings consistent with their inclusion in Part C of State Planning Policy 7.3 (Residential Design Codes Volume 1).

The concept is being investigated as a means to provide for affordable rental properties.

The proposal identifies two concepts to be investigated for the structure plan area:

- **Small Dwelling Four Pack** - deliver four (4) small residential dwellings on a single lot. The dwellings are envisaged to accommodate 1-2 people (4-6 residents per four pack); and
- **Small Dwelling Precinct** - small residential dwellings within a defined precinct. The dwellings are envisaged to accommodate 1-2 people.

It will be important to ensure the sites integrate into the existing suburban built form and do not detrimentally impact the streetscape.

Development of the small dwellings four packs and precinct may be guided by the preparation of a Local Development Plan which addresses any beneficial variations to:

- Visitor car parking allocation and provision of landscaping;
- Building design elements;
- Streetscape/dwelling orientation;
- Setback requirements;
- Fencing controls between dwellings;
- Private open space;
- Incidental development (storage/clothes drying/outbuildings/controls on caravan/trailer/boat locations).





2.4 Open Space

Fourteen areas of public open space have been identified within the structure plan, as show in Landscape Master Plan prepared by LD Total and provided at **Appendix J**.

2.4.1 Public Open Space Types

Public Open Space (Type) and are outlined in **Figure 10** and briefly described as follows:

- Conservation areas which provide the opportunity to retain and enhance native vegetation and provide residents and visitors extensive passive recreation opportunities;
- District open space, providing community facilities and active open space to meet the needs of the broader district area;
- Neighbourhood open space which will provide for passive and active recreation, in addition to the retention of key strands of native vegetation;
- Local open space, which provides opportunities for respite and recreation to the local community; and
- Landscape buffer areas which provide passive recreation opportunities to residents and assists in visual and acoustic screening of the adjacent regional roads.



FIGURE 10: PUBLIC OPEN SPACE TYPE PLAN

1:15,000@A4

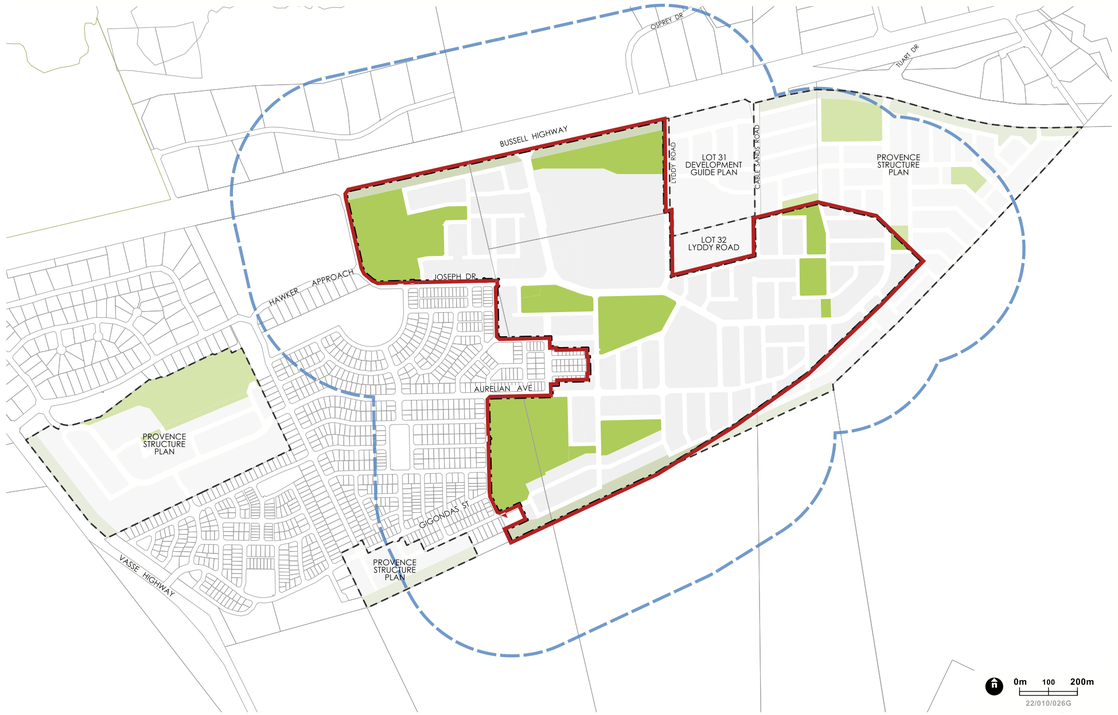


FIGURE 11: PUBLIC OPEN SPACE PROVISION PLAN

2.5 Movement Network

A Transport Impact Assessment prepared by Transcore is attached as **Appendix D** and provides detail regarding the traffic generation and distribution of the proposed Amendment. The components of the report regarding the proposed internal transport network and analysis of the transport network are outlined below.

2.5.1 Proposed Road Hierarchy

The indicative location of roads for the purposes of subdivision is depicted in **Plan 2** and **Figure 13**. The specific location of roads will be confirmed as a component of a subdivision application, but for the purpose of informing subdivision design the roads will be designed to a maximum width as follows:

- Integrator B - 32.5m
- Neighbourhood Connector A - 23m
- Neighbourhood Connector B - 20m
- Access Street Type B - 18m
- Access Street Type D - 15m
- Liveable Street - 15m
- Abutting POS - 13m

Detailed designs for these roads will be required as a condition of subdivision approval, inclusive of landscaping standards and pedestrian safety requirements.

2.5.1.1 Liveable Street

Figure 12 identifies a proposed "Liveable Street". The forecast low volume nature of the road facilitates the investigation of the innovative road design of the 'Liveable Street' concept, the focus of which will be on ensuring safer slower speeds are obtainable to create a more pedestrian friendly environment. The use of additional street trees and greening will also provide for a much more pleasant environment. The proposed indicative cross section is shown in Figure 12.

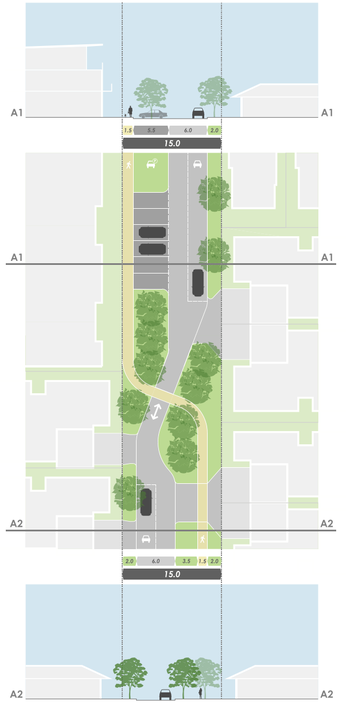


FIGURE 12: INDICATIVE LIVEABLE STREET

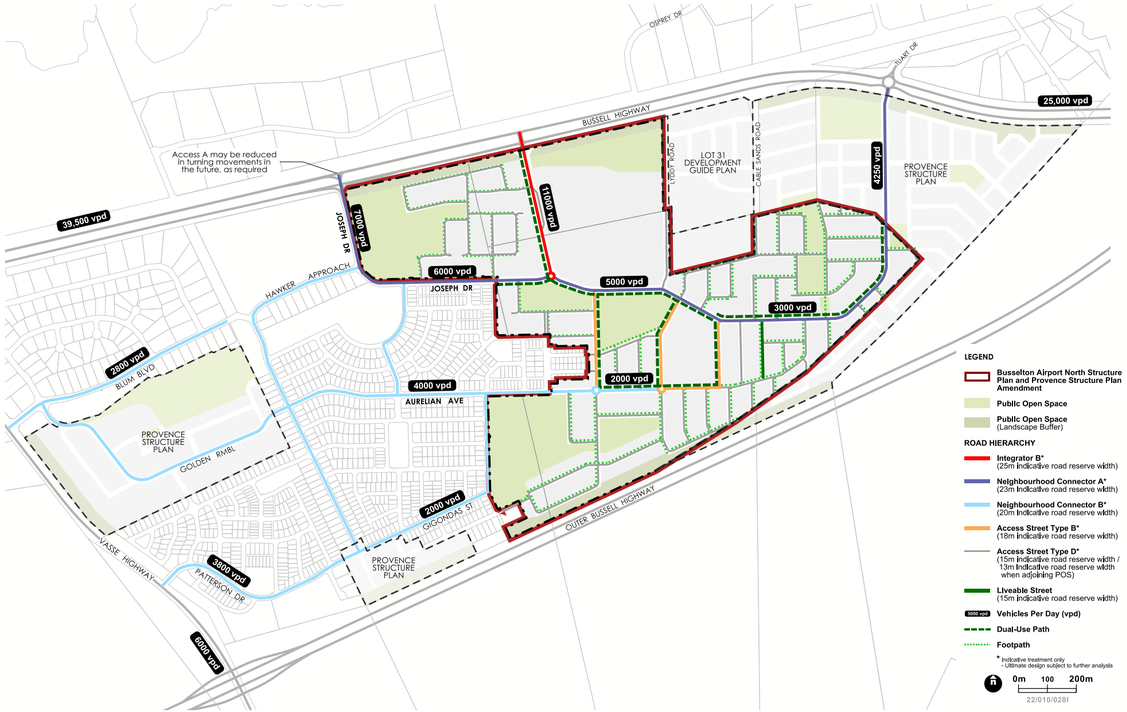


FIGURE 13: PROPOSED MOVEMENT NETWORK AND ROAD HIERARCHY

2.5.2 Pedestrian and Cyclist Facilities

The proposed pedestrian network connects the Amendment area and the wider LSP area with the town centre and other points of attraction or amenity. Additionally, the pedestrian network establishes links to the existing developments to the west and future developments to the east. Footpaths are proposed on at least one side of all Access Streets within the Amendment area.

2.5.3 Roads and Intersections

The Amendment area is currently accessed by the existing T-intersection between Joseph Drive and Bussell Highway. A central give way T-intersection provided on Bussell Highway is proposed in alignment with the approved Provence Estate LSP. The location of the new intersection is proposed to be slightly further east on Bussell Highway to provide a separation distance of approximately 360m from the existing T-intersection at the Bussell Highway/Osprey Drive to enable the provision of turn pockets at the intersection.

Roundabouts are proposed at the Integrator B intersection with Bussell Highway and the 4-way Neighbourhood Connector roads to manage the circulation of traffic flows and assist with speed management. Roundabouts are also proposed at other four-way intersections on low-traffic volume roads (see **Figure 14**).

2.5.4 Intersection Analysis

An analysis of the key intersections along Bussell Highway was undertaken and found that the T-Intersection of Bussell Highway/Joseph Drive will satisfactorily operate during the AM peak house with marginal delays and queues at the intersection while some level of delay is expected for the right turn movement from Bussell Highway to Joseph Drive.

A new signalised intersection will be provided at the intersection between Bussell Highway and Central SP amendment access road. This signalised intersection will provide sufficient capacity to accommodate traffic movements that is created as part of this amendment and is expected to operate satisfactorily during the AM and PM peak hours.

Furthermore, the analysis found that the proposed roundabout intersection at Bussell Highway/Tuart Drive/Future access road would operate satisfactorily and well within capacity during the AM and PM peak hours with marginal delays and queues at the intersection.

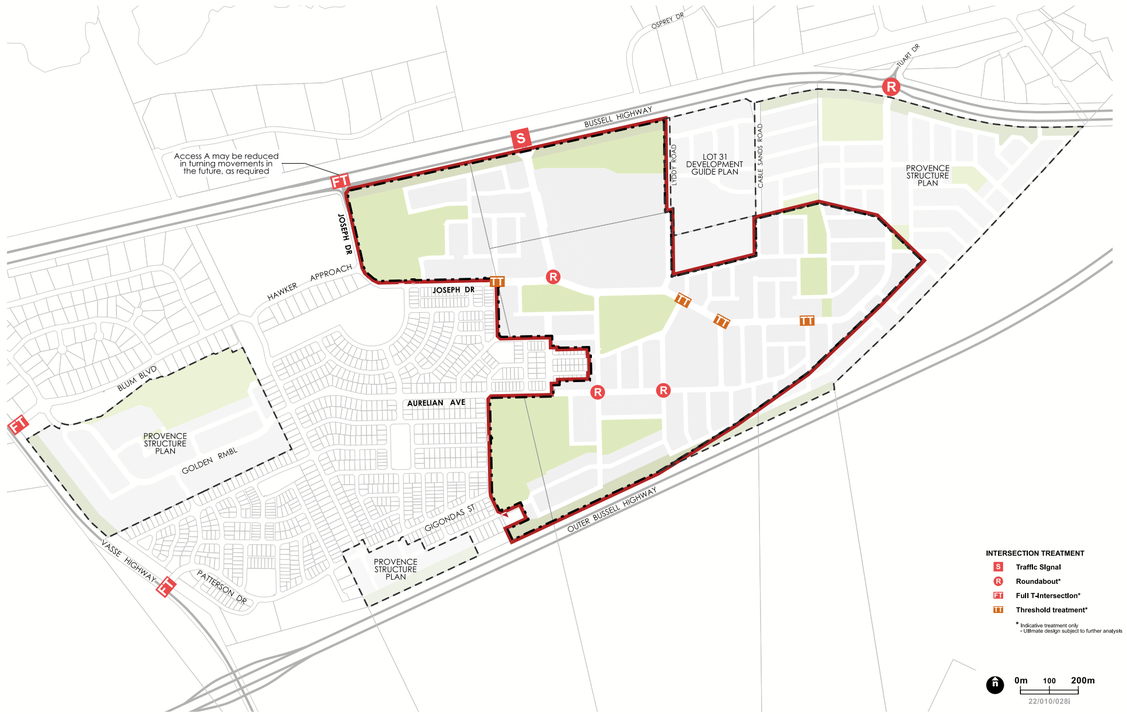


FIGURE 14: INTERSECTION TREATMENTS PLAN

2.6 Site Works and Infrastructure

An Engineering Servicing Report that details the civil, electrical and communications considerations for the proposal is contained in **Appendix E** and is summarised as follows:

2.6.1 Sewerage

A gravity sewerage network operated by the Water Corporation exists in the area surrounding the subject site. Gravity sewer exist at the majority of points adjacent to the western boundary of the site which provides numerous points of connection to the existing reticulated network. However, there is no existing sewerage infrastructure to the north, east and south of the site.

As the subject site as it is located within the Water Corporations SD090 Busselton Long Term Sewer Planning scheme boundary, allowance has been made to service the Site with reticulated gravity sewerage.

The Water Corporation's SD090 identifies that the subject site is located across three sewer pump station catchments, two of which currently exist while the third is planned for future construction. The two existing pumps will service the western and southern portions of the subject site, while the third pump is planned to be located adjacent to Lyddy Road and will service the central and eastern portions of the site.

2.6.2 Potable Water

Busselton Water operates a reticulated potable water network in the area surrounding the subject site. Busselton Water has advised that their 2017 hydraulic review identified 300mm (DN300) trunk mains extend through the subject site from the existing mains that run along Bussell Highway and Joseph Drive, and then continue south to future development areas south of the site. Busselton Water noted that it does not contribute to new water mains within Development Areas.

2.6.3 Gas

As the operators of the reticulated gas network in the surrounding area, ATCO have advised that the existing network has capacity to service the proposed development. It is advised that if the development occurs in an orderly manner from west to east with construction abutting existing stages of development, extensions and/or upgrades to the gas network are not likely to be required.

It is noted that ATCO are likely to fund the installation of gas mains throughout the development as long as a trench is provided for their mains to be installed into. However, this will require confirmation from ATCO on a case-by-case basis.

2.6.4 Underground Power

The existing power network surrounding the subject site is operated by Western Power and consists of:

- High Voltage (HV) underground cable terminated at the Eastern end of Joseph Drive;
- HV underground cable terminated at the Eastern end of Antibes Way;
- HV overhead service in Cable Sands Road (outside of the structure plan area, south of Bussell Highway)
- HV overhead service extending from Uligugalup Road (North of Bussell Highway), across Bussell Highway and South into the area to the North of the Eastern end of the land under consideration.

Based on the proposed development of approximately 950 residential lots and 300 lifestyle lots, the anticipated site power demand will be in the vicinity of 5.4MVA. To service the demand of the proposed development, it is likely that a new underground HV cable will be installed from the existing points on Joseph Drive and Antibes Way. Additional HV switches will also be installed within the subdivision stages and will supply transformers for the development, which in-turn, will provide low voltage power to individual lots and street lighting. Transformers are to be installed in POS areas to maximise the usable space within residential lots.

2.6.5 Communications

OptiComm Pty Ltd has confirmed that the fibre ready telecommunications facilities via a fibre to the premise network will be delivered to all lots within the proposed development. Additionally, OptiComm will be delivering Free to Air and Foxtel services to each home over the same fibre network.



2.7 Environmental Management

An Environmental Assessment Report (EAR) has been prepared by RPS and is provided in **Appendix F**. The EAR identifies the key requirements and initiatives to manage environmental assets and considerations across the Amendment area (see **Figure 15**). These are summarised as follows:

- **Flora and vegetation:** remnant vegetation is to be retained within POS and road reserves, where possible.
- **Acid Sulfate Soils (ASS):** An Acid Sulfate Soil Dewatering Management Plan (ASSDMP) has been prepared for the site. ASS are to be managed in accordance with the provided ASSDMP to ensure soil and dewatering effluent treatment measures, environmental monitoring requirements and contingency measures to minimise any environmental impacts.
- **Native Fauna**: A Construction Management Plan will be prepared by the contractor and implemented during the development of the site to ensure management measures to reduce impacts to native fauna during vegetation clearing works are implemented.
- **Inland waters**: A Water Management Strategy is to be prepared and implemented during development of the site in accordance with the conditions of the EPBC approval. Urban Water Management Plans are to be prepared at the subdivision stage and approved by the City of Busselton to ensure development of the site does not significantly impact surface or ground water.
- **Aboriginal Heritage and Culture:** A Construction Management Plan will be prepared and implemented by the construction contractor and will include an unexpected finds protocol. In the event any Aboriginal objects are identified or unearthed then construction will be stopped, and the findings are to be reported to the Department of Planning, Lands and Heritage.
- **Noise:** Subdivision specific Traffic Noise Assessments have been undertaken in accordance with SPP5.4, Acoustic assessments are to be undertaken in support of the Provence Estate LSP (inclusive of the proposed Amendment) at the subdivision stage, with noise mitigation measures to be incorporated into the subdivision design and the constructed development.
- **Mosquitoes:** A Mosquito Management Plan that details the management measures is to be implemented to mitigate health risks and nuisance considerations to future residents.
- **Bushfire:** A Bushfire Management Plan has been prepared and is provided at **Appendix G**, that details all fire protection requirements for issues including fire suppression response, development design, access, water supply, building locations and other relevant performance criteria to be achieved.

Overall, the environmental attributes and values of the site can be accommodated within the proposed design, or can be managed appropriately through future subdivision and development phases in line with the relevant state and local government legislation, policies and guidelines and best management practices.



FIGURE 15: ENVIRONMENTAL ASSETS AND CONSIDERATIONS ACROSS THE AMENDMENT AREA

2.8 Bushfire Management

The majority of the site is identified as a 'bushfire prone area' under the state-wide Map of Bushfire Prone Areas prepared by the Department of Fire and Emergency Services (2021). The identification of the site within an area declared as bushfire prone necessitates that a further assessment of the determined bushfire risk affecting the site be undertaken (in accordance with Australian Standard 3959-2018).

A Bushfire Management Plan (BMP) prepared by JBS&G is provided at **Appendix G** that details the construction of buildings within bushfire prone areas and the satisfactory compliance of the proposal with the policy measures described in State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7).

As part of assessing the bushfire risk, the vegetation within the Amendment area and adjoining 150m (the assessment area) has been classified in accordance with AS 3959 and the pre and post-development vegetation extents have been assigned a bushfire hazard level. The assessment of the bushfire hazard levels found that the anticipated post-development bushfire levels on the land (see **Figure 16**) will either be assigned a low or moderate bushfire hazard level and are capable of habitable development.

On the basis of the information contained within the BMP, it is considered that the bushfire hazards within and adjacent to the Amendment area and the associated bushfire risks are readily manageable through standard management responses. With the implementation of the management measures contained within the BMP, the project area will be able to be developed with a manageable level of bushfire risk whilst maintaining compliance with the Guidelines for Planning in Bushfire-Prone Areas Version 1.4 and AS 3959.

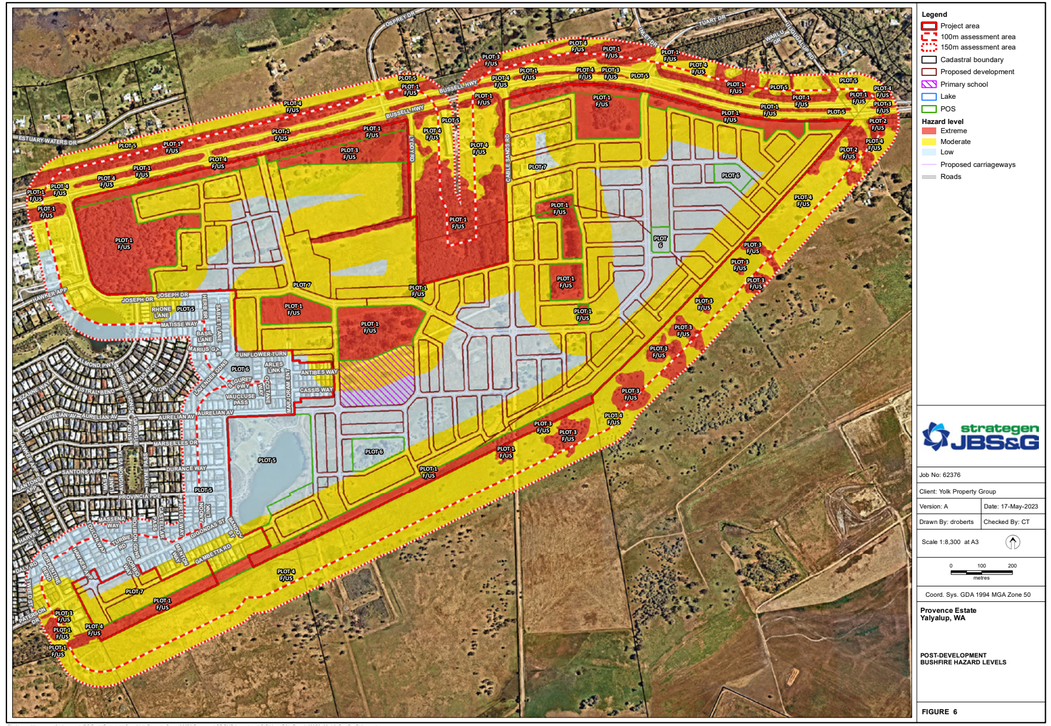


FIGURE 16: MAP OF BUSHFIRE PRONE AREAS

2.9 Local Water Management Strategy

A Local Water Management Strategy (LWMS) has been prepared by Hyd2o and is provided at **Appendix H**.

As identified within the LWMS, the subject area is located within the catchment of the Sabina River, which flows to the Vasse Wonnerup Estuary. Flow from the site occurs via a set of culverts under Bussell Highway near Osprey Drive which direct flow to a watercourse running through rural properties in Reinscourt. It is noted that the watercourse is not within a designated easement and the need to maintain post development flows and volumes to Reinscourt at pre-development levels is therefore a key factor governing the design of the subject site water management system.

Key elements of the overall stormwater management system for the subject area are as follows:

- Conveyance of stormwater runoff will occur via a series of pipes, swales, and road reserves to convey local catchment runoff and regional flows to its required management area.
- For small events and water quality management, stormwater will be retained and infiltrated within the subject site.
- For larger events and flood management, predevelopment flow rates and volumes from the subject site are applied as the key criteria to govern the size of stormwater infrastructure within the subject site and allowable discharges post development for events up to the 1% Annual Exceedance Probability (AEP) event.
- A subsoil system to control and manage groundwater levels post development and reduce large scale trucking of fill. All subsoil system flow will be treated in biofiltration systems.

With respect to water quality management, the proposal adopts a treatment train approach is adopted which seeks to use a range of measures to achieve improved water quality outcomes for the site in comparison to current land use. This approach considers the application of appropriate urban residential zonings and POS landscaping to reduce nutrient input as well as implementing biofiltration systems and other engineered structures to reduce outputs.

All irrigation of POS will be undertaken using recharged local groundwater and existing DWER groundwater licencing. With respect to Footprint Lake, a Lake Management Plan (LMP) is to cover ongoing management and implementation of the lake in perpetuity and will detail the final preferred option. The measures / actions to be undertaken to inform the LMP will take several years and does not enable the LMP to be prepared and finalised in the short to medium term.

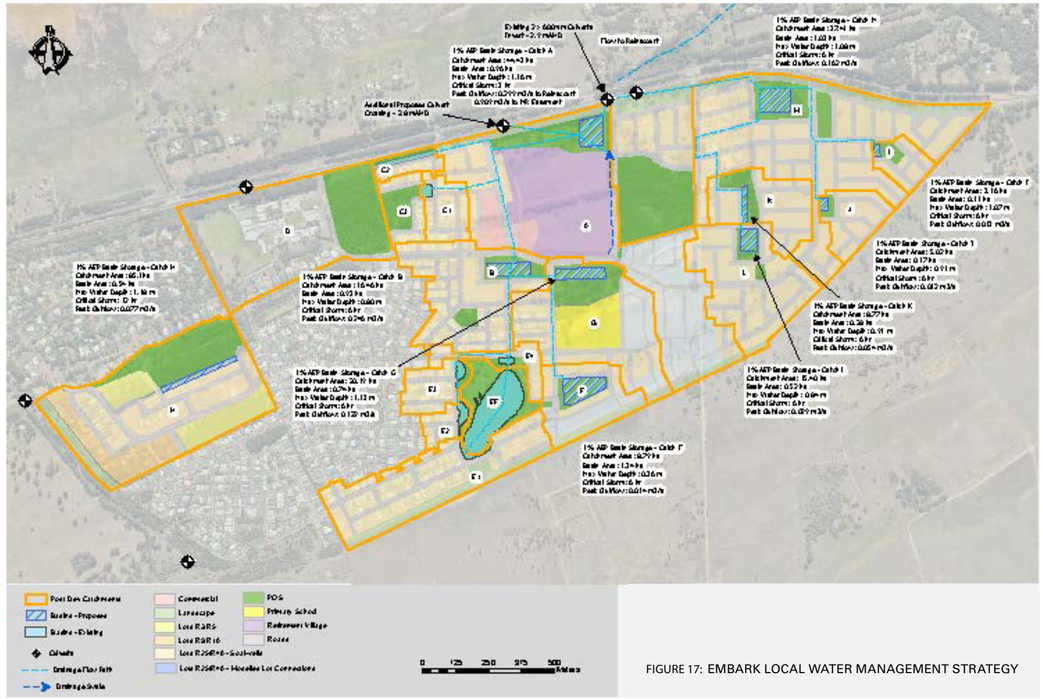


FIGURE 17: EMBARK LOCAL WATER MANAGEMENT STRATEGY

2.10 Noise Management

Herring Storer Acoustics was commissioned to undertake an acoustical assessment of noise received within the subject site and prepare a Noise Management Plan, which is provided in **Appendix I**. The assessment comprised of the following elements:

- Determine the noise levels that would be received at proposed residences within the subject area from vehicles travelling on the Bussell Highway and the proposed outer bypass in the future;
- Assess the predicted noise levels for compliance with the appropriate criteria;
- Provide detailed information as to noise control requirements such as Quiet House Design packages, noise walls and future Notification on Titles.

Under the Western Australian Planning Commission (WAPC) Planning Policy 5.4 Road and Rail Noise (SPP 5.4), the appropriate criteria for the proposal are:

External

- LAeq(Day) of 55 dB(A); and
- LAeq(Night) of 50 dB(A).

Internal

- LAeq(Day) of 40 dB(A) in living and work areas; and
- LAeq(Night) of 35 dB(A) in bedrooms.

Further to the above requirements, noise received at an outdoor living area should also be reduced as far as practicable, with an aim of achieving an LAeq of 50 dB(A) during the night period.

To ensure compliance with SPP 5.4, the following noise attenuation measures have been provided:

- 3.0m bund at the boundary of the development, facing Bussell Highway and the Outer bypass.
- Noise bund, Quiet House Design Package A and Notifications on Title for lots facing Bussell Highway.

It is noted that all future lots exceeding 55 dB(A) will require a Notification on Titles.

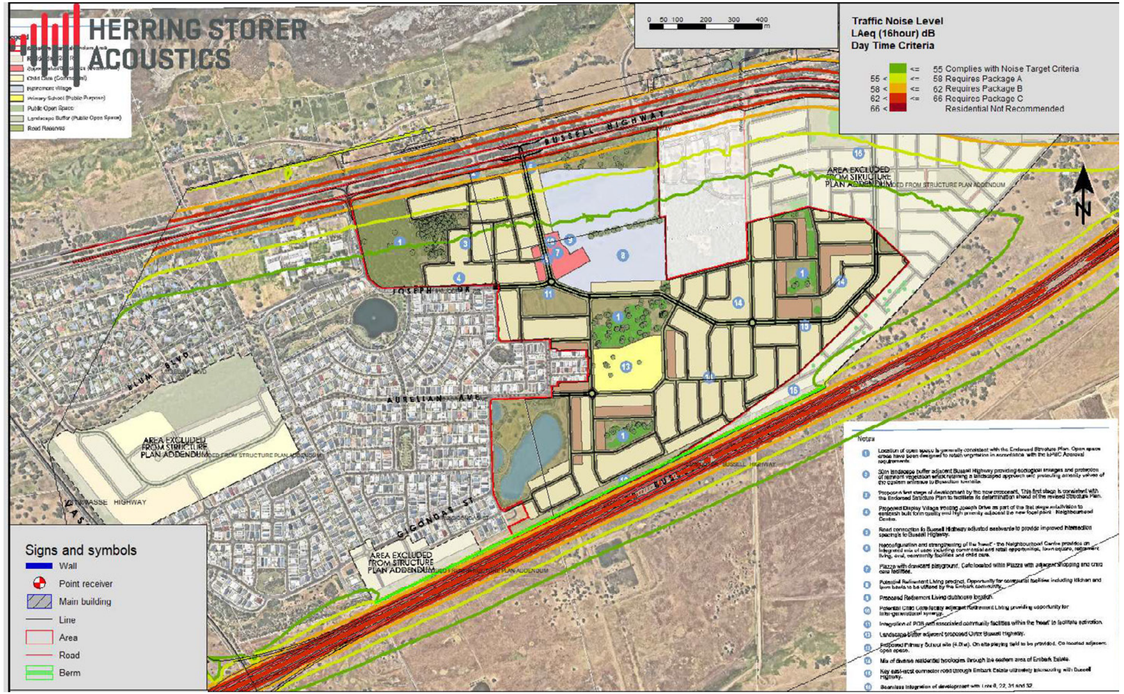


FIGURE 18: NOISE MANAGEMENT

3.0 Implementation and Staging

An implementation and staging plan has been prepared based on the anticipated staging of development and infrastructure as shown in **Figure 19.**

It should be noted that this staging plan is intended to be indicative only, and may not accord with the ultimate staging of subdivision and development, as the actual staging will be dependent on many factors which can fluctuate, including market demand, infrastructure availability and unanticipated site constraints. Flexibility in the implementation and staging will be essential to the efficient and cost effective delivery of the Estate.

The eight stages are summarised as follows:

Stage 1

Stage 1 will incorporate the construction of single residential lots and the creation of the first stage of public open space.

Stage 2

Stage 2 will incorporate the delivery of a new intersection at Bussell Highway and form the primary entry point into Embark Estate, with the new Neighbourhood Connector A providing linkage to the Local Centre and ultimately through to the primary school and District Open Space. Stage 2 will also facilitate the creation of the Retirement Living Precinct and a variety of single residential lots throughout.

Stages 3, 4 and 5

Stages 3, 4 and 5 will primarily deliver single residential lots and public open space as market demand grows, and will also facilitate the delivery of the District Open Space consistent with the vision for the precinct outlined in the Structure Plan and the Development Contributions Plan.

Stage 6-8

Stages 6-8 will primarily deliver a consolidated block of single residential lots along the interface with Outer Bussel Highway to generate the future demand of the primary school and assist with the delivery of the Local Centre.

Stages 9+

Stages 9-14 are anticipated to complete the estate, and will focus on the delivery of the primary school, delivering a variety of single residential lots and finalise the remaining areas of public open space.

It is anticipated the Estate will unfold over 8 - 10 years, assuming an indicative annual take up rate of 60 lots per annum (subject to market conditions).

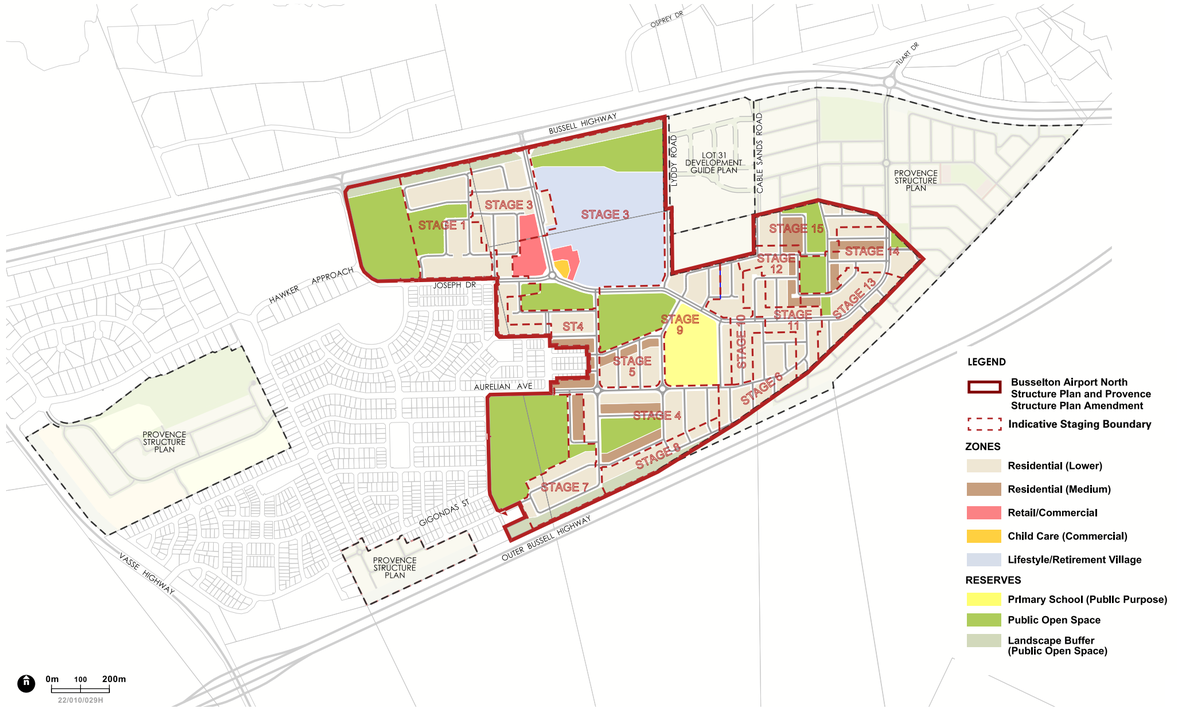
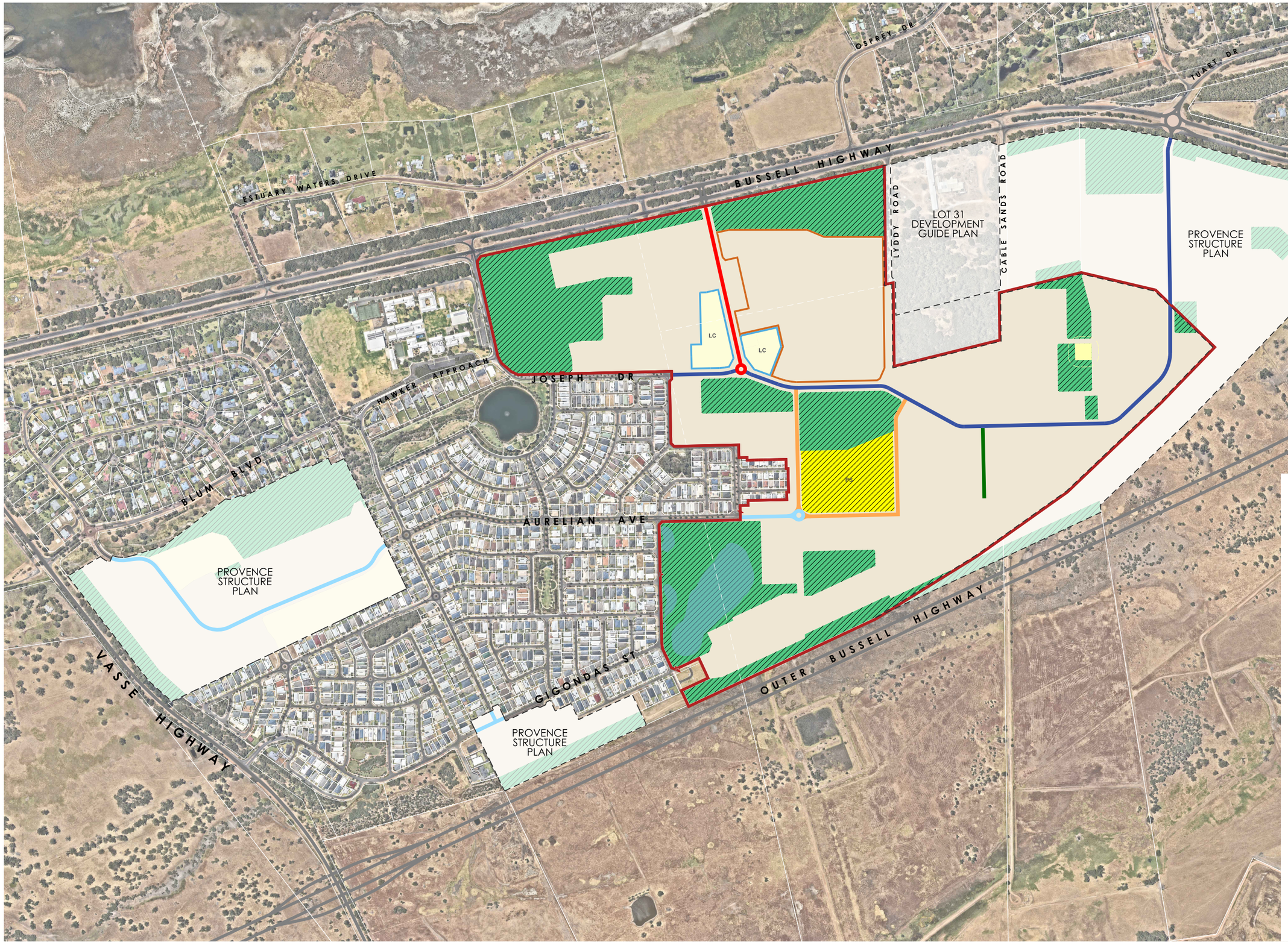


FIGURE 19: INDICATIVE STAGING



Legend

Busselton Airport North Structure Plan and Provence Structure Plan Amendment

ZONES

- Residential (R25-R40)
- Residential (R25-R40) (Lifestyle Retirement Village)
- LC — Local Centre

RESERVES

- PS — Public Purposes : Primary School
- Public Open Space

MOVEMENT

- Integrator B
- Neighbourhood Connector A
- Neighbourhood Connector B
- Access Street B
- Liveable Street

OTHER

- Waterbody
- Public Purpose (Water Corporation - Indicative location)

Notes

1. Boundaries shown on Plan 1 should not be used for final engineering design.
2. Refer to Appendix G - Transport Assessment for further detail on road hierarchy and intersection considerations.
3. Detailed environmental assessment of Lot 32 Lyddy Road will be required through the preparation of a structure plan amendment for Lots 31 and 32 Lyddy Road, to be consolidated in this structure plan.

Busselton Airport North Structure Plan and Provence Structure Plan Amendment

LOTS 2, 9032 AND Pt LOT 9034 EMBARK ESTATE, YALYALUP

A Yolk Property Group Project

scale: 1:10,000@A3 | 1:5,000@A1

0 100 200m

plan: 22/010/013K

date: 26/02/2025

aerial: Jan 2022

Taylor Burrell Barnett Town Planning & Design
Level 7, 160 St Georges Terrace, Perth WA 6000
e: admin@tbbplanning.com.au
p: (08) 9226 4276

© COPYRIGHT TAYLOR BURRELL BARNETT. ALL RIGHTS RESERVED.
ALL AREAS AND DIMENSIONS DISPLAYED ARE SUBJECT TO DETAIL SURVEY.

Taylor Burrell Barnett