City of Busselton

Geographe Bay

COUNCIL AGENDA

Supplementary Item

25 May 2022

ALL INFORMATION AVAILABLE IN VARIOUS FORMATS ON REQUEST

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CITY OF BUSSELTON

LATE ITEMS FOR THE COUNCIL MEETING TO BE HELD ON 25 MAY 2022

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13.2 DRAFT DUNSBOROUGH PRECINCT STRUCTURE PLAN AND ASSOCIATED AMENDMENT 52 TO LOCAL PLANNING SCHEME NO. 21 - CONSIDERATION FOR INITIATION; AND AMENDMENT 50 MINISTERIAL DECISION

STRATEGIC THEME	OPPORTUNITY - A vibrant City with diverse opportunities and a prosperous economy
STRATEGIC PRIORITY	3.1 Work with key partners to facilitate the activation of our town centres, creating vibrant destinations and consumer choice.
SUBJECT INDEX	Local Planning Scheme 21 Amendments
BUSINESS UNIT	Strategic Planning
REPORTING OFFICER	Strategic Planner - Joanna Wilkinson
AUTHORISING OFFICER	Director, Planning and Development Services - Paul Needham
NATURE OF DECISION	Legislative: adoption of "legislative documents" such as local laws, local planning schemes and local planning policies
VOTING REQUIREMENT	Simple Majority
ATTACHMENTS	Attachment A Aerial Photograph Attachment B Draft Dunsborough Precinct Structure Plan Attachment C Scheme Amendment Map Attachment D Amendment 50 - Minister's Decision

OFFICER RECOMMENDATION

That the Council:

1. **In pursuance of Part 4 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations), adopts the draft Dunsborough Precinct Structure Plan (Attachment B) for consultation, to be advertised concurrently with Amendment 52, as set out in the points below.**

2. **In pursuance of Part 5 of the Regulations, prepares Amendment 52 to the *City of Busselton Local Planning Scheme No. 21* for consultation, for the purposes of:**

    I. **Amending the Scheme Map (Attachment C) by:**

        (a) **Amending the residential density code from R-AC3 to R-AC4 over lots bound by Reserve 42545, Naturaliste Terrace, Reserve 42673, and Cape Naturaliste Road, Dunsborough.**

        (b) **Amending the residential density code from R-AC3 to R-AC0 over the remainder of land zoned 'Centre', being:**

            (i) **Lots bound by Caves Road, Cape Naturaliste Road, Dunn Bay Road and Naturaliste Terrace;**

            (ii) **Lots bound by Dunn Bay Road, Cape Naturaliste Road, Reserve 42673 and Naturaliste Terrace;**

            (iii) **Lots bound by Dunn Bay Road, Naturaliste Terrace and Hannay Lane;**

            (iv) **Lots 1-7 (233) Naturaliste Terrace, and Lots 1-17 (31) and 112 to 104 (13 to 29) Dunn Bay Road; and**

            (v) **Lots bound by Reserve 26512, Chieftain Crescent, Seymour Boulevard, Reserve 38693 and Dunn Bay Road.**

(c) Amending the residential density code from R80 to R60 over:

(i) Lots 51 and 87 to 102 Chieftain Crescent;

(ii) Lots 86 and 162 Chester Way;

(iii) Lot 141 Lorna Street;

(iv) Lots 1 & 2 (4), 5 (2), 17, 18 and 41 to 43 Prowse Way;

(v) Lots 3 and 4 Greenacre Road; and

(vi) Lot 60 (191) Naturaliste Terrace.

(d) Amending the 'Drive Through Facility Control Area' Special Control Area to include the whole of:

(i) Lots 1-2 (64) Dunn Bay Road;

(ii) Lot 1 (61) Dunn Bay Road; and

(iii) Reserve 42673.

(e) Amending the zoning of a portion of 'Road' reserve at the northern end of Lorna Street, between serifed portions of Reserve 26512, to redesignate as 'Recreation' reserve.

(f) Realigning the zoning of Lot 400 (24) Dunn Bay Road and the portion of 'Road' reserve adjacent to the western and south western side of Lot 400 to be consistent with the cadastral boundary, as depicted on the Scheme Amendment Map.

II. Retitling the "Centre" zone to "District Centre" zone throughout the Scheme, and amending the Scheme Map accordingly.

III. Amending Table 1 "Zoning Table" in relation to the use classes 'Single House', 'Ancillary Dwelling', 'Repurposed Dwelling', 'Second-hand Dwelling', 'Marina', 'Marine Filling Station', 'Motor Vehicle, Boat or Caravan Sales' and 'Transport Depot', by replacing the symbol 'D' with the symbol 'X' in the Centre zone.

IV. Amending clause 4.3 "Modifications of R-Codes" by changing sub-clause 4.3.2 to read as follows:

"Building height provisions as specified under –

(a) Table 3 and Deemed-to-Comply provision 5.1.6 C6 of Volume 1 of the R-Codes, and

(b) Table 2.1, and Acceptable Outcome A2.2.1 of Volume 2 of the R-Codes;

do not apply, except to land coded R-AC3, R-AC4, R-AC0 or R80. In all other areas, maximum building height requirements are required to comply with the provisions of clause 4.8 of the Scheme."

V. Amending clause 4.8 "Height of Buildings" by amending sub-clause 4.8.9, removing reference to "Centre" zone.

VI. Amending clause 4.21 "Development in the Regional Centre and Centre Zones" by removing reference to "Centre" zone, "Dunn Bay Road", "Naturaliste Terrace" and "Dunsborough".

VII. Inserting a new clause 4.22 as follows, and renumbering subsequent clauses and clause references throughout the Scheme:

"4.22 Development in the District Centre Zone

Development within the District Centre zone shall address the following provisions:

(a) In addition to the provisions of Volume 2 of the R-Codes, the following provisions apply to land coded R-AC0 –

(i) Table 2 sets out the primary controls; and

(ii) Primary controls shall apply to Building Height Areas as shown on the Scheme Map.

TABLE 2 – R-AC0 PRIMARY CONTROLS

Building Height Area (BHA) / Primary Controls	***3 storey BHA***	***4 storey BHA***	***5 storey BHA***
Boundary Wall Height (storey)	***3***	***2***	***2***
Setback – min. primary street	***Nil***	***Nil, unless otherwise specified in clause 4.22***	
Setback – min. secondary street	***Nil***	***Commercial use: Nil; and Non-commercial use: 2m; or unless otherwise specified in clause 4.22***	
Setback – min. side	***Nil***	***Nil, unless otherwise specified in clause 4.22***	
Setback – min. rear	***3m***	***Nil, unless otherwise specified in clause 4.22***	
Plot Ratio	***1.2***	***1.3***	***1.5***

(b) To achieve a consistent building line, increased lot boundary setbacks may be required on Naturaliste Terrace, between the intersections of Cyrillean Way and Dunn Bay Road;

(c) A 5 metre lot boundary setback shall be provided on the west side of Naturaliste Terrace, between the intersections of Dunn Bay Road and Caves Road. The setback area shall include:

(i) A minimum 2.5 metre wide footpath and pedestrian shelter; and

(ii) A landscaped area adjacent to the boundary;

(d) Additional primary and secondary street setbacks may be considered where development is providing an associated alfresco space within the setback area;

(e) Development abutting Caves Road shall respond to the prominence and scenic character of Caves Road by addressing the following matters:

(i) Buildings shall not be located within 6 metres of the Caves Road boundary;

(ii) Building design, finishes and materials shall respond to and enhance the scenic character of Caves Road;

(iii) Building services such as bin storage, utilities, storage tanks and the like shall be adequately concealed so they are not visible from Caves Road; and

(iv) Landscape planting shall provide an attractive interface between development and Caves Road;

(f) The upper storey external wall face and/or balcony roofs shall be setback from the ground floor external wall face, in accordance with the following:

(i) Three storey development: the third storey setback a minimum of 4m on the interface of Reserves 42673, 35758 and 26513 (Dugalup Brook), Reserve 38693 (Lions Park) and Reserve 26512 (Seymour Park);

(ii) Four and/or five storey development: the third and fourth storey setback a minimum of 4m on all boundaries; and

(iii) Five storey development: the fifth storey setback a minimum of 8m on all boundaries;

(g) No residential uses shall be permitted at ground floor fronting Dunn Bay Road, Naturaliste Terrace or Clark Street;

(h) Buildings shall be articulated to break up perceived bulk and provide visual interest, particularly with buildings occupying a large/long site frontage;

(i) Upper levels shall be designed to promote informal surveillance of the street through the use of balconies and/or large windows;

(j) At the ground floor level, development shall address the street with a primary business entrance and a shop front façade;

(k) Ground floor commercial uses shall incorporate transparent glazing for a minimum of 70% of all building frontages to adjacent streets;

(l) Other than sites subject to clause 4.22 (c), a pedestrian shelter through the provision of a verandah, awning or the like, shall be provided with a minimum depth of 2.5 metres over the footpath for the full width of the lot frontage;

(m) Roller doors or screens of solid material on shop fronts will not be permitted, and security measures should be located and installed internally behind the glazing line;

(n) On land coded R-AC0, no vehicle access ways or car parking shall be provided between buildings and the street, or be visible from the street, unless required to provide access to car parking or loading areas behind or within buildings;

(o) On land coded R-AC4, car parking is supported between buildings and the street, subject to:

(i) Being limited to a single row of car parking bays; and

(ii) Inclusion of a 2 metre wide landscaping area adjacent to the street; and

(iii) In such case, the rear setback may be 3 metres;

(p) All cross-overs shall be rationalised and strategically placed in locations where they will have the least impact on vehicle, pedestrian and cyclist movement;

(q) Redevelopment sites shall incorporate shared use of car parking and reciprocal access arrangements with adjoining sites;

(r) For all boundaries abutting Reserves 42673, 35758 and 26513 (Dugalup Brook), Reserve 38693 (Lions Park) and Reserve 26512 (Seymour Park), no parking, loading bays, services or utilities are to be located on the public land interface;

(s) Undercroft, decked or roof top car parks shall be located above or behind interactive street frontages at ground level, such as shops or other uses that promote activity and, where car parking is visible from a street or public space, high quality architectural detailing shall be incorporated into the façade and other external walls of all floors;

(t) General plant, such as air-conditioning, television antennas, bins, hot water storage tanks, rain water tanks, satellite dishes and the like are to be adequately concealed and screened from the street or public view;

(u) Signage and advertising shall not adversely detract from the architectural elements of the building, or visually dominate the building or the streetscape generally."

VIII. Amending the Scheme Map by inserting an additional information area named "Building Height Area," as depicted on the Scheme Amendment Map.

IX. Amending Schedule 2 "Additional Uses" by:

(a) Amending Additional Use No. A74 by deleting the following properties listed in the 'Particulars of Land' column, and amending the Scheme Map accordingly:

"Lots 51 and 87 to 102 Chieftain Crescent, Lots 86 and 162 Chester Way, Lots 139 to 141 Lorna Street, Lots 1-9 (20), 81 (18) and 115 to 127 Geographe Bay Road, Lots 1 to 17 (3) Dunn Bay Road, Lots 1 & 2 (4), 5 (2), 17, 18, 41 to 43 Prowse Way, Lots 3 and 4 Greenacre Road and Lot 60 (191) Naturaliste Terrace, Dunsborough."

(b) Inserting an Additional Use (No. A84) provision as follows, and amending the Scheme Map accordingly:

A84	***Lots 51 and 87 to 102 Chieftain Crescent; Lots 86 and 162 Chester Way; Lots 139 to 141 Lorna Street; Lots 1-9 (20), 81 (18) and 115 to 127 Geographe Bay Road; Lots 1 to 17 (3) Dunn Bay Road; Lots 1 & 2 (4), 5 (2), 17, 18, 41 to 43 Prowse Way; Lots 3 and 4 Greenacre Road; and Lot 60 (191) Naturaliste Terrace, Dunsborough***	***Consulting Rooms Guesthouse Medical Centre Office Restaurant/Café Shop Tourist Accommodation***	***1. The Additional Uses specified shall be deemed to be "D" uses for the purposes of the Scheme. 2. 'Shop' land uses may be permitted at ground floor level only and occupy up to 50% of total development floor space, up to a maximum area of 300m² per lot. 3. A nil setback to the street shall be considered for a development that includes one or more of the Additional Uses specified and an active frontage. 4. Active frontages shall comply with the following design requirements: a. Minimum 50% transparent glazing; b. Roller doors or screens of solid material will not be permitted. 5. The provisions of Clause 4.25 relating to cash in lieu of car parking shall apply.***

3. **Pursuant to Regulation 35 (2) of the Regulations, determine that Amendment 52 is a 'standard amendment' in accordance with r.34 of the Regulations as it is:**

   (a) an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve; and

   (b) an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission.

4. **Note that, as the draft Amendment is in the opinion of the Council consistent with Part V of the *Planning and Development Act 2005* (the Act) and Regulations made pursuant to the Act, upon preparation of necessary documentation, the draft Amendment be referred to the Environmental Protection Authority (EPA) as required by the Act, and on receipt of a response from the EPA indicating that the draft Amendment is not to be subject to formal environmental assessment, be advertised for a period of 42 days, in accordance with the Regulations. In the event that the EPA determines that the draft Amendment is to subject to formal environmental assessment, this assessment is to be prepared prior to advertising of the draft Amendment.**

5. **Notes the Ministerial decision and Schedule of Modifications to modify Amendment 50 (Attachment D).**

EXECUTIVE SUMMARY

Council is requested to consider initiating for public advertising the draft Dunsborough Precinct Structure Plan (PSP) to guide future zoning, subdivision, and development in the PSP area (refer to Attachment A: Aerial Photograph). The PSP is consistent with relevant 'Settlement and Community' and 'Activity Centres and Economies' strategies outlined in the City's *Local Planning Strategy* (the Strategy), and the 'Centre' zone objectives of *Local Planning Scheme No. 21* (the Scheme).

Council is also requested to consider initiating, for concurrent public advertising, associated Amendment 52 (the Amendment) to the Scheme. The Amendment would enact recommendations of the PSP relating to zoning, land use and development standards for built form (as set out in the Officer Recommendation and Attachment C).

It is recommended that the proposal be supported, and that the PSP and Amendment be initiated/adopted for the purposes of community consultation.

Council is also asked to consider the Minister for Planning's recent final decision on Amendment 50 (which relates to part of the PSP area).

BACKGROUND

The report was initially brought before Council for consideration at the Ordinary Council Meeting of 11 May 2022, where it was deferred until the 25 May 2022 for the following reason:

> *"To allow Councillors additional time to review the proposals. The Precinct Structure Plan and associated Amendment are technical planning documents, and the additional time will allow Councillors an opportunity to develop a greater understanding of the desired outcomes."*

This has enabled further discussion between officers and the Council.

At its meeting of 14 February 2018, the Council endorsed the preparation of an Activity Centre Plan (now termed a Precinct Structure Plan) and urban design guidelines for the Dunsborough Town Centre (DTC) (C1802/016).

This decision followed the gazettal of Scheme Amendment 1 in August 2017, which implemented recommendations stemming from the *Local Commercial Planning Strategy* (2011), *Local Cultural Planning Strategy* (2011) and *Dunsborough Town Centre Conceptual Plan* (2014). Amendment 1 introduced the following changes affecting the DTC:

- Introduction of R-AC3 coding to encourage and support residential and mixed use development;
- Introduction of a range of incentives (including increased plot ratio) to encourage and support mixed use development;
- Extension of the DTC via the rezoning of the Clark Street industrial area; and
- Introduction of Additional Use areas (A74) fringing the DTC to provide certain low-impact business/commercial opportunities and a legible transition between land uses in the DTC and adjoining residential area.

Amendment 29, adopted for final approval by the Council in April 2018 (C1804/076) and gazetted in June 2019, introduced general development requirements into the Scheme for the 'Regional Centre' and 'Centre' zones. These requirements were intended to provide a framework to guide development in the Busselton and Dunsborough City/Town Centres, to later be supported through preparation of Activity Centre Plans and urban design guidelines. The provisions were based on *Local Planning Policy 3.8 Busselton Town Centre Guidelines* and the State's then draft *Apartment Design Policy*.

A significant change to the State's planning framework occurred following that time, through introduction of the 'Design of the Built Environment' suite of policies:

- In May of 2019, the former draft *Apartment Design Policy* was followed and replaced by *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments* (R-Codes Vol. 2). This policy includes comprehensive planning and design standards for mixed use development in areas coded R40 and above, including within activity centres. It is a performance based policy – proposals are assessed against objectives and there is no deemed-to-comply assessment pathway.
- At the same time the "old" R-Codes, which had previously been *State Planning Policy 3.1* (SPP 3.1) and included provisions for multiple dwelling development, became *State Planning Policy 7.3 Residential Design Codes Volume 1* (R-Codes Vol. 1), applying only to single houses and grouped dwellings.
- *State Planning Policy 7.2 Precinct Design* (SPP 7.2) was introduced in December 2020. SPP 7.2 aims to ensure that precinct planning and design processes deliver good quality built environment outcomes that provide social, economic and environmental benefits. SPP 7.2 is applicable to all of Western Australia, whereas previously there had been policy guidance but no statutory requirements around the preparation of an Activity Centre Plan outside of the Perth and Peel regions.

The introduction of these State planning policies resulted in a number of unforeseen consequences:

- The PSP development process has been delayed considerably due to the teething period that comes with a totally new policy (SPP 7.2), and indeed no local government to date has progressed a PSP to the stage of final approval.

- The R-Codes Vol. 2 include new and/or changed provisions that did not exist in SPP 3.1, which have impacted the scale of development that can be proposed in the DTC. In particular, under SPP 3.1 the height of a building was assessed under deemed-to-comply and design principle criteria. For an R-AC3 proposal, the deemed-to-comply height for the top of an external wall was 18 metres (4 - 5 storeys). Under the R-Codes Vol. 2 however, the acceptable building height for an R-AC3 proposal is 6 storeys (indicatively 21 metres). As a performance based policy, proposals are to be assessed in the context of 'element objectives' (performance principles), even if they meet 'acceptable outcomes' (which are not to be considered 'deemed to comply').
- There is no longer the same need to prepare urban design guidelines to support provisions in the Precinct Structure Plan, as building design considerations that were not previously included in SPP 3.1 are now comprehensively covered in the R-Codes Vol. 2.

Changes to the Scheme and the introduction of the R-Codes Vol. 2 and SPP 7.2 have shaped the development and direction of the PSP, and a concurrent Amendment to the Scheme is required to implement the majority of land use and built form provisions identified during the development of the PSP. Further detail is provided in the Officer Comment section below.

Issues related to Amendment 50

Amendment 50 was adopted by Council in October 2021 (C2110/076). The purpose of Amendment 50 was to down-code 21 residential lots fronting Geographe Bay Road from R80 to R60. At the time, the Council resolved that Amendment 50 be further considered by the Council, should the Minister make different or additional modifications, relative to those approved by the Council.

On 19 April 2022 the Western Australian Planning Commission (WAPC) advised that the Minister requires the Amendment to be modified in the manner specified in Attachment D. In summary:

- Re-coding the majority of lots to R60 is supported; however Lots 115 and 116 Geographe Bay Road and Lots 139 and 140 Lorna Street are to be retained at R80 because amalgamation of the site has been approved by the WAPC, and a mixed use (mainly apartment) development on the site is substantially commenced at an R80 density.
- Minor changes are to be made to clauses 4.3.2, 4.81 and 4.83 of the Scheme to update R-Code references, and introduce natural ground level as the point from which building height is to be measured.

Several of these modifications are different or additional to those supported by the Council. The Act provides that the Minister may direct the local government to modify a Scheme amendment, and the Regulations outline how a decision on a Scheme amendment is to be given effect. There is no opportunity for the Council or the Minister to alter the Minister's decision, and therefore this report assumes that the Minister's decision has been implemented. Further detail on the relevant sections of the Act and Regulations are provided in the Statutory Environment section below.

It is recommended that the Council note the Minister's decision. The City would then arrange for the modification of Amendment 50, consistent with the Minister's decision.

OFFICER COMMENT

The DTC is identified in the *Local Planning Strategy* (2019) as the principal activity centre in the western portion of the Busselton District. As such it is considered an 'Activity Centre Precinct' under the provisions of *State Planning Policy 7.2: Precinct Design* and draft *State Planning Policy 4.2: Activity Centres*. The PSP sets out to plan for the strategic growth and development of the DTC, and it aims for a vibrant place of community and visitor activity that is one of the main centres of economic, social and cultural life in the District.

The PSP is approximately 31.85 hectares in area and incorporates all roads, reserves and land that is zoned 'Centre', as well as some medium density Residential zoned land with Additional Use rights fringing the Town Centre. The PSP area also includes Tourism and Residential zoned lots immediately north of the intersection of Cape Naturaliste Road and Caves Road.

The PSP consists of two parts. Part One contains the PSP Map and sets out how the PSP is to be implemented through staging, subdivision and development requirements, local development plans, and additional information requirements. Part Two provides background, explanation, engagement outcomes and technical appendices. Key issues are identified throughout Part Two and recommendations for design considerations/actions occur in Section Six of Part Two, 'Precinct Design Elements'. Part Two of the PSP informs and guides the implementation measures set out in Part One.

Key Issues

In order to identify key issues, the Part Two background analysis considers the physical and community context of the PSP and broader catchment area, and is informed by various technical reports and the outcomes of community engagement over a number of years. The physical context section provides an understanding of location, landscape and environment, land use, tenure and ownership, built form and movement networks. The community context section provides an understanding of human and social aspects of the area, including demographics, culture and values, employment and economic activity, and existing housing.

Key issues identified through the Part Two analysis include:

- Limited vacant land area to provide for the expected commercial floor space demand, particularly for Shop/Retail and Office/Business land uses. Potentially this could result in retail leakage, loss of employment opportunity, and loss of vibrancy and purpose in the DTC.
- Limited housing choice and supply, despite the local planning framework promoting this aim. Conversely, changes to the State planning framework have resulted in unintended consequences, i.e. proposals for buildings of height, bulk and scale that were not anticipated when previous changes to the local planning framework occurred, which have exacerbated issues of concern for a portion of the community. The ability to accommodate housing in the DTC should be considered in the context of the 'Activity Centre' hierarchy in the District and region, population and visitor growth, land use and economic demand, urban structure and built form, placemaking and activation; and balanced against the priorities and expectations of all stakeholders.
- Constrained ability for vehicles to travel into, through and around the area due to block size, physical constraints (Dugalup Brook) and no-through roads, contributing to vehicle congestion during peak seasons.
- Lack of car parking supply to provide for expected demand in the long term, particularly all day car parking on the periphery of the DTC. Lack of alternative car parking options places a greater onus on new development proposals to provide car parking within development sites, possibly resulting in the under-utilisation of land through at grade car parking, or other poor design outcomes.

A number of other issues and areas for potential improvement have been identified, such as retention and enhancement of environmental value and amenity in the public realm; recognition of local Aboriginal knowledge, concepts and stories of place; and potential provision of a community and civic space in proximity to the DTC.

Implementation

Implementation of the PSP will occur though: the Scheme Amendment; subdivision and development requirements for local development plans and additional information requirements set out in Part One of the PSP; and various streetscape/landscape works by the City set out in Part One and in more detail in Part Two of the PSP.

Implementation is also largely dependent on the timing and willingness of individual landowners to develop their sites. In order to guide development for the duration of the PSP (10 years) and beyond that timeframe, the majority of land use and built form provisions are set out in the concurrent Scheme Amendment which is discussed in further detail below. The Amendment aims to implement the recommendations of the PSP by proposing:

- Revised residential density codings.
- Revising other zoning arrangements.
- Renaming the Centre zone to District Centre zone.
- Changing the permissibility of some land uses.
- Introduction of customised R-AC0 and District Centre zone development standards (including for height and setbacks).
- Amendment of Schedule 2 “Additional Uses”.

Implementation measures set out in Part One of the PSP are:

- The staging of key infrastructure and public realm improvements, which would require investment in a number of actions such as:
    - Establishing or enhancing a ‘green network’, including the relocation of power transmission lines from overhead to underground, to allow trees to grow fully.
    - Revegetating fragmented portions of public land; developing a register of significant trees located on public land; and replacement of civil infrastructure to mitigate the environmental impact of surface pollutants, as street upgrades occur.
    - In consultation with the Undalup Association and local elders, installation of an Aboriginal interpretive signage and art trail.
    - Investigation of new civic spaces including a temporary expandable event space around the intersection of Dunn Bay Road and Naturaliste Terrace, and setting aside land in the future for a multi-function community and civic space, near the PSP area.
    - Upgrades to the traffic and pedestrian/cyclist networks, including the extension of Clark Street, installation of roundabouts at either end of Cyrillean Way, improved pedestrian/cyclist connectivity to/from Dunsborough Lakes, and improved pedestrian crossing points along Dunn Bay Road.
    - Identification and/or acquisition of peripheral land for future expected car parking demand.
- Subdivision and development requirements primarily relating to the Residential-zoned portion of the PSP area, consistent with relevant Centre zone requirements in the Scheme (where there is a variation from the R-Codes).
- Local development plan requirements for identified areas where key issues and principles are to be addressed in an integrated manner, across multiple development sites.

Key Land Use and Built Form Provisions

The key proposed changes to land use and built form provisions are set out in detail below. These changes are associated with the proposed District Centre zone and/or R-AC4 and R-AC0 density codings. The only areas to be identified are located in the DTC, meaning that these changes would have no impact on any other area of the District.

1. Revised zoning and/or land tenure arrangements

The R-AC3 'activity centre' density coding was introduced through Amendment 1 to the Scheme, coming into effect in 2017. At that time the R-Codes comprised a single volume that addressed requirements for all types of residential development, and 'activity centre' density codings were limited to four codings ranging from R-AC0 to R-AC3. In terms of building height, maximums were specified in metres rather than storeys. In summary:

- R-AC0 did not specify any maximum height, but allowed for controls to be set out in a local structure plan or local development plan;
- R-AC1 and R-AC2 allowed for maximum heights of 6 – 8 storeys;
- R-AC3 allowed for a maximum height of 4 - 5 storeys.

At that time, R-AC3 was considered the most appropriate 'activity centre' density coding because R-AC1 and R-AC2 allowed for excessively high and dense development, and the R-AC0 controls could only be introduced through a local structure plan or local development plan, meaning that these plans would have needed to be prepared prior to the Scheme amendment. Further, structure plans and local development plans have a limited lifespan of 10 years.

In 2019 the R-Codes were split into two separate volumes; Volume 1 addresses low and medium density single house and grouped dwelling residential development, and Volume 2 addresses multiple dwelling (apartment building and mixed use) development in activity centres. A number of changes were introduced with Volume 2:

- R-AC3 allowed for buildings of six storeys, to be assessed through performance principles, and building height (in metres) became 'indicative' rather than a maximum 'deemed to comply';
- R-AC4 was introduced, allowing for buildings (subject to assessment through performance principles) of three storeys;
- R-AC0 continues to have no building height specified, however there is now an option to set controls out in the local planning scheme.

The PSP context analysis recognises that six storey buildings may not be consistent with the current character and future needs of Dunsborough, meaning R-AC3 is no longer the appropriate 'activity centre' density coding. As a result, it is proposed that the area currently coded as R-AC3 would be re-coded to either R-AC4 or R-AC0:

- R-AC4 – Land surrounding Clark Street, and three adjoining lots fronting Naturaliste Terrace, all previously zoned 'Light Industry' –
    - The area sits outside of the 'core' centre of commercial and social activity, and currently comprises a variety of lower intensity land uses.

  - The proposed R-AC4 coding would allow for appropriate development outcomes between the environmental and amenity value provided by Dugalup Brook to the south, and low density (R15) residential development to the north (noting that three storey height controls would apply along Clark Street, consistent with the residential area to the north).
  - In terms of the residential interface, the transition would be augmented by R-AC4 and R15 rear setback requirements and a 6 metre wide reserve between the residential and Clark Street lots, potentially resulting in an 18 metre separation between buildings.

- R-AC0 – The remainder of the proposed District Centre zone is characterised by a variety of commercial and social activity, with the intensity of activity tending to progressively decrease away from the central roundabout at the intersection of Dunn Bay Road and Naturaliste Terrace –
  - The proposed R-AC0 coding provides an opportunity to introduce primary controls on a block-by-block or site-by-site basis, taking into account lot size, interface, existing landscaping and other localised factors.
  - These controls can include customised controls for building height, setbacks for lower and upper storeys, boundary walls and plot ratio, and can be introduced through the Scheme to ensure they will not fall away after a 10 year period.

Proposed District Centre zone and R-ACO development standards are discussed in further detail below (Part 5 of this report).

2. Revising other zoning/tenure arrangements

The proposals/issues described in this section are included in the PSP but not in the Amendment. If ultimately supported by the Council and WAPC, however, a further scheme amendment may be necessary.

A number of small land parcel 'anomalies' are identified on the PSP Map for redesignation to 'Recreation' reserves. The various reasons for redesignation include:

- There is a Threatened Ecological Community (TEC) 'Banksia Dominated Woodlands of the Swan Coastal Plain' (Priority 3) identified within the area;
- The land parcel is fragmented and undevelopable;
- The nominated area would provide a buffer between the road reserve and future development.

A portion of Lots 20 and 21 Clark Street have been identified on the PSP Map as a future road connection. The reasons for this proposal are:

- Currently there is no road connection between the northern part of the PSP area and the arterial road Cape Naturaliste Road, adding a greater volume of traffic congestion to Naturaliste Terrace, Dunn Bay Road and the core of the town centre generally, and reducing the overall permeability and efficiency of movement through the PSP area. Dugalup Brook provides a physical barrier with no alternate connection point available.
- The potential road connection has been discussed for more than 20 years, and more seriously since the introduction of the Dunsborough Town Centre Conceptual Plan in 2014. The preference would be for a negotiated outcome however, since 2014, a clear path to a negotiated outcome has not emerged.

- While inclusion in the Amendment could assist in resolving the issue, the City is currently developing a micro-simulation traffic model for the DTC which will inform considerations of the PSP after consultation, and deferring that decision could allow for more engagement with stakeholders.

A portion of Lot 9020 Caves Road has been identified on the PSP Map for future redesignation as peripheral car parking. The reasons for this proposal are:

- The PSP context analysis identified that there will be a short-fall of public car parking bays in the future, however there is limited public land available to provide peripheral, all-day parking.
- Currently Lot 9020 is partially zoned 'Residential' and partially 'Tourism'. Due to visual/landscape, environmental and traffic considerations, the land is not considered suitable for commercial or mixed-use development.
- The site is located in close proximity to new development at the western end of Dunn Bay Road, and future use as a car park would provide convenient access to the DTC.

3. Renaming the Centre zone to District Centre zone

This action had been identified for inclusion in the Scheme review, and therefore it is logical to consider it through this Amendment. The only area on the Scheme Map identified as Centre zone is located wholly within the PSP area, and this change would only affect the DTC.

The new definition would provide more clarity and reflect the contemporary Scheme zone format and hierarchy supported by the Minister. The name is commensurate with the size of the centre and scale of uses that already exist, and reflects the smaller size of the DTC relative to the Busselton City Centre (zoned Regional Centre) and the various smaller centres (zoned Local Centre).

4. Change of permissibility for some land uses

Prior to Amendment 29 the Busselton and Dunsborough City/Town Centres were both zoned 'Business' meaning there was no ability to differentiate, in terms of land use permissibility, given the different scale and character of each centre.

Development of the PSP has provided an opportunity to review the permissibility of land uses specifically within the DTC, and tailor the zoning table to ensure that permissible land uses in the District Centre zone will be appropriate and achievable, in the context of the DTC specifically.

5. Introduction of [District] Centre zone and R-AC0 development standards

Volume 2 of the R-Codes allows the opportunity to develop localised and site-specific primary controls for land coded R-AC0, and to set those controls out in the Scheme rather than a PSP.

In terms of building height, it is proposed that there would be a mix of three, four and five storey controls allocated to different sites within the R-AC0 area. Key factors contributing to a nuanced, three to five storey approach include:

- Dunsborough is identified as a 'Major Town' in the endorsed City and sub-regional strategic planning framework; and development is encouraged in a manner that will support and enhance existing facilities, services and infrastructure, to enable a continuation as a main centre of economic, social and cultural activity. Key, relevant strategies set out in the City's *Local Planning Strategy* are:

"8.2 a) Support and proactively plan for employment growth and economic development to support a growing population within established activity centre… frameworks, and through: ensuring 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 for employment growth and economic development."

and

"8.2 c) Support and pro-actively plan for activity centre development as set out in the established activity centre framework, with activity centres… to be developed as centres of the social and cultural life of their communities and not just as shopping centres…. by:

…

Opportunities for delivery of medium or high density housing and tourist accommodation within and around all activity centres shall be pro-actively planned for."

- The *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018. Refer Attachment 1 of the draft PSP document) identified that there is a lack of vacant land to provide for the expected demand for commercial floor space over the next 10 years. Additional building height would allow for future demand, for some land uses (especially car parking, office and residential uses) to be met on upper floors, reducing the likelihood of commercial ventures seeking floor space elsewhere and thus taking commercial activity away from the key activity centre. Providing additional commercial floor space would also ensure that the day-to-day needs of the service population can be provided for into the future, with the additional benefit of generating greater local employment opportunities.
- Sites can vary greatly in terms of width and depth:
    - Some smaller sites (such as those bound by Naturaliste Terrace, Hannay Lane and Dunn Bay Road) could not accommodate taller buildings without resulting in built form that appears to be overbearing in terms of bulk and scale. Therefore it is recommended that these sites are restricted to three storeys.
    - Conversely, carefully designed five storey buildings on larger sites could result in relatively low impact. Larger lots at the western end are bounded by Caves Road and the Dunsborough playing fields to the south, while much of the north side is bound by Dugalup Brook. There is very little residential development directly abutting this area of the Centre zone.
    - Upper storey setback requirements, applied to four and five storey development, would alleviate the impact of the bulk and scale of buildings, and can be accommodated on larger and especially deeper lots.
- Various design factors can assist in alleviating the perception of height, including:
    - Restricting the plot ratio resulting in reduced net lettable area and potentially, a greater amount of alfresco and/or landscaped outdoor areas;
    - Restricting buildings to lower heights close to roads and other boundaries, and stepping back upper storeys (including balcony roofs);
    - Ensuring that the ground floor has an activated frontage, including commercial land uses and large windows to 'draw the eye', and wide footpaths and deep awnings for pedestrian comfort and amenity.

- Various improvements to the public realm identified through the PSP would contribute to increasing the overall amenity of the town centre and alleviating the perception of building height, including actions such as the establishment or enhancement of green linkages throughout the town centre, and sinking power distribution lines to enable the planting of taller trees.
- In order to maintain the vibrancy of an activity centre, it is also important to ensure that building height is sufficient to incorporate car parking within a building rather than abutting the street at ground level, which could result in a lower 'suburban centre' level of vibrancy.

Each of the factors above have been taken into consideration when drafting the R-AC0 and broader District Centre zone site and development requirements, particularly when devising controls for boundary walls, the height of buildings adjacent to boundaries, upper storey setbacks, and overall plot ratio. 3-5 storey building heights, especially with 5th, 4th and in some cases 3rd storeys set back from the street, will retain a fairly low-rise streetscape character, but still provide sufficient density to build vibrancy and support investment.

6. Amendment of Schedule 2 "Additional Uses"

When A74 was introduced for a number of properties on the periphery of the Busselton and Dunsborough City/Town centres, condition 5 was included to provide that urban design guidelines would be prepared to guide development for mixed use proposals.

With the introduction of the PSP and Volume 2 of the R-Codes, which applies to mixed use development, this condition is no longer relevant to the A74 properties on the periphery of the Dunsborough town centre. It is proposed that relevant properties are removed from A74 and re-inserted as a new Additional Use provision 'A84'.

The A84 'description of land' would apply to the same land that has been removed from A74. Condition 3 would be rewritten to clarify the circumstances in which a nil front setback could be considered and a new, subsequent condition would be introduced to provide design guidance for an active frontage. Condition 5 would be deleted as these requirements have otherwise been met through the PSP and Volume 2 of the R-Codes.

Conclusion

The PSP and associated Amendment support the DTC as the principal activity centre in the western portion of the District, and have been prepared in accordance with the policy measures set out in *State Planning Policy 7.2: Precinct Design* and draft *State Planning Policy 4.2: Activity Centres*.

The PSP sets out to plan for the strategic growth and development of the DTC, and it aims for a vibrant place of community and visitor activity that is one of the main centres of economic, social and cultural life in the District.

Statutory Environment

The key statutory documents relevant to this proposal include the Planning and Development Act 2005, the Planning and Development (Local Planning Schemes) Regulations 2015, and the relevant objectives and provisions of the City of Busselton Local Planning Scheme No. 21. Each is discussed below under appropriate subheadings.

***Planning and Development Act 2005* (the Act)**

The *Planning and Development Act 2005* outlines the relevant considerations when preparing and amending local planning schemes. The relevant provisions of the Act have been taken into account in preparing and processing this Amendment.

Part 5, Division 4, section 87 (2) (b) of the Act provides that the Minister may direct the local government to modify a Scheme amendment in a manner the Minister specifies before the amendment is resubmitted for approval.

***Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations)**

The Regulations came into operational effect on 19 October 2015 and introduced deemed provisions for the preparation, advertising and approval of structure plans (which term includes precinct structure plans). Local governments are to have 'due regard' to approved structure plans when making decisions relating to subdivision and development.

The Regulations identify three different levels of amendments – basic, standard and complex. The resolution of the local government is to specify the level of the amendment and provide an explanation justifying this choice. This Amendment is considered to be a 'standard' amendment.

Part 5, Division 5 of the Regulations outlines how a decision on a Scheme amendment is to be given effect. Regulation 63 (2) provides that, within 42 days of the Minister requiring the local government to modify and amendment, the local government must modify the amendment as required, execute the modified amendment, and submit to the Minister a copy of executed documents.

Local Planning Scheme No. 21

LPS 21 sets out the aims for the Scheme area, and controls, regulates and guides orderly and proper land use and development. A local planning scheme is to be read in conjunction with the Planning and Development (Local Planning Schemes) Regulations 2015.

Provisions that are applicable to the PSP and Amendment are set out in the table below.

PROVISION	**APPLICATION**
LPS 21 Scheme Map	Zoning in the PSP area.
Clause 3.2 Zone Objectives	Centre zone: • To provide a genuine centre of community life, socially, culturally and economically. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy. • To ensure that development provides for activation of the street and public spaces, high quality design and a variety of land uses. • To provide for medium to high density residential development.
Table 1	Permissibility of land uses within the defined zones.

Part 4 General Development Requirements	4.2 and 4.3 - Residential Design Codes and Special Application of Residential Design Codes (respectively) for application of the R-Codes for R-AC3 coded lots.
	4.8 Height of Buildings - for building height within the coastal zone and R-AC3 coded lots.
	4.20 Consolidation and Fragmentation of Land in the Regional Centre and Centre Zone - for the consolidation of land for integrated development and redevelopment.
	4.21 Development in the Regional Centre and Centre Zones - design guidelines not otherwise addressed in an endorsed ACP/PSP.
	4.22 and 4.23 respectively provide for Service Access and Service Courts in the Regional Centre and Centre Zones.
	4.24 and 4.25 respectively provide for Parking and Cash-in-Lieu of Parking in the Regional Centre and Centre Zones, whereby if parking cannot be provided at the specified rate then a cash-in-lieu contribution may be required.
Part 5 Special Control Areas	5.12 Development Contribution Areas – provides for a development contribution plan to be required for the pre-determined DCA, and various provisions relating to contributions arising.
	5.13 Drive-Through Facility Control Area – not permitted unless discretion has been exercised.
Schedule 2 Additional Uses	A74 (Residential zone) – 'Guesthouse', 'Medical Centre', 'Office', 'Consulting Rooms', 'Restaurant/Café', 'Shop' and 'Tourist Accommodation'.
	A83 (Centre zone) – 'Service Station' and 'Motor Vehicle Wash'.
Schedule 10 Development Contribution Area	Sets out the operational detail for DCA 1 (which is inclusive of the PSP area) including: infrastructure and administrative items to be funded; method for calculating cost contributions (applies to new dwellings); and the period of operation.

Relevant Plans and Policies

The key plans and policies most relevant to the proposal include:

1. *Leeuwin-Naturaliste Sub-regional Strategy (2019) (LNSRS)*
2. *City of Busselton Local Planning Strategy (2019) (LPS)*
3. *Dunsborough Town Centre Conceptual Plan (2014)*
4. *State Planning Policy 3.0: Urban Growth and Settlement (2006) (SPP 3.0)*
5. *Draft State Planning Policy 4.2: Activity Centres (2020) (SPP 4.2)*
6. *State Planning Policy 7.2: Precinct Design (2020) (SPP 7.2)*
7. *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (2019) (R-Codes Vol. 2)*

Each is discussed below under appropriate subheadings.

1. Leeuwin-Naturaliste Sub-regional Strategy (2019) (LNSRS)

The LNSRS is a strategic plan to manage change in the sub-region by guiding growth and development to achieve positive social, economic and environmental objectives.

The LNSRS identifies Dunsborough as the only 'Major Town' in the sub-region settlement hierarchy, servicing a larger population catchment and offering a greater number of services relative to the lower tier settlements of 'Town' and 'Village'. The strategy aims to encourage development in larger settlements in a manner that will support and enhance existing facilities, services and infrastructure, and facilitate the planned and timely provision/expansion of same. The PSP seeks to reinforce Dunsborough as a vibrant and attractive activity centre, guiding and facilitating desirable mixed use development in a manner that best utilises infrastructure and services and retains character and amenity, and the environmental values of the public realm.

The PSP accords with the LNSRS by serving to complement and inform higher level strategic planning for the Dunsborough townsite and environs as a whole. The PSP addresses key issues identified in the LNSRS within the TC such as vehicle access, movement networks and car parking.

2. City of Busselton Local Planning Strategy (2019) (LPS)

The LPS sets out the longer-term planning direction for the District, and provides strategic rationale for appropriately applied decisions relating to orderly and proper planning and development.

The objectives and strategies highlighted below provide for the preparation of the Dunsborough PSP, and have been considered in the contextual analysis and implementation requirements of the PSP.

Theme 1: Settlement and Community	
Objective 7.1 a)	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...
Strategy 7.2 f)	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… Dunsborough Town Centre…. 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 those 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.
Strategy 7.2 h)	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...
Theme 2: Activity Centres and Economy	
Objective 8.1 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.
Strategy 8.2 a)	Support and proactively plan for employment growth and economic development to support a growing population within established activity centre… frameworks, and through: ensuring 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 for employment growth and economic development.
Strategy 8.2 c)	Support and pro-actively plan for activity centre development as set out in the established activity centre framework, with 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… significant expansions of existing activity centres shall be accompanied by an 'Activity Centre Plan' [now called a Precinct Structure 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 an Activity Centre Plan for… Dunsborough to provide future planning direction for these activity centres.
Strategy 8.2 d)	Significant office development should be located within or adjacent to the... Dunsborough Town Centre…

The LPS supersedes previously endorsed sector-based strategies in the City of Busselton, including the *Local Commercial Planning Strategy (2010)* and the *Local Cultural Planning Strategy (2011).*

3. Dunsborough Town Centre Conceptual Plan (2014)

The DTCCP includes planning initiatives to rezone land within the PSP area to promote and accommodate increased density for residential and mixed use purposes, activation and connectivity to the foreshore area. These initiatives were largely implemented through Amendment 1 to LPS 21 (gazetted 4 August 2017).

4. *State Planning Policy 3.0: Urban Growth and Settlement (2006) (SPP 3.0)*

SPP 3.0 sets out the underlying principles and considerations applying to the orderly and proper planning of urban growth in settlements across Western Australia.

The PSP responds to SPP 3.0 by supporting higher density residential development in and around the TC; by consolidating retail, employment, recreational and other activities attracting large numbers of people in the recognised and established activity centre; and by enabling mixed use development providing for a wide range of living, employment and leisure opportunities over time.

The preparation of the PSP further responds to SPP 3.0 by actively engaging with the local community and other relevant stakeholders, with the of aim of guiding desirable and optimum urban design and development to create and enhance community identity, sense of place, walkability, liveability and social interaction.

5. *Draft State Planning Policy 4.2: Activity Centres (2020) (SPP 4.2)*

The intent of SPP 4.2 is to ensure planning and development adequately considers the distribution, function and broad land use considerations for activity centres. SPP 4.2 applies more particularly to the Perth, Peel and Greater Bunbury Region Scheme areas, but its guiding principles may also be appropriately applied outside those areas.

The City of Busselton *Local Planning Strategy* (LPS) identifies a hierarchy of activity centres and the Dunsborough TC aligns with the draft SPP 4.2 category of a 'District Centre'. The PSP further meets the objectives of SPP 4.2 by addressing matters such as development intensity and land use mix, density and diversity of housing, access and movement networks, and due consideration of environmental, social and economic values.

6. *State Planning Policy 7.2: Precinct Design (2020) (SPP 7.2)*

SPP 7.2 provides guidance on the design, planning, assessment and implementation of precinct structure plans, and applies to activity centres and precincts, as identified in SPP 4.2, throughout Western Australia.

SPP 7.2 has been drafted in the context of the design principles of SPP 7.0, assisting with the guidance and evaluation of orderly and proper planning and development and how that best contributes to the overall objectives of the design of the built environment.

The PSP responds to SPP 7.2 by addressing land use, density and development (including built form), access arrangements, infrastructure, environmental assets and community facilities in order to inform consideration and assessment of future subdivision and development proposals.

7. *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (2019) (R-Codes Vol. 2)*

The R-Codes Vol. 2 provide comprehensive planning and design standards for the development of apartments (multiple dwellings) in residential areas coded R40 and above, including dwelling components of mixed use development in activity centres. The R-Codes Vol. 2 guide and assist strategic planning and the preparation of local government controls, design guidelines and the assessments.

The local government may vary or augment design elements of The R-Codes Vol. 2, provided these remain consistent with the various design element objectives. One such mechanism is the preparation of an activity centre plan (including a Precinct Structure Plan).

Financial Implications

There are no financial implications associated with the officer recommendation.

Stakeholder Consultation

If the Council resolves to initiate the Amendment and support the PSP proposal, the relevant Amendment documentation would be referred to the Environmental Protection Authority (EPA) for consideration of the need for formal assessment under Part IV of the *Environmental Protection Act 1986*. Should the EPA resolve that the Amendment does not require formal assessment, then the Amendment document and the PSP will be advertised for 42 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

To facilitate consultation, the following actions will be undertaken:

- Targeted notices to property owners within and abutting the PSP area, and Dunsborough-based stakeholder groups.
- Notices in the local newspaper and through the Bay to Bay e-newsletter.
- A notice on the City's website, including a portal to be created using the City's *Your Say* platform for the online lodgment of submissions.
- Information sessions (including through walking tours) in Dunsborough for landowners, stakeholder groups and the community.
- Engagement with the recently formed Dunsborough Reference Group.

Independent facilitation of some aspects of consultation may be investigated.

Risk Assessment

An assessment of the potential implications of implementing the officer recommendation has been undertaken using the City's risk management framework, with risks assessed taking into account any controls already in place. No risks of a medium or greater level have been identified.

Options

As an alternative to the proposed recommendation the Council could:

1. Seek further information before making a decision.
2. Modify the Amendment and/or PSP before advertising.
3. Decline the initiation of the Amendment and/or PSP.

The officer assessment has not revealed any substantive issue or reasonable grounds that would support the above options.

CONCLUSION

The PSP and Amendment provide for the development of the DTC in accordance with the objectives of the statutory environment, and State and Local plans and policies. Officers recommend that the Council adopt both proposals for the purposes of public consultation, which will include referral of the Amendment to the EPA, and subsequent referral to relevant state government agencies, landowners, stakeholder groups and community members.

TIMELINE FOR IMPLEMENTATION OF OFFICER RECOMMENDATION

The implementation of the Officer Recommendation would require initial referral of the Amendment to the Environmental Protection Authority, which would occur within one month of the Council decision.

City of Busselton
Geographe Bay

Disclaimer: Every effort has been made to make the information displayed here as accurate as possible. This process is ongoing and the information is therefore ever changing and cannot be disseminated as accurate. Care must be taken not to use this information as correct or legally binding. To verify information contact the City of Busselton office.

Attachment A - Aerial Photo:
DUNSBOROUGH PRECINCT STRUCTURE PLAN AREA

22/04/2022

1:3000 @ A3L

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City of Busselton
Geographe Bay

DUNSBOROUGH
PRECINCT STRUCTURE PLAN
2022

ENDORSEMENT PAGE

This precinct structure plan is prepared under the provisions of the *City of Busselton Local Planning Scheme 21*.

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

_____
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 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

_____
Witness

_____
Date

_____
Date of Expiry

TABLE OF AMENDMENTS

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

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GLOSSARY

EXECUTIVE SUMMARY

PART ONE: IMPLEMENTATION

PART TWO: EXPLANATORY SECTION

GLOSSARY OF TERMS USED

ABS	Australian Bureau of Statistics
BHL	Bushfire Hazard Level Assessment (Ecosystem Solutions, 2020)
City	City of Busselton
DTCCP	Dunsborough Town Centre Conceptual Plan (City of Busselton, 2014)
DUP	Dual use pathway
LDP	Local Development Plan
LPS 21	Local Planning Scheme No. 21 (City of Busselton, 2014)
LNSRS	Leeuwin-Naturaliste Sub-regional Strategy (WAPC, 2019)
OBRM	Office of Bushfire Risk Management
PLUC	Planning land use categories
POA	Postal Area (ABS census data)
PSP	Precinct Structure Plan
PSP area	Precinct Structure Plan project area
PTA	Public Transport Authority
SWLUEP	South West Region Land Use and Employment Survey 2018 (WAPC, 2018)
TC	Dunsborough Town Centre
UDA	Urban Design Assessment (Urbis, 2020).
WAPC	Western Australian Planning Commission

EXECUTIVE SUMMARY

The Dunsborough Precinct Structure Plan (PSP), together with revisions to the City's *Local Planning Scheme No. 21* (Scheme or LPS21), will deliver a robust planning framework to facilitate the ongoing development and redevelopment of the Dunsborough Town Centre, reaffirming its position as a vibrant, functional and attractive centre of the local community, while providing a high level of services and experiences for both residents and visitors.

The Town Centre is undergoing a transitional period, with significant recent interest in new development. The future and function of the Town Centre will be addressed through the PSP, with an effective combination of vision and practical implementation to enable its ongoing and growing role as a major town in the region, while retaining key elements of character and identity.

The existing Town Centre is diverse in nature, land use and design. An established crucifix form, public realm interface and engaged local community provide a great starting point to leverage from. Critically, though, the Town Centre currently lacks robust built form guidelines and a safe, comfortable and convenient pedestrian/cyclist network, and improvements can be made to connectivity with the broader road network.

The planning for this PSP has been led by the City of Busselton in consultation with key stakeholders including the local community, business owners, and the Department of Planning, Lands and Heritage.

The Town Centre is planned to provide:

- An enhanced urban ecology, including improvements to Dugalup Brook, and protection of existing vegetation and habitat.
- An improved public realm, including the quality and connectivity of green linkages, acknowledgement of Aboriginal heritage, and an expandable public event space.
- An improved movement network that is legible, safe, comfortable and convenient for all users, with better access/egress to and from the Town Centre, and an adequate car parking supply.
- Land uses that service daily needs of the local community and allow for increased residential density to achieve urban consolidation, while being appropriately scaled consistent with the evolving character and identity of the town.
- A built form framework that introduces a nuanced approach, and seeks to address community concerns about the height, bulk and scale of development proposals.

Implementation of the PSP requires both private and public investment. The PSP is a framework to guide future change and attract new investment to the area, and its success will rely on the co-operation and collaboration of the City of Busselton, State government agencies, local land and business owners and the community more broadly.

This PSP, as required by the relevant clauses of the *Planning and Development (Local Planning Schemes) Regulations 2015*, provides standards to be applied for buildings, structures and other works, and arrangements for the management of services and vehicles. The PSP is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority. The PSP also sets out the rationale for a range of changes to the Scheme.

The PSP will reinforce Dunsborough's role as a major town in the region, to service the future needs of the local community and broader region in a manner and form that is consistent with higher level planning documents, and the strategic direction of the City of Busselton and the Western Australian Planning Commission.

PART ONE: IMPLEMENTATION

1. Precinct plan area

This precinct plan area applies to the land identified within the inner edge of the line denoting the Precinct Structure Plan (PSP) on the **Dunsborough Precinct Structure Plan Map**.

The PSP is approximately 31.85 hectares in area and incorporates all roads, reserves and land that is zoned 'Centre' (to be renamed 'District Centre'), as well as some medium density Residential-zoned land with Additional Use rights fringing the Town Centre. The PSP area also includes land currently zoned Tourism and Residential immediately north of the intersection of Cape Naturaliste Road and Caves Road.

Figure 1: Dunsborough Precinct Plan Area

2. Objectives

The principal objectives of this PSP are:

a) Meet the daily needs of the service population and visitor economy and enable employment, goods and services to be accessed efficiently and equitably by the community.

b) Increase the density and diversity of housing in and around the Town Centre to support housing choice.

c) Achieve built form and landscape design that reflects a contemporary, human-scaled coastal town setting.

d) Promote land uses and activities that engage with the public realm to offer activation and interest.

e) Achieve a pedestrian and cycle focused environment that ensures safe and comfortable movement within, to and from the Town Centre.

f) Provide green spaces that enhance the natural environment, frame the Town Centre and provide a unique main street setting.

3. Operation

This Precinct Structure Plan comes into effect on the date that it is adopted by the Western Australian Planning Commission (WAPC).

4. Staging

Staging of the PSP is largely based on the concurrent advancement of Amendment 52 to *Local Planning Scheme No. 21* (LPS 21), including most the following actions which are set out in the context of the design elements addressed in Section 6 of the PSP.

DESIGN RESPONSE	LPS 21 AMENDMENT SUMMARY
Public Realm	Introduce development standards for boundaries abutting public reserves.
Movement	1. Revise zoning and/or tenure arrangements to provide land for: • Improved road connectivity; • Strategic, peripheral public car parking. 2. Introduce development standards relating to: • Prioritisation of pedestrian movement and comfort; • Location of car parking; • Rationalisation of crossovers and internal access easements.
Land Use	1. Revise residential density coding: • Activity Centre 'AC' coding in the District Centre zone; • Residential 'R' coding in the Residential zone. 2. Amend the Zoning table/land use permissibility: • Remove undesirable/unachievable uses in the Centre zone.
Built Form	1. Introduce R-AC0 primary controls for most of the Town Centre, allowing a customised approach to primary controls. 2. Introduce new development standards relating to: • Location-specific lot boundary setbacks; • Upper storey setbacks from lot boundaries and lower storey building edges; • Activation of public interface.

Staging is also dependent on the timing and willingness of individual landholders to develop their sites, as well as a number of key infrastructure and public realm triggers. This would result in investment in a number of actions, set out in 'Output Plans' in Section 6, in the context of the design elements addressed in the PSP.

DESIGN RESPONSE / OUTPUT PLAN	SHORT TERM (1-2 years)	MEDIUM TERM (2-5 years)	LONG TERM (5-10 years)
Urban Ecology	Green Network Plan		
	Environmental Conservation Plan		
Public Realm	Aboriginal Cultural Heritage Plan		
		Future Public Spaces	
Movement	Traffic Network Upgrade		
	Pedestrian/Cyclist Network Upgrade		
		Parking Supply and Management	

5. Subdivision and development requirements

Subdivision and development of the land will not be supported unless the following criteria are met to the satisfaction of the City.

Residential zone:

1. The consolidation of land to assemble larger land parcels suitable for integrated development or redevelopment is encouraged and supported. Fragmentation of land within this area, unless it is part of an overall plan for integrated development or redevelopment, will generally not be supported.
2. Subdivision proposals resulting in battleaxe lots or similarly designed common property access will not be supported.
3. On land coded R80 upper storeys should be setback from the ground floor external wall face, on all boundaries, as follows:
   a) Third storey external wall face and/or balcony roof: minimum 4m; and
   b) Fourth storey external wall face and/or balcony roof: minimum 8m.

   The decision-maker may approve or require upper storey setbacks which vary from those specified above, subject to being satisfied that the setbacks are consistent with the Element Objectives specified under Elements 2.6 and 2.7 of Volume 2 of the R-Codes.
4. Where mixed use development is proposed, a service court shall be provided for the storage and concealment of refuse disposal bins and other material of trade. The service court shall be designed and screened to the satisfaction of the local government.

District Centre and Residential zones:

5. The consolidation of cross-overs and provision of internal access easements for integrated development or redevelopment is encouraged and required:
   a) Easement(s) should be provided in accordance with Section 136C of the *Transfer of Land Act 1893*, on the certificate(s) of title, specifying access rights for the benefit of adjacent lots; and

b) New vehicle access points from Caves Road, Dunn Bay Road or Naturaliste Terrace will not be supported, unless no reasonable alternative is available.

6. At-grade car parking incorporated into a development which caters for eight or more vehicles shall be landscaped with suitable trees at the rate of one tree per four bays.

7. All development abutting Dugalup Brook should incorporate Water Sensitive Urban Design principles, including but not limited to:

   a) Water and nutrient wise landscaping;

   b) Permeable paving and ground covers; and

   c) Rain gardens, bio filters, tree pits, green walls and/or vegetated soak wells.

6. Local development plans

Within the PSP area, a Local Development Plan (LDP) is required prior to the subdivision and/or development (other than relatively minor development) of land identified as a LDP site on Figure 2: LDP Locations. The key considerations identified in Table 1: LDP Requirements are to be addressed in addition to relevant site and development requirements.

Figure 2: LDP Locations

Table 1: LDP Requirements

LDP Site	General Description	Considerations
1	Lots bound by Dunn Bay Road, Naturaliste Terrace and Caves Road, as depicted (subject to current subdivision	• Consolidation and rationalisation of land parcels where possible to achieve optimum developable areas/sites. • Responsive to the prominence of the site as a main entry point to the Town Centre. • Responsive to visual amenity from Caves Road.

	proposal – future lot nos. to be determined).	• Responsive to existing and proposed landscaping to maintain 'green linkages' through the Town Centre. • Consolidation of vehicle access to the LDP site, with restricted access from Naturaliste Terrace and Dunn Bay Road, and no access from Caves Road. • Internal easement/s to allow shared access to all land parcels. • Establish an east-west mid-block pedestrian linkage to provide community benefit.
2	Lots bound by Dunn Bay Road and Caves Road, as depicted, and inclusive of current Lots 1-2 (No. 1/64 & 2/64) Dunn Bay Road to the west and Lots 1-3 & 6-10 (No. 1/54-8/54) Dunn Bay Road to the east.	• Consolidation and rationalisation of land parcels where possible to achieve optimum developable areas/sites. • Responsive to visual amenity from Caves Road. • Consolidation of access to the LDP site, with restricted access to Dunn Bay and no access from Caves Road. • Internal easement/s to allow shared access to all land parcels.

Any LDP shall be prepared and approved in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and *State Planning Policy 7.2 Precinct Design – Precinct Plan Manner and Form* (WAPC, 2020).

7. Other requirements

Land within the PSP boundary is within Development Contribution Area 1 – Community Infrastructure (DCA 1) as identified on the LPS 21 map (Sheet 34). The Development Contribution Plan for DCA-1 should be read in conjunction with this PSP.

A landowner shall be liable to make a cost contribution at the time and in the circumstances contemplated in Part 5.12 and Schedule 10 of LPS 21, and this will be imposed as a condition of subdivision or development approval, generally whichever is granted first.

8. Additional information

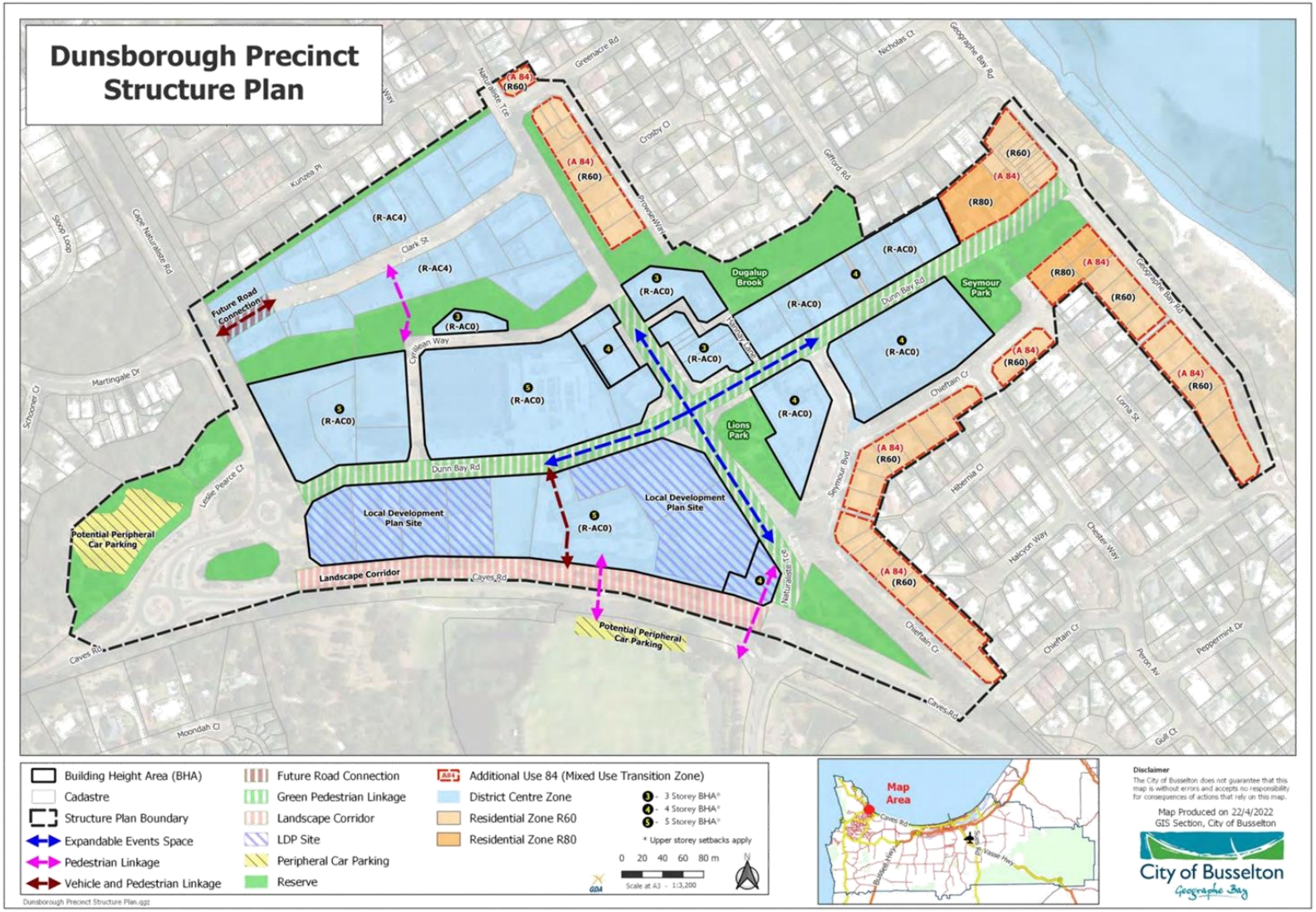
Table 2 outlines information which may be required/called upon to ensure that the aims and objectives of the PSP are observed and fulfilled. This information is in addition to any requirements of LPS 21 and/or Local Planning Policies.

Prior to the formal lodgement of an application, proponents should consult with the City to identify any additional requirements.

Table 2: Additional Information Requirements

Additional Information	Description	Planning Stage
Aboriginal Heritage Risk Assessment	Undertake a search of the Aboriginal Heritage Inquiry System and, where applicable, a risk assessment of	LDP, Subdivision and/or

	the project using the State's Aboriginal Heritage Due Diligence Guidelines.	Development Application
Bushfire Management Plan	In accordance with the requirements of SPP 3.7 and associated Guidelines, and to ensure the implementation of effective, risk-based assessments of planning and development to protect life and property and mitigate the potential impacts of bushfire.	LDP, Subdivision and/or Development Application
Transport Impact Statement / Traffic Impact Assessment	Dependent on the scale of development and where development proposes to vary the parking or access requirements of the PSP, or as otherwise deemed necessary by the City.	LDP, Subdivision and/or Development Application
Road Traffic Noise Assessment	Acoustic assessment of noise received by proposed residential and/or short stay accommodation development within 200m of Caves Road.	LDP, Subdivision and/or Development Application
Design Review	An independent and impartial evaluation in which experts on the built environment assess the design of the proposal.	Development Application
Sustainability Evaluation	Dependent on the scale and complexity of development, provide an assessment of sustainability performance based on a recognised framework (e.g. The Green Building Council's *Green Star Communities* rating tool).	Development Application
Environmental Noise Assessment	Environmental Noise Assessment demonstrating capacity for non-residential development to comply with noise regulations, including taking into account future residential development in the PSP area.	Development Application
Noise Management Plan	Detailing the control of all noise emanating from the development site.	Development Application
Landscape Plan	A Landscape Plan having regard to plant species that will persist and regenerate under localised conditions.	Development Application
Waste Management Plan	The potential impact of waste collection on the character and amenity of residential development in the PSP area, especially residential development.	Development Application


Dunsborough Precinct Structure Plan
Future Road Connection
Local Development Plan Site
Local Development Plan Site
Potential Peripheral Car Parking
Landscape Corridor
Potential Peripheral Car Parking
Dugalup Brook
Seymour Park
Lions Park
Dunn Bay Rd
Caves Rd
Clark St
Chieftain Cr
Building Height Area (BHA)
Cadastre
Structure Plan Boundary
Expandable Events Space
Pedestrian Linkage
Vehicle and Pedestrian Linkage
Future Road Connection
Green Pedestrian Linkage
Landscape Corridor
LDP Site
Peripheral Car Parking
Reserve
Additional Use 84 (Mixed Use Transition Zone)
District Centre Zone
Residential Zone R60
Residential Zone R80
3 - 3 Storey BHA*
4 - 4 Storey BHA*
5 - 5 Storey BHA*
* Upper storey setbacks apply
0 20 40 60 80 m
Scale at A3 - 1:3,200
Map Area
Disclaimer
The City of Busselton does not guarantee that this map is without errors and accepts no responsibility for consequences of actions that rely on this map.
Map Produced on 22/4/2022
GIS Section, City of Busselton
City of Busselton
Geographe Bay

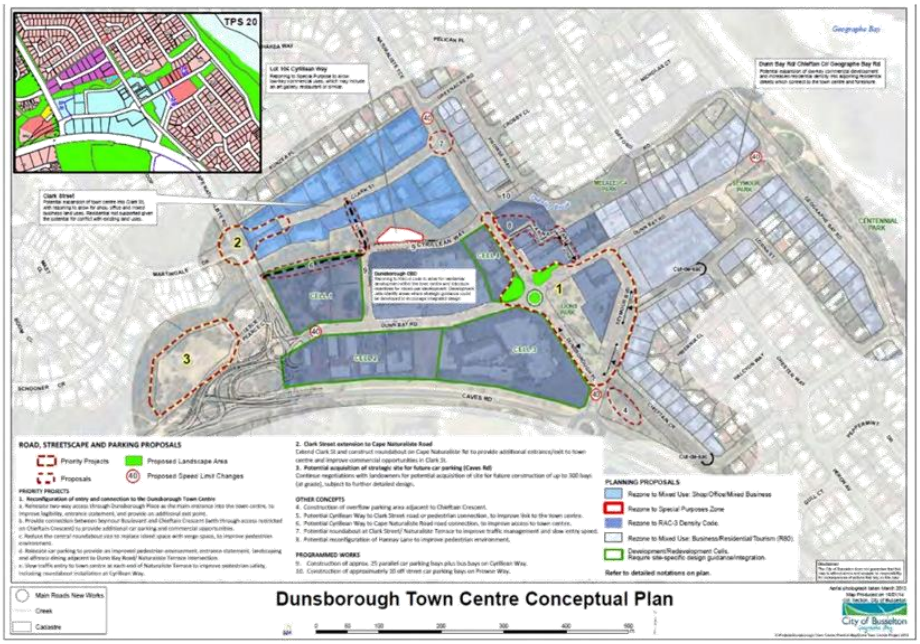
PART TWO: EXPLANATORY SECTION

1. Introduction: Precinct Type and Form

Dunsborough Town Centre (TC) is identified in the *Local Planning Strategy 2019* as the principal activity centre in the western portion of the Busselton District. As such it is considered an 'Activity Centre Precinct' under the provisions of *State Planning Policy 7.2: Precinct Design* and draft *State Planning Policy 4.2: Activity Centres*. This Precinct Structure Plan (PSP, formerly known as an Activity Centre Plan) sets out to plan for the strategic growth and development of the TC. It aims for a vibrant place of community and visitor activity that is one of the main centres of economic, social and cultural life in the District.

As Dunsborough has developed over time, the City has been planning to facilitate improvements to the function, attractiveness and vitality of the TC. Over many years this process has included a review of past planning instruments and technical studies, on-ground assessments of parking and access issues, and multiple rounds of consultation with stakeholders, including landowners, residents and community groups. An important milestone in that ongoing process was the *Dunsborough Town Centre Conceptual Plan* (DTCCP), which was adopted as an overall, guiding document by the Council in January 2014 (Figure 3), and has been subject to ongoing implementation.

Figure 3: Dunsborough Town Centre Conceptual Plan (2014)



While not forming part of the planning framework, the DTCCP reflected a number of recommendations from the City's *Local Commercial Planning Strategy (2010)* and *Local Cultural Planning Strategy (2011)*, and various projects have subsequently been progressed through to completion. For example, Amendments 1 and 29 to *Local Planning Scheme No. 21* (LPS 21) included a range of significant changes to planning controls for the TC, including:

- Introduction of the R-AC3 coding to support residential and mixed use development and building height controls to allow for 4 to 5 storey developments.
- Extension of the TC through rezoning of Clark Street to Centre zone (with R-AC3 density coding).
- Introduction of an Additional Use area (AU74) fringing the TC to provide additional, low-impact business/commercial opportunities and a legible transition between land uses in the centre and adjoining residential areas.
- Expansion of TC provisions in Part 4 'General Development Requirements'.
- Introduction of a range of incentives (including increased plot ratio) to support mixed use development.
- Revocation of obsolete Additional Uses and Special Provisions.

A number of on-ground improvement works and other endorsed initiatives, including streetscape and public open space enhancements, have also been completed or are in progress.

The intention of the PSP is to provide updated planning and policy guidance to follow on from changes adopted through Amendments 1 and 29.

The project area boundary (Figure 1) only slightly changes the project area identified in the DTCCP process with the addition of Lot 81 (No. 18) Geographe Bay Road, near to the intersection of Gifford Road, and it generally takes into account the planning initiatives that have already occurred. Planning and design in the PSP area is focussed on ensuring that the TC remains a community focal point that includes a variety of commercial, retail and hospitality activity, additional housing choice, and entertainment and tourism opportunities.

2. Purpose

The purpose of this PSP is to provide detailed planning guidance in order to achieve the principal objectives identified in Part One ('Implementation').

The PSP will:

1. Take into account the recommendations of significant strategic planning documents, including the City's *Local Planning Strategy* (2019) and the *Leeuwin-Naturaliste Sub-regional Strategy* (WAPC, 2019) (LNSRS).
2. Address matters in relation to Dunsborough being an established 'Activity Centre Precinct', and:
    a. Provide for an appropriate mix of land uses to enable business activity, service provision, employment opportunities and housing choice.
    b. Guide subdivision/amalgamation and development to support high quality built form outcomes.
    c. Integrate transport and movement networks to ensure strong linkages between the TC and surrounding areas, to support safe, efficient access and movement for vehicles, pedestrians and cyclists.
    d. Strengthen green networks and the public realm to achieve a pedestrian-friendly, high amenity streetscape with opportunity for community activity.

3. Site and context analysis

This section identifies the key information and processes that have informed the PSP. Consideration is given to the catchment area, which includes residents who generally travel to the PSP area for daily and weekly needs; as well as the substantial visitor/tourism economy of Dunsborough and the broader region. An analysis of physical and non-physical characteristics within the PSP area, contributing to the unique character of Dunsborough, is provided in the following sections.

3.1. Physical context

Section 3.1 provides an overview of the location, landscape and environmental factors integral to the PSP area, as well as the connections within and between the site and its surroundings.

3.1.1 Location: Regional Context

Dunsborough is classed as a 'Major Town' in the LNSRS, and is the principal activity centre in the western portion of the District of Busselton. It is situated approximately 25km west of the Busselton Regional Centre, 80km south west of the Bunbury Regional City, and 250km south of the Western Australian Capital City, Perth. The Dunsborough area is now the fourth largest centre of settlement in the South West Region (after Greater Bunbury, Busselton and Margaret River).

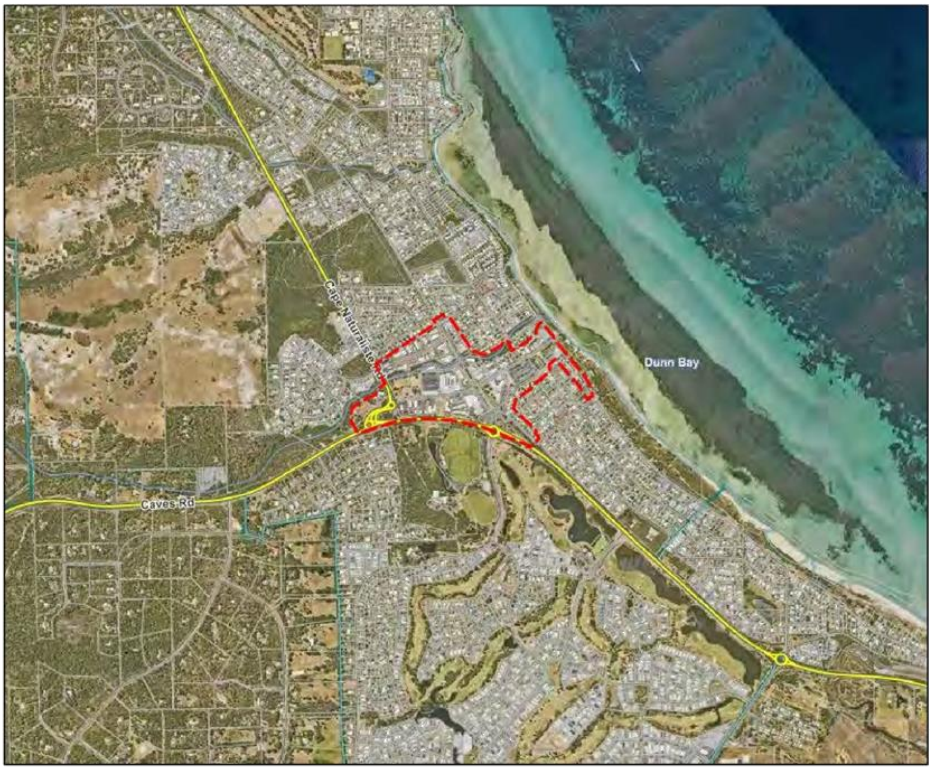
The PSP area is located adjacent to the intersection of the arterial roads Caves Road and Cape Naturaliste Road. Caves Road provides access to the broader primary distributor network and destinations such as Bunbury, Margaret River and Perth.

Figure 4: Regional Context

3.1.2 Location: Local Context

The PSP area is the heart of the Dunsborough urban area, and is surrounded by residential and tourism developments, public open space, and community facilities such as schools and sporting fields. The PSP area is located on the eastern side of the Cape Naturaliste Peninsula, and at the western end of Geographe Bay. The TC has generally developed on east-west and north-south axes, along Dunn Bay Road and Naturaliste Terrace.

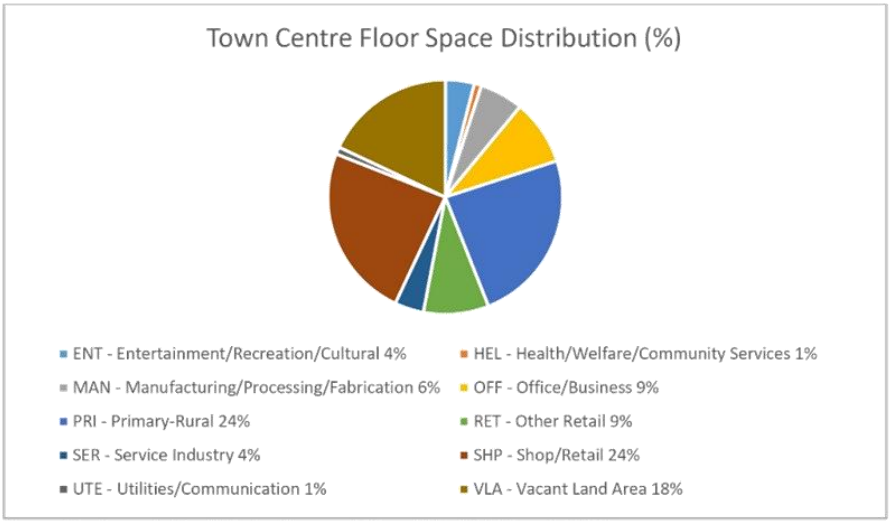
Figure 5: Local Context



3.1.3 Land Use and Open Space

Land uses in the TC, excluding Residential use, are grouped according to the floor space distribution of planning land use categories (PLUC) (Figure 6). Figures below are derived from the *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018) (Appendix 1).

Figure 6: Town Centre PLUC Floor Space Distribution



Source: *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018)

Figure 6 demonstrates that approximately 24% of land uses in the PSP area are classified as Primary Rural. This, however, includes Lions Park, Seymour Park and various land parcels reserved for preservation, protection and enhancement of Dugalup Brook.

The TC is developed with a mix of commercial land uses, in particular the Shop/Retail PLUC, comprising 24% of the total floor space distribution. A further 9% of the distribution is taken up by Other Retail outlets that are located in Clark Street.

The Manufacturing/Processing/Fabrication and Service Industry land uses together account for 10% of the overall floor space distribution, and are located in Clark Street (rezoned through Amendment 1 to LPS 21, from Light Industry to Centre zone). Some land uses within these PLUCs (for example, Motor Vehicle Repair) are prohibited uses in the Centre zone. It is anticipated that such non-conforming uses will, over time, relocate to Industrial or Service Commercial-zoned areas, for example Enterprise Park located approximately 2.5km from the PSP area, or further afield, the Vasse Business Park.

Various TC sites were vacant (18% of the total floor space distribution), and there is some older style housing that may be suitable for redevelopment.

The peripheral Residential zoned land is largely developed with dwellings, some having approved tourism-related uses (e.g. short term accommodation, refer to Figure 28). Some of these peripheral sites also have Additional Use rights which allow for low-key commercial and service land uses to support the TC.

Future increases in floor space demand will be driven primarily by population growth, followed by tourism (*Dunsborough [Town] Centre Commercial Growth Analysis*, Pracsys, 2018). Figure 7 summarises the estimated growth in commercial floor space demand, taking into account baseline, moderate and high growth scenarios over the 10 years from 2018 to 2028. A key issue identified in the *Dunsborough [Town] Centre Commercial Growth Analysis* (2018) is the lack of vacant land to provide for the expected demand, even in the baseline scenario.

Figure 7: Estimated Floor Space Growth by PLUC (m²)

PLUC Category	Existing (NLA)	Baseline	Moderate	High
Shop/Retail	15,379	3,499	4,548	4,901
Office/Business	6,031	2,452	2,934	3,183
Entertainment	2,403	963	1,224	1,310
Health/Welfare	945	384	460	499

Source: *Dunsborough [Town] Centre Commercial Growth Analysis* (Pracsys, 2018)

The PSP provides an opportunity to devise appropriate design responses so that commercial activity continues to be a major driver of the TC, and investment is encouraged to maintain the vibrancy and purpose of the TC while also reducing potential retail leakage. High land values in the TC mean that reasonably dense development is often needed to achieve reasonable return on investment for new development proposals.

3.1.4 Tenure, Ownership and Buildings

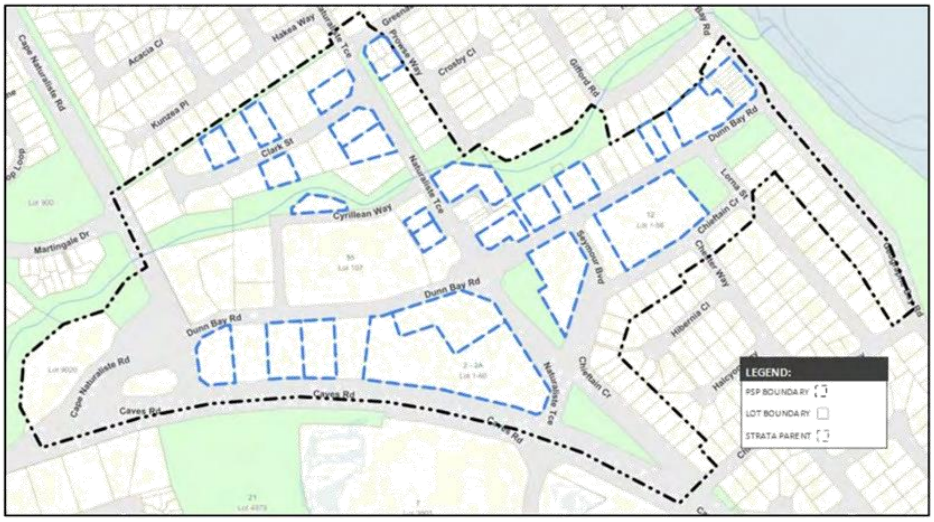
The PSP area has a mix of land in private ownership, Reserves, and two Residential zoned lots owned by the Western Australian Housing Authority. Private and public ownership is depicted in Figure 8.

Figure 8: Land Ownership

Private ownership is further divided into freehold and strata titles (Figure 9). Strata titled lots with a large number of owners can sometimes present complexities and constraints for redevelopment. This is particularly relevant for some older strata titled sites characterised by buildings set well back from the street, or behind car parking bays and vehicle access ways, resulting in lower levels of pedestrian

movement and street activation. Lots 1 – 15 (No 42), south west of the intersection of Dunn Bay Road and Naturaliste Terrace, provide an example of this style of development.

Figure 9: Parent Strata Lots within the PSP area



An analysis of existing built form within the PSP area was undertaken in the *Dunsborough Urban Design Assessment* (Urbis, 2021) (Appendix 2). Built form to date has mainly been constructed as low rise (predominantly single or double storey) and low density, with no defined architectural character evident in the streetscape.

Some commercial development, particularly at the intersection of Dunn Bay Road and Naturaliste Terrace, has an active interface with pedestrian movement and is constructed to the front lot boundary. Other commercial buildings are set back behind car parking bays and vehicle access ways.

Private car parking is generally located at street level, separate from built form, contributing to low density and intensity of development – in a car dominated and suburban pattern.

The *Dunsborough Urban Design Assessment* identified a number of landmark sites, however only a limited number of these have been developed with significant buildings to date.

Several parcels of land around the intersection of Naturaliste Terrace and Dunn Bay Road have been developed in an irregular manner as a result of lot configuration, road reserve designation, and partial land acquisition, resulting in misaligned or complicated boundary lines (Figure 10). This has resulted in public assets located on private land and represents a constraint in streetscape planning and the conduct and maintenance of public works. Cadastral anomalies have, to a limited extent, been addressed and resolved as streetscape works identified in the DTCCP have been carried out.

Figure 10: Location of Boundary Irregularities

The PSP provides an opportunity, especially through appropriate PSP design responses, to encourage and manage height, scale, form, density and location of car parking in accordance with the *Local Planning Strategy* (2019) and LPS 21, allowing for growth of commercial development and increased housing choice, providing guidance on the nature of built form, and taking into account stakeholder values and interests.

3.1.5 Topography, Vegetation and Habitat

The PSP area is generally flat, with a slight fall (1:80) west to east towards the Dunsborough Foreshore and Geographe Bay. This landform gives limited opportunity for views, however, the flat environment is ideal for an active pedestrian and bicycle-oriented movement network.

Remnant vegetation is generally limited to the reserved land adjacent to Dugalup Brook, with some fragmented areas within other reserves and private landholdings. There is a Threatened Ecological Community (TEC) 'Banksia Dominated Woodlands of the Swan Coastal Plain' (Priority 3) identified at the western end of the PSP area (Figure 11).

Vegetation within the PSP area contains highly important habitat linkages for the 'Critically Endangered' Western Ringtail Possum, which is protected under the *Environmental Conservation and Biodiversity Act 1999* (Cth) and the *Environmental Protection Act 1986* (WA).

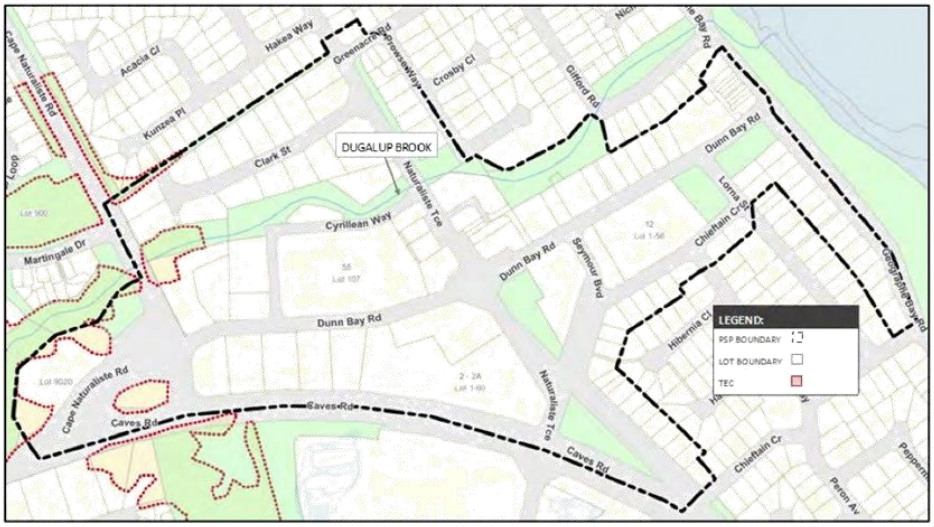
Dugalup Brook is the subject of a Reserve Management Plan, which aims to restore the ecological values (e.g. fringing vegetation, native fauna habitat) and functions (e.g. water flow, nutrient stripping, and flood control) of the Brook, and develop and maintain appropriate areas for public space. The Dunsborough Coast and Landcare Group is active in revegetating and maintaining the Brook.

Dugalup Brook runs through the PSP area, creating a green corridor between Clark Street and the remainder of the TC. The significant environmental amenity of the Brook and adjoining open space has, over time, offered opportunities for integration, for example through the development of active frontages that address the Brook, dual use pathways, pedestrian linkages between Clark Street and Cyrillean Way, and community nodes such as playgrounds and meeting places.

There is opportunity to further preserve remnant vegetation and TEC woodland through a review of land tenure arrangements, particularly small, fragmented and undevelopable land parcels such as the

portion of Lot 9020 Caves Road immediately east of the Caves Road and Cape Naturaliste Road roundabout.

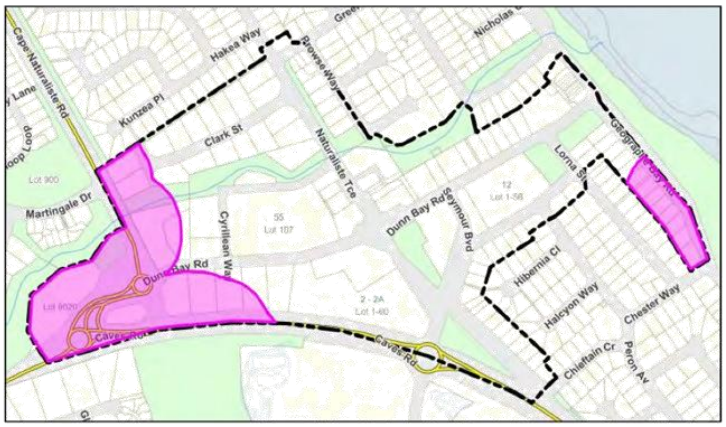
Figure 11: TEC 'Banksia Dominated Woodlands of the Swan Coastal Plain'



3.1.6 Bushfire Hazard

The western and eastern ends of the PSP area are identified by the Office of Bushfire Risk Management (OBRM) as being located within a 'Bushfire Prone Area' (Figure 12). A *Bushfire Hazard Level Assessment* (Ecosystem Solutions, 2020) (BHL) considers, at a high level, bushfire risk, and the nature of this risk in the context of the TC environment (Appendix 3).

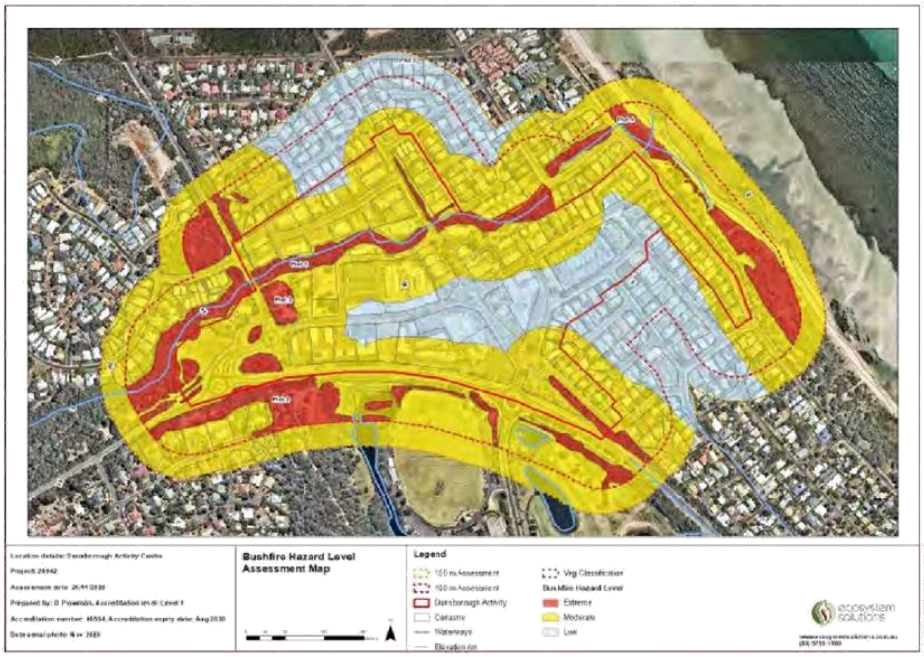
Figure 12: Bushfire Prone Areas within the PSP Area



State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) requires the hazard level of all land within the PSP area to be assessed and determined. The remnant vegetation in the Dugalup Brook reserve is not currently identified as Bushfire Prone. However, as it is located within the PSP area, it has been classified (as required by SPP 3.7) in accordance with *AS 3959-2018 Construction of Buildings in Bushfire Prone Areas*. As a result this vegetation is classified as a bushfire hazard.

The BHL establishes that the majority of land within the PSP area is classified as having a moderate BHL. A small portion of land is classified as having a low BHL, and, a portion classified as having an extreme BHL (Figure 13).

Figure 13: Bushfire Hazard Level Assessment (Ecosystem Solutions, 2020)



Source: *Bushfire Hazard Level Assessment* (Ecosystem Solutions, 2020)

The TC provides multiple options for access and egress, as well as availability of reticulated water, reticulation of open and green spaces, and close proximity to emergency services and places that can function as emergency evacuation centres. These factors mitigate concerns in regard to future development proposals in the PSP area and, in the event of a bushfire, would offer a safe place of refuge.

Many future subdivision or development proposals as likely to be mixed use or primarily commercial in nature, and may not trigger assessment under SPP 3.7. The residential lots in the east of the PSP area are all less than 1,100m² and therefore exempt from bushfire risk assessment. The proposals that are primarily habitable and not exempt will trigger the need for more detailed bushfire risk assessments, to demonstrate required compliance with SPP 3.7 and the associated Guidelines.

3.1.7 Physical Infrastructure and Services

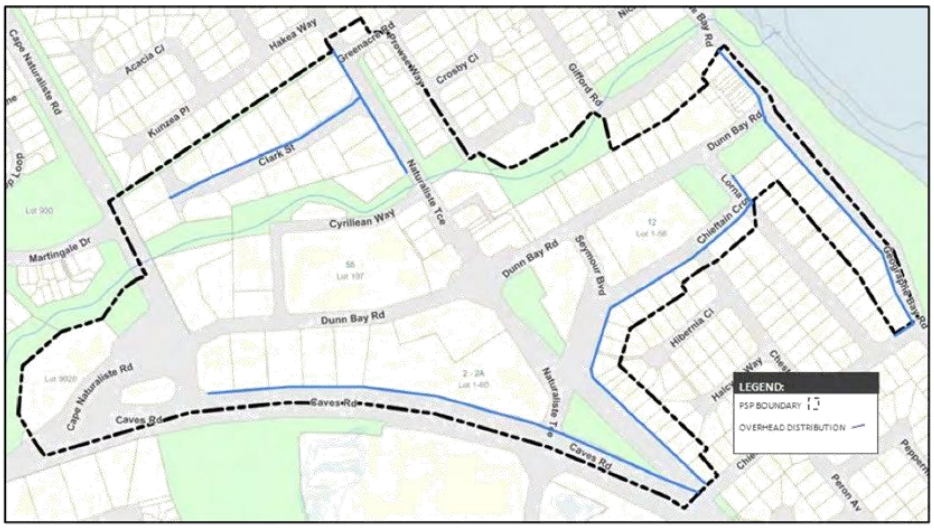
The PSP area is provided with most major servicing infrastructure, including reticulated water, wastewater, power and national broadband network telecommunications.

Underground power distribution occurs through most of the TC, however overhead distribution is found in peripheral areas such as Clark Street, part of Naturaliste Terrace, Geographe Bay Road, Lorna Street, Chieftain Crescent, and Caves Road (Figure 14), and inhibits the ability to allow natural growth of street trees.

There is no connection to reticulated gas, and no plans to expand the existing supply network from the Busselton urban area. Commercial and residential developments are serviced by LPG cylinders, available from local suppliers.

An opportunity exists to replace aging infrastructure, including the sinking of power lines, that is located in road reserves, including as streetscape upgrades occur.

Figure 14: Western Power overhead distribution powerlines in the PSP area



3.1.8 Social Infrastructure and Services

The LNSRS identifies Dunsborough as a 'Major Town' in the sub-region settlement hierarchy. Higher-order settlements include the Regional Centre of Busselton, and the Sub-regional Centre of Margaret River.

The present level of social infrastructure and services provision is generally sufficient to address the daily needs of the service population, with a diversity of higher-order services located in the Regional Centre of Busselton and Regional City of Bunbury. Whilst there is some need to expand infrastructure and services provision in Dunsborough, in the main that will occur outside the TC.

Within the PSP area, existing social infrastructure and services have been identified in the *Dunsborough [Town] Centre Commercial Growth Analysis* under the 'Health, Welfare and Community Services' PLUC. The police station was the only service identified and this represented 1% of the total floor space (net lettable area) distribution.

While there are limited medical and allied health services within the TC, these have been categorised under the *Dunsborough [Town] Centre Commercial Growth Analysis* as 'Office' PLUC (together with other Office uses such as real estate agencies and professional services). The 'Office' PLUC, as a whole, represents 9% of the total floor space (net lettable area) distribution.

Future growth of the 'Office' uses will typically be population driven, with a predicted requirement for 40-50% additional floor space over the next ten years. Whilst an increased capacity to work from home may mitigate that growth, Dunsborough has had high rates of working from home for many years (refer to Figure 22) and there is an increasing tendency for businesses to establish in regional, lifestyle locations.

Major infrastructure for arts, cultural and recreational facilities is not provided in the PSP area; however, open spaces provide flexible outdoor venues for events.

Provision of these facilities in Dunsborough and the broader District is addressed in the City's *Local Planning Strategy* (2019) and *Sport and Recreation Facilities Strategy 2020 – 2030* (2020). There is an opportunity to better integrate the Dunsborough Playing Fields and Naturaliste Community Centre to the south so that, potentially, arts, cultural and recreational facilities may be located in close proximity to the TC.

3.1.9 Vehicle Movement Networks

Vehicle access to the TC from east and west is through the primary distributor Caves Road, from the north through Cape Naturaliste Road, and from the south through Dunsborough Lakes Drive. A modification to vehicle access arrangements was implemented in 2013, when Main Roads reconfigured the western entry to the TC at the intersection of Caves Road and Cape Naturaliste Road.

The TC 'main streets' have generally developed along an east-west and north-south axis of local distributor roads, being Dunn Bay Road and Naturaliste Terrace. A number of local access roads intersect with these roads. The lack of permeability in the road network, especially north-south routes, focusses traffic on a small number of routes, contributing to congestion even at areas of relatively low overall traffic volume.

Changes to vehicle movement within the TC have been guided by the DTCCP (Figure 15) through the following actions:

- Reconfiguration of entry to the TC by reinstating two-way access through the southern portion of Naturaliste Terrace as a main entrance to the TC, including the construction of a roundabout at the intersection of Naturaliste Terrace and Seymour Boulevard, and a reduction in the size of the roundabout at the intersection of Naturaliste Terrace and Dunn Bay Road.
- Reconfiguration of connection to the TC through realigning Seymour Boulevard, and providing two connections between Seymour Boulevard and Chieftain Crescent.

Figure 15: TC road network upgrades

2014 2021

Service and freight vehicles access the TC from Caves Road at the intersection of Naturaliste Terrace, or at the intersection of Cape Naturaliste Road. Freight delivery to supermarkets located at Lots 15 and 107 Dunn Bay Road (IGA and Coles) occurs from Dunn Bay Road and Cyrillean Way (respectively) and is restricted to a single access point for each supermarket.

Population growth and tourism visitation will contribute to an increase in demand for commercial floor space over the next 10 years (see *Dunsborough [Town] Centre Commercial Growth Analysis*). These combined factors will contribute to additional vehicle movements through the TC, and there has also been a recent increase in the number of approvals, applications and pre-application enquiries for TC mixed use developments.

Currently there is no road connection between the northern part of the PSP area and the arterial road Cape Naturaliste Road, adding a greater volume of traffic congestion to Naturaliste Terrace, Dunn Bay Road and the core of the town centre generally, and reducing the overall permeability and efficiency of movement through the PSP area. Dugalup Brook provides a physical barrier with no alternate connection point available.

A connection from Clark Street to Cape Naturaliste Road would mitigate this issue, and the City is currently developing a micro-simulation traffic model for the TC, which will inform consideration of the PSP after consultation.

3.1.10 Pedestrian/Cyclist Movement Networks

Pedestrian/cyclist access routes into the TC are located adjacent to the primary vehicle access points. The eastern end of Dunn Bay Road is also an important access point, connecting with the foreshore reserve dual use pathway (DUP) network.

In 2020 the City secured 'new path' grant funding, resulting in the construction of a 2.5km DUP beside Cape Naturaliste Road. This DUP connects outlying residential areas schools north west of the TC.

Within the PSP area there has been a tendency to prioritise vehicles over pedestrians/cyclists which, in some instances, has resulted in poor design outcomes such as parking located inside or adjacent to front boundaries, poor legibility, crossing points that are not safe, convenient or comfortable for all ages and mobility levels, insufficient weather protection and insufficient pathway widths.

Streetscape upgrades that have occurred since 2014 (Figure 16) have placed a greater emphasis on improving and encouraging pedestrian movement. These improvements have been achieved through realignment or construction of new pathways, with safer access for users of all abilities, new public infrastructure for places to sit and rest, and landscaping that separates roadways and pathways.

Figure 16: Streetscape upgrades around the intersection of Naturaliste Terrace and Dunn Bay Road.

2014 2021

However there is ongoing community concern around the poor pedestrian and cyclist access from Dunsborough Playing Fields across Caves Road, with few improvements having occurred.

Poor pedestrian/cyclist access to the TC from Dunsborough Playing Fields

The poor crossing environment from Dunsborough Playing Fields is exacerbated by the (approx.) 390m length of the street block on the south western side of Dunn Bay Road, which offers no mid-block pedestrian access. In 2021 a proposal for mixed use development, which spans several lots in the centre of this block, was approved subject to the provision of an easement for the purposes of providing unrestricted public vehicular and pedestrian access between Dunn Bay Road and Caves Road.

Approximate location of the future pedestrian/vehicle access easement between Dunn Bay Road and Caves Road

Additional issues identified through public consultation relate to the crossing environment on the western end of Dunn Bay Road, and opportunities exist to develop design responses for further improved pedestrian and cyclist access and connectivity.

3.1.11 Car Parking

Existing public car parking is predominantly 'on-street', with some parking located in reserves or within private property (which in some areas are subject to timed parking restrictions managed by the City). Significant car parking supply is provided by private development, with car parking at Lot 107 Dunn Bay Road, at the rear of Dunsborough Centrepoint Shopping Centre, accounting for 41% of all car parking utilised in the PSP area.

Changes to parking in the TC have been guided by the DTCCP through the following actions:

- Relocation of car parking at the intersection of Dunn Bay Road and Naturaliste Terrace to improve landscaping, alfresco dining opportunities, and the pedestrian environment (Figure 17).
- Construction of an overflow car park (for all-day parking) adjacent to Chieftain Crescent.

Figure 17: Streetscape works at the intersection of Dunn Bay Road and Naturaliste Terrace.

2014 2021

In order to identify areas of over or under supply, analyse potential need for change, and inform management and improvements to existing parking, the *Dunsborough Town Centre Parking and Utilisation Survey* (2019 and 2020) (Appendix 4) was commissioned by the City. This survey was conducted on a 'typical week day' (1 May 2019), between 6.00am and 10.00pm, and two similar 'peak day' surveys were conducted on holiday season days (24 April 2019 and 7 January 2020). The separate peak day surveys were conducted to confirm the accuracy of data collected. The second, 2020 peak day occurred during the summer holiday period, and a 12% greater demand for parking was observed, compared to the first peak day which occurred on an uncharacteristically quiet day during the Easter holiday period.

A total of 1,320 car parking bays (public and private; formal and informal) were observed in 15 defined parking zone cells (Figure 18).

Figure 18: TC Parking Zone Cells

The highest hourly parking demand recorded (for any day) was for 786 vehicles, and hourly parking demands for 700 or more vehicles were observed between 1.15pm and 3.00pm. On the second (highest) peak day, average observations made for all parking zones were:

Parking turnover (total cars per space)	2.9
Average duration (hours per car)	1.7
Maximum duration (hours per car)	2.5
Maximum average hourly utilisation	58%
Average peak day utilisation	34%

For orderly and efficient car parking utilisation and turnover, it is recognised that demand should not exceed 85% of supply other than for short peak periods. The second peak day highest average hourly utilisation was 58%, however three parking areas (parking zone cells 3, 4 and 6) had a maximum hourly demand in excess of 85% between 1.30pm – 2.30pm. On-street parking in Naturaliste Terrace (parking zone cell 4) had an occupancy level of greater than 80% for most of the second peak day. All of these cells are located near land uses that attract social and commercial activity during holiday periods.

Factors contributing to future parking demand include population growth, increasing tourism visitation, and increasing demand for commercial floor area. Furthermore, informal parking on private property (parking zone cells 1 and 8) was observed which, following site development, will not be available, reducing the total number of currently available parking bays in the TC to 1,100.

Base parking demand was calculated for the medium and long term in the *Dunsborough Future Parking Demands* (2020) report (Appendix 5). Base conditions are dependent on the variation between peak and non-peak demand, with a balanced approach required between an adequate amount of parking at peak times, and the presence of large areas of unused land during non-peak periods. It is estimated that the current supply of parking will not be sufficient to meet base demand in the longer term:

	2020	Medium Term 2030	Long Term 2040
Base Demand	670	894	1,118
Required Supply (85% of occupancy)	788	1,052	1,316
Actual Supply	1,100	1,100	1,100
+Over / - Under Supply	+312	+48	-216

Additional car parking will be required to meet base demand in the longer term. New private development that provides on-site car parking may assist in balancing future supply and demand, but it may not be practical or sensible to provide all car parking on-site, especially in smaller sites. Owners of private car parks can also manage them in such a way that they cannot be used by the general public.

There is limited public land on which to development additional public parking in the PSP area. it is therefore considered that there needs to be consideration given to acquiring land on the periphery of the PSP area for public parking, or identifying suitable land outside the PSP area. The PSP makes two recommendations to do this:

1. A potential opportunity has been identified in a portion of Lot 9020, which is privately owned, at the western end of the PSP area. Currently Lot 9020 is partially zoned 'Residential' and partially 'Tourism'. Due to visual/landscape, environmental and traffic considerations, the land is not considered suitable for commercial or mixed-use development. The site is located in close proximity to new development at the western end of Dunn Bay Road, and future use as a car park would provide convenient access to the DTC.
2. A second opportunity has been identified at the northern end of the Dunsborough Playing Fields, adjacent to Caves Road and extending from existing car parking. However, development of car parking at this site is unlikely to meet future demand requirements.

3.1.12 Strategic Planning by Transport Agencies

Public transport for the whole District is provided by a number of private and publically operated bus services. Strategic planning by public transport agencies is carried out in consultation with the City. The City aims to undertake a biennial survey of the local community, asking which services are being used at that time, and where additional services (and bus stops) are thought to be required. This information is then shared with public transport providers.

The Regional Town Bus Services division of the Public Transport Authority (PTA) is responsible for the provision of TransBusselton intra-town school and town bus services, incorporating both Dunsborough and Busselton. The public town routes mainly operate along the key corridors of Bussell Hwy, Caves Rd and Layman Rd, providing maximum spatial coverage with limited resources. This system caters for the entire urban area of Busselton/Dunsborough, ensuring all parts of the community receive an acceptable level of service. It is acknowledged by the PTA that the frequency of the TransBusselton public transport routes is limited, however, patronage is low and in decline. Despite the recent urban development at Dunsborough Lakes, the population density in the catchment area has not increased sufficiently, and Regional Town Bus Services have no short term plans to increase existing public buses servicing Dunsborough.

Figure 19: PTA Bus Routes and Stops

3.2. Community context

The following section provides an overview of the human, social and economic aspects of the locality, contributing to employment, housing and cultural activity in the PSP area.

3.2.1 Current and Forecast Population

Dunsborough TC services the area referred to below as 'Dunsborough-Naturaliste', extracted from Australian Bureau of Statistics (ABS) census data, which includes Quindalup, Eagle Bay, Yallingup, Yallingup Siding, the Commonage rural residential area, and Wilyabrup. The residents of this catchment area generally travel to Dunsborough for daily and weekly goods and services. Growth rates that occurred between 2006 and 2016 are projected to continue at a similar rate over the next 10 to 15 years, and it is estimated that there will be a progressive expansion of the population from approximately 9,500 people at the time of writing to around 15,000, over the next 20 years.

Figure 20 shows population growth between 2006 and 2016, based on ABS census data, as well as estimates for 2018 and 2020, based on population growth rates for Dunsborough-Naturaliste that have been calculated as part of broader community infrastructure planning for the whole District.

Figure 20: Population growth 2006 - 2020

DUNSBOROUGH - NATURALISTE	2006	2011	2016	2018	2019	2020
Total Population (ABS)	5,357	7,232	8,716			
Estimated Population				9,132	9,263	9,430

Projected population growth (Figure 21) has been calculated based on actual historical growth (ABS census data) and population forecasts in the *Western Australia Tomorrow Population Report No. 11* (WAPC, 2019) (otherwise known as WA Tomorrow). WA Tomorrow is formulated on demographic trends and the forecasts represent the best estimate of future population size if trends in fertility, mortality and migration continue.

Figure 21: Projected Population Growth 2022 – 2032

DUNSBOROUGH - NATURALISTE	2022	2024	2026	2028	2030	2032
Projected Population	9,846	10,361	10,899	11,461	12,046	12,658

Source: Derived from ABS census data and *Western Australia Tomorrow Population Report No. 11* (WAPC, 2019)

Growth observed in recent years could reasonably be expected to continue at similar levels on account of the drivers for movement being maintained by demographic and social trends. This is based on 'lifestyle' driven growth, supported by increasing employment mobility (online, in particular) and the retiring baby-boomer generation. Other significant investments and growth in the tourism and premium food industries, including the development of the Busselton-Margaret River Regional Airport, would also support a continuation of population growth. Growth beyond 2024 would, however, depend on the availability of land supply.

It is noted that the population of Dunsborough-Naturaliste 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 adequate infrastructure and appropriate goods and services delivery within the TC.

3.2.2 Demographic Profile and Socio-economic Characteristics

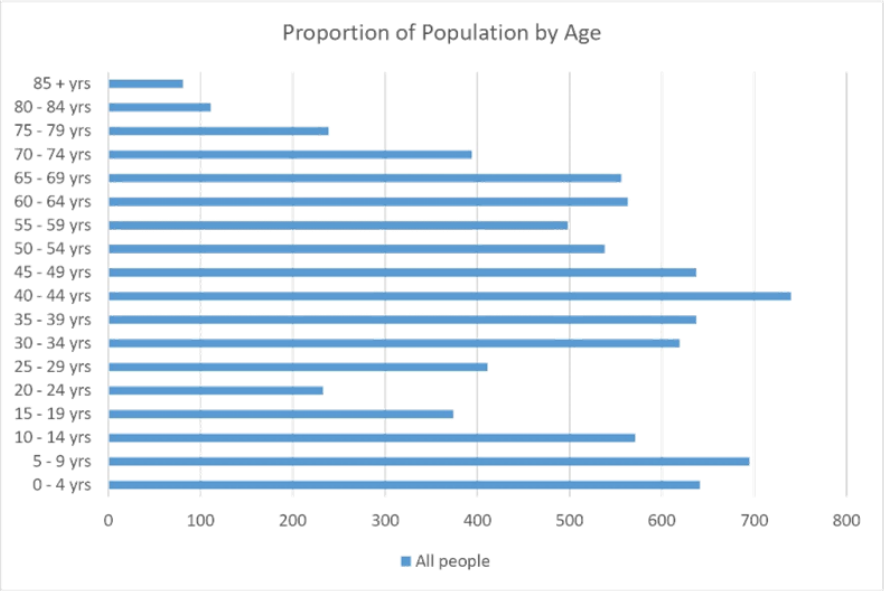
The following demographic profile and socio-economic characteristics (Figure 22) have been sourced from the ABS 2016 Census for the '6281' and '6282' postal areas (POA), which broadly represents the Dunsborough – Naturaliste area.

Figure 22: Dunsborough - Naturaliste 2016 – Demographic Highlights

% Male	% Female
50.5	**49.5**

Aboriginal and/or Torres Strait Islander people	% Total Population
68	**0.8**

The **median age** of people in Dunsborough - Naturaliste was **40 years**.
Children aged **0 – 14 years** made up **22.3%** of the population.
People aged **65 years and over** made up **16.2%** of the population.



Occupation (15 years and over)	**Duns-Nat**	**Western Australia**
Technicians and Trades Workers	**19.7%**	16.2%
Professionals	**19.3%**	20.5%
Managers	**15%**	12%

Employment (15 years and over)	**Duns-Nat**	**Western Australia**
Full-time	**49.2%**	57%
Part-time	**39.3%**	30.0%
Unemployed	**4.3%**	7.8%

Median Weekly Income (Personal) for people aged over 15 years	
Duns-Nat	**$787**
Western Australia	$724

Median Weekly Income (Household)	
Dunsborough-Naturaliste Area	**$1,636**
Busselton Local Government Area	$1,301
Western Australia	$1,595

Travel v. Work from Home (15 years and over)	**Duns-Nat**	**Western Australia**
Travel (car, bus, walk)	**87.8%**	95.7%
Worked from home	**12.2%**	4.3%

Private Dwellings	**Duns-Nat**	**Western Australia**
Occupied	**55%**	86.7%
Unoccupied	**45%**	13.3%

Dwelling Structure	**Duns-Nat**	**Western Australia**
Separate House	**93.2%**	79.1%
Semi-detached, Row House, Townhouse, Flat or Apartment	**4.3%**	19.8%
Other Dwelling	**2.5%**	0.7%

Source: ABS Community Profile, 6281 & 6281 POA, 2016.

The largest age group representation is from children under 15 years old, and adults aged 30 – 69 years old. This suggests that families with young children may be returning or migrating to the area where employment and education opportunity exists.

The demographic profile also shows there is an under-representation of teenagers and young adults, suggesting a lack of opportunity or diversity in education and employment options for that demographic.

Notable is the high percentage of people working at home (even prior to circumstances brought about by the Covid-19 pandemic), and there are a number of factors likely to contribute to this. Foremost is the advancement of technology, including access to computers and efficient internet connection. Other key factors include the age of the worker, level of skill, type of occupation, and required commuting distance. For example, older workers are more likely to work exclusively at home, as are people with higher-skilled professional and managerial occupations.

Also notable is the high percentage of unoccupied dwellings, compared to the State overall. Holiday homes contribute to this high percentage, and in the overall District are a long-standing and important part of Western Australians' culture and lifestyle; and an important part of the City's tourist industry and economy. The percentage of unoccupied dwellings varies significantly throughout the Dunsborough catchment area, for example, as at the 2016 Census, 39% of dwellings in Dunsborough were unoccupied, rising to 89% in Eagle Bay.

3.2.3 Culture, Values and Identity

The TC is located in a significant Aboriginal Heritage area, with a number of recognised sites in the immediate vicinity. The entire PSP area is within Registered Aboriginal Site 20764, 'Caves Road Campsite', and there are a number of Other Heritage Places, but those are not formally registered.

Figure 23: Aboriginal heritage (note: smaller dark green heritage sites are additional to one heritage site that spans much of the Dunsborough Townsite).

Dugalup Brook is known to be of significance as a mythological site, and other sites within the PSP area are important ceremonial, artefact and/or camping sites. All development proposals must address obligations under the *Aboriginal Heritage Act 1972*; and the management of public lands, including works requiring ground disturbance, should undergo appropriate due diligence investigations.

Based on 2016 ABS census data, 0.8% of people across the TC catchment area are of Aboriginal descent. There is considered to be a lack of suitable representation and recognition of this Aboriginal heritage within the PSP area, including through things like interpretive signage and Aboriginal art.

Djiljit Mia Community Gathering Place, located in the Dugalup Brook Reserve.

Other cultural heritage across the TC catchment area, based on 2016 ABS census data, is primarily of Australian origin (72% of people were born in Australia). The highest percentages of people born outside Australia were 8% born in England, and 2.5% born in New Zealand.

The PSP area does not have any European cultural heritage sites listed on the City's Heritage List, or the State Heritage Register.

There is little architectural consistency in the built form of the TC, which could define a particular cultural character. However, the *Dunsborough Urban Design Assessment* (2021) found that there is a strong perception of 'personality' and 'sense of place' associated with the TC. Some of the key messages conveyed by attendees of an affiliated community workshop included:

- Architecture is not as important as people and places, but it should reflect a 'contemporary seaside vernacular'.
- Dunsborough's low key friendly atmosphere is important and should be maintained.

In some senses, important elements of Dunsborough's character have emerged despite a lack of conscious planning – and in fact may have actually emerged because of a lack of conscious planning. That has resulted in some unique and unconventional outcomes – and one challenge will be maintaining spaces for those 'organic' type approaches into the future.

There is a strong sense of community in Dunsborough, with local residents engaged and motivated, and expressing a keen interest in the future growth and development of the TC. The Dunsborough Progress Association (DPA) is a key body, engaging with the City of Busselton and other stakeholders in advocating on behalf of the local community. The DPA also supports a number of annual local events such as the Hannay Lane Street Party, the Dunsborough Arts Festival, and Sculpture by the Bay. These events typically draw a large number of residents and visitors into the TC.

Lions Park contributes to the 'personality' and 'sense of place' in the TC.

3.2.4 Economy

Local employment activity is an indicator of economic diversity across the City of Busselton local government area. Key economic drivers throughout the District include a growing construction industry and thriving commercial and tourism sectors. According to the *South West Region Land Use and Employment Survey 2018* (WAPC, 2018) (SWLUEP), the Residential PLUC (which includes short-term accommodation) accounts for 24% of all land uses and is the most prominent land use within the City of Busselton. This is due to the strength of the tourism industry, which produces a high seasonal demand for accommodation facilities such as holiday resorts and caravan parks.

Consistent with the demographic profile and socio-economic characteristics highlighted above, the following employment data for Dunsborough – Naturaliste (Figure 24) has also been sourced from the ABS for the '6281' and '6282' POA.

The top five employment activities within the catchment area, based on the 2016 ABS census data, include construction, retail trade, accommodation and food services, health care and social assistance, and education and training. In 2016, professional, scientific and technical services, manufacturing and mining were also active areas of employment. Not all of the residents are employed within the catchment area, with some travelling from elsewhere for work.

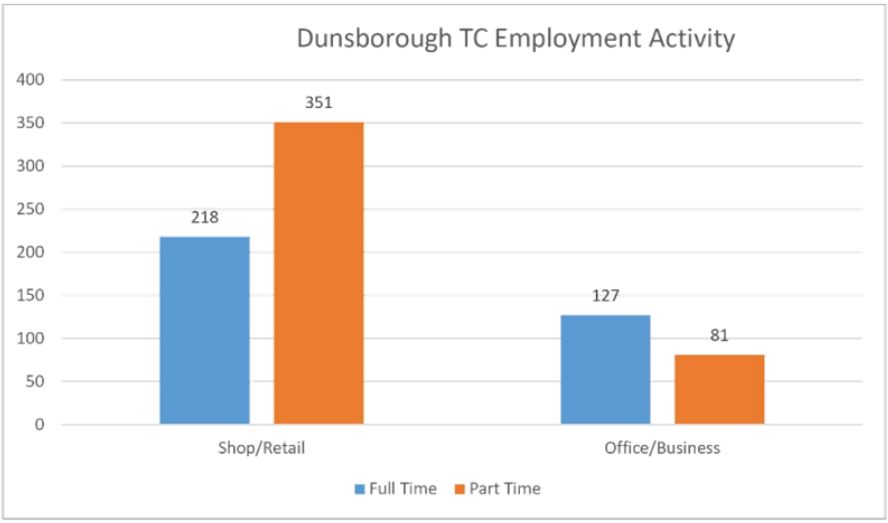
Figure 24: Dunsborough – Naturaliste Top Five Employment Activities, 2016

Source: ABS Community Profile, 6281 & 6281 POA, 2016.

Within the PSP area economic activity is primarily driven by provision of goods and services, and this is a key factor contributing to the TC as a locus of activity. Land uses within the TC reflect its role as a service provider for tourism, with a large amount of convenience retail (consumer staples and liquor), entertainment retail (cafes, restaurants), entertainment (bars, taverns) and service industry (tourism operators). Secondary land uses within the TC are typically motivated by the needs of the local community, including office space for a variety of businesses, some comparison retail (e.g. clothing stores), and several health-based providers (medical, physiotherapy, acupuncture etc). Land uses requiring larger floor space tend to aggregate in Clark Street, more reflective of its previous zoning as Light Industry.

According to the SWLUEP, employment activity categorised by PLUC within the TC is dominated by Shop/Retail and Office/Business land uses, which provide for 90% of all employment opportunities. Part-time employment in the Shop/Retail industry, which includes restaurants, cafes and similar, is the predominant form of employment. Figure 25 compares employment activity according to land use category.

Figure 25: TC Employment Activity



Source: *South West Region Land Use and Employment Survey 2018* (WAPC)

The people seeking goods and services in Dunsborough are primarily residents of the catchment area, followed by external visitors. Employees (who are not residents) and businesses/organisations that have a physical presence in the TC also seek goods and services.

Figure 26 demonstrates that there is currently a strong demand for Shop/Retail, followed by Entertainment and Office/Business PLUCs, although the *Dunsborough [Town] Centre Commercial Growth Analysis* (2018) predicts future commercial floor space demand will primarily be for Shop/Retail, followed by Office/Business PLUCs (ref. figure 7).

Figure 26: Dunsborough Commercial Expenditure (Mar 2021 – Feb 2022)

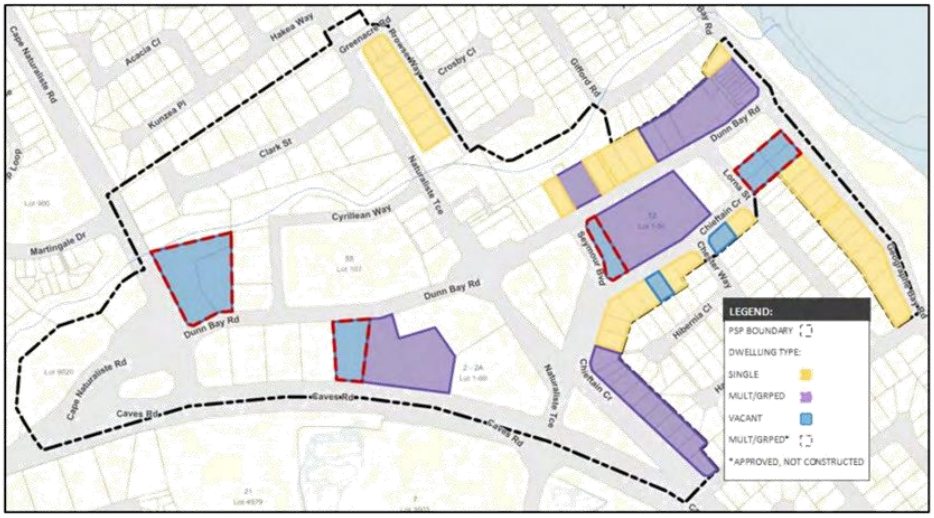
CATEGORY	INTERNAL EXPENDITURE ($M)	VISITOR EXPENDITURE ($M)
Grocery stores & supermarkets	45.47	15.83
Dining & entertainment	30.08	37.83
Specialised food retailing	23.75	19.35
Transport (includes fuel supply)	18.08	4.95
Specialised & luxury goods	13.27	6.89
Professional services	11.1	0.33
Department stores & clothing	7.18	12.09
Personal services	4.58	0.11
TOTAL	153.50	97.37

Source: *Internal and External Visitor Spend Distribution* (Spendmapp by Geographia, accessed 01 April 2022).

3.2.5 Housing

The PSP area consists of approximately 77% multiple/grouped dwellings and 23% single houses. Two further sites are developed with Residential Buildings (hostel style accommodation). Several sites are vacant and four mixed use developments have been granted development approval. At the time of writing, two building permits have been issued. When constructed, these developments will result in an additional 46 multiple dwellings and 18 tourism accommodation units.

Figure 27: Existing and approved (not yet constructed/under construction) housing in the PSP area

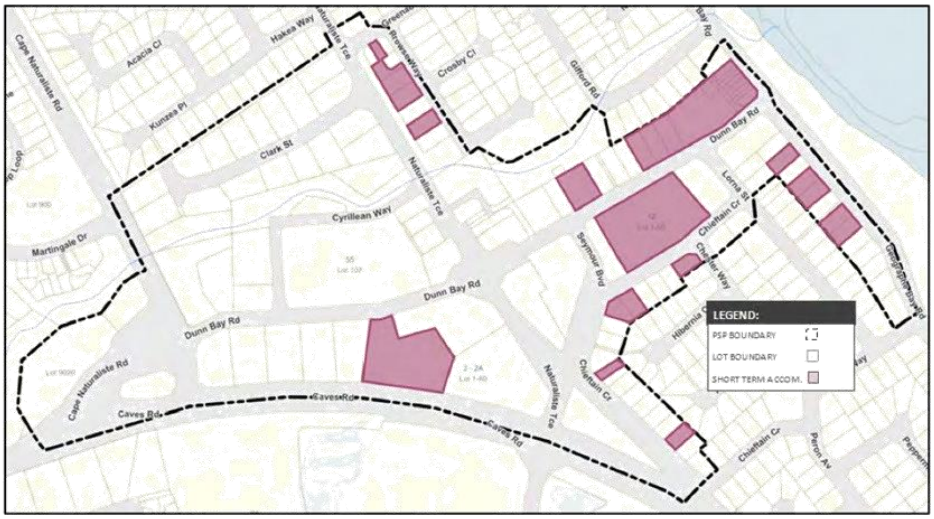


Dwellings can be classified by land use, including permanent residential use or short-term accommodation. Different types of short-term accommodation in the PSP area include 'Holiday Home (Single House) or (Multiple/Grouped Dwelling)', 'Tourist Accommodation' (single occupancy accommodation units) and 'Residential Building' (hostels). Figure 28 shows existing housing that is approved as short-term accommodation, and indicates that a significant portion of housing supply in the PSP area is not necessarily available for the permanent market.

The planning framework promotes a higher number and variety of housing in town and city centres, and immediately adjacent areas. Currently there is a lack of housing density in the PSP area, contributing to fewer people and less activation. The ability to achieve increased housing density and diversity was introduced by Amendment No. 1 to LPS 21, although the timing and extent to which greater housing density may occur in the PSP area is fully dependent on landowners and developers.

Changes introduced through Amendment No. 1 were intended to support housing development and choice, achieved through additional building height – four storeys in R80 coded area, and five storeys (in 2017) in R-AC3 coded areas. Through the introduction of Volume 2 of the R-Codes, an unintended consequence of the R-AC3 coding has been the potential to develop six storey buildings.

Figure 28: Short-term accommodation in the PSP area



Since 2019 concern has been raised by the community on numerous occasions about these height controls, including:

- In 2019, five storey mixed use development comprising 18 commercial tenancies and 14 residential apartments at the corner of Seymour Boulevard and Dunn Bay Road (R-AC3) received 129 public submissions, including 103 objections. 63 objections raised specific concern about building height.
  In 2021, at the same site a six storey mixed use development proposal comprising one commercial tenancy and 25 residential apartments received 616 submissions, including 602 objections. More than 240 objections raised specific concern about building height.
- A four storey mixed use development comprising one commercial tenancy and 28 residential apartments at the corner of Dunn Bay Road and Geographe Bay Road (R80) received 121 public submissions, including 105 objections. 35 objections raised specific concern about building height.
- A six storey mixed use development comprising seven commercial tenancies, 13 office tenancies and 42 residential apartments at the corner of Dunn Bay Road and Cyrillean Way (R-AC3) received 783 submissions, including approximately 755 objections. More than 200 objections raised specific concern about building height.
- A petition to Council from the Dunsborough Progress Association with 747 signatories, requesting an amendment to LPS 21 to change the density coding of 23 lots on Geographe Bay Road from R80 to R60 (three storey height limit). Council responded to this petition by initiating Amendment No. 50 to LPS 21.
- Amendment No. 50 to change the density coding of 23 lots on Geographe Bay Road from R80 to R60 received 96 public submissions, including 95 in support. Many submissions raised specific support for a maximum three storey height limit.

These concerns are consistent with building height concerns raised during broad community engagement in 2018 and similar objections submitted during the advertising of Amendment No. 1 (2016). Discussion from the community is often centred on a desire to retain the 'beachside aesthetic' and 'low-rise, village feel' of Dunsborough.

These concerns are considered in the context of an activity centre hierarchy in the District and region, population and visitor growth, land use and economic demand, urban structure, built form placemaking and activation.

For the TC to retain its place as the 'social and economic heart' of the Dunsborough-Naturaliste area, with its growing population and visitor economy, consolidation and denser development is necessary. In addition, to create an active walkable centre there needs to be a shift from very low-rise, often car-oriented development, toward somewhat denser, more pedestrian-oriented development. Maximum building height, in and of itself is also not always a dominant factor in determining character, or how a place makes people feel. A range of other factors, including architectural design and quality, height of a building at street front or landscaping can often be more important.

Whilst most residential development will occur outside of the TC, including (in time) apartment development, the TC and nearby areas will need to accommodate some apartment development, usually as part of mixed use development, to help provide Dunsborough residents with housing choice. Through sufficient land supply, the large majority of new housing development in the area, though, will continue to be in the form of single houses on individual lots.

The PSP provides an opportunity to take a more refined approach to planning for density and building design in the TC and in adjacent walkable catchment areas, in a manner that strategically provides for growth and also listens and responds to community concern.

3.3. Governance context

The following section provides an overview of the relevant planning framework and local government policies as they relate to the PSP area. The PSP should be read and understood as part of the broader governance framework which includes relevant State planning policies, the local planning strategy and scheme, local planning policies and, when completed, structure planning for future urban development south east of the existing Dunsborough townsite.

3.3.1 Regional Framework

The following regional and sub-regional strategies have particular relevance to the PSP area.

South West Regional Planning & Infrastructure Framework (WAPC, 2015) (SWRPIF)

The SWRPIF provides the regional strategic context to planning for the sub-region and outlines the WAPC position in terms of population growth, community infrastructure and major infrastructure requirements for the region over a 20 year timeframe.

The PSP aligns with the SWRPIF by seeking to concentrate retail, employment, recreational and other activities in and around the existing activity centre; and by encouraging a mixed use development precinct within the TC to include a desirable mix of medium-density housing, commercial, retail, tourism, community service and related land uses.

Leeuwin-Naturaliste Sub-regional Strategy (WAPC, 2019) (LNSRS)

The LNSRS is a strategic plan to manage change in the sub-region by guiding growth and development to achieve positive social, economic and environmental objectives.

The LNSRS identifies Dunsborough as the only 'Major Town' in the sub-region settlement hierarchy, servicing a larger population catchment and offering a greater number of services relative to the lower tier settlements of 'Town' and 'Village'. The strategy aims to encourage development in larger settlements in a manner that will support and enhance existing facilities, services and infrastructure, and facilitate the planned and timely provision/expansion of same. The PSP seeks to reinforce Dunsborough as a vibrant and attractive activity centre, guiding and facilitating desirable mixed use development in a manner that best utilises infrastructure and services and retains character and amenity, and the environmental values of the public realm.

The PSP accords with the LNSRS by serving to complement and inform higher level strategic planning for the Dunsborough townsite and environs as a whole. The PSP addresses key issues identified in the LNSRS within the TC such as vehicle access, movement networks and car parking.

3.3.2 State Planning Policies

The following State Planning Policies are relevant to the PSP area.

State Planning Policy 6.1: Leeuwin-Naturaliste Ridge Policy (1998, amended 2003) (SPP 6.1)

SPP 6.1 sets out principles and considerations for orderly and proper land use and development decision-making on the Leeuwin-Naturaliste Ridge. It provides a strategic and statutory planning framework for Cape Naturaliste to Cape Leeuwin including land west of Bussell Highway, and the settlements on Bussell Highway.

The more recent LNSRS has to an extent superseded certain strategic considerations of SPP 6.1, although Dunsborough is identified as a 'Principal Centre' in subject settlement hierarchy that will, together with Margaret River and Augusta, cater for the majority of residential, large-scale commercial and other urban development within the policy area. To that end, the PSP remains consistent with the overarching strategies and principles of SPP6.1.

Statement of Planning Policy No. 2: Environment and Natural Resources Policy (2003) (SPP 2.0)

SPP 2.0 aims to integrate environment and natural resource management with land use planning; protect, conserve and enhance the natural environment; and promote and assist in the wise and sustainable use and management of natural resources.

The PSP responds to SPP 2.0 by identifying requirements to protect significant environmental, indigenous and cultural features within the PSP area.

State Planning Policy 3.0: Urban Growth and Settlement (2006) (SPP 3.0)

SPP 3.0 sets out the underlying principles and considerations applying to the orderly and proper planning of urban growth in settlements across Western Australia.

The PSP responds to SPP 3.0 by supporting higher density residential development in and around the TC; by consolidating retail, employment, recreational and other activities attracting large numbers of people in the recognised and established activity centre; and by enabling mixed use development providing for a wide range of living, employment and leisure opportunities over time.

The preparation of the PSP further responds to SPP 3.0 by actively engaging with the local community and other relevant stakeholders, with the of aim of guiding desirable and optimum urban design and

development to create and enhance community identity, sense of place, walkability, liveability and social interaction.

State Planning Policy 3.7: Planning in Bushfire Prone Areas (2015) (SPP 3.7)

SPP 3.7 and associated Guidelines guide the implementation of effective risk-based land use planning and development to preserve life and reduce the potential impacts of bushfire on property and infrastructure. It applies to all land which has been designated by OBRM as 'bushfire prone'.

In relation to strategic planning proposals located in a bushfire prone area, SPP 3.7 requires that a Bushfire Hazard Level assessment must be undertaken, with specific issues to be addressed in the form of a Bushfire Management Plan.

Draft State Planning Policy 4.2: Activity Centres (2020) (SPP 4.2)

The intent of SPP 4.2 is to ensure planning and development adequately considers the distribution, function and broad land use considerations for activity centres. SPP 4.2 applies more particularly to the Perth, Peel and Greater Bunbury Region Scheme areas, but its guiding principles may also be appropriately applied outside those areas.

The City of Busselton *Local Planning Strategy* (LPS) identifies a hierarchy of activity centres and the Dunsborough TC aligns with the draft SPP 4.2 category of a 'District Centre'. The PSP further meets the objectives of SPP 4.2 by addressing matters such as development intensity and land use mix, density and diversity of housing, access and movement networks, and due consideration of environmental, social and economic values.

State Planning Policy 5.4: Road and Rail Noise (2019) (SPP 5.4)

SPP 5.4 seeks to address the impact of transport noise on the amenity and quality of like for residents through objectives and implementation strategies which seek to ensure that land use and transport planning are compatible. SPP 5.4 establishes a standardised set of criteria to be used in the assessment of proposals affected by transport noise.

The PSP area is located adjacent to Caves Road, which is identified as an 'Other significant freight/traffic route'. The PSP responds to SPP 5.4 by specifying land use subdivision and development requirements for proposals within 200m of Caves Road.

State Planning Policy 7.0: Design of the Built Environment (2019) (SPP 7.0)

SPP 7.0 addresses built form and design quality and seeks to deliver broad economic, environmental, social, and cultural benefits that derive from good design outcomes.

The Policy defines 'good design' and outlines design principles to inform the design, review and decision-making processes for all built environment proposals. These principles address a broad range of factors such as context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community, and aesthetics. All are especially important in a recognised activity centre.

State Planning Policy 7.2: Precinct Design (2020) (SPP 7.2)

SPP 7.2 provides guidance on the design, planning, assessment and implementation of precinct structure plans, and applies to activity centres and precincts, as identified in SPP 4.2, throughout Western Australia.

SPP 7.2 has been drafted in the context of the design principles of SPP 7.0, assisting with the guidance and evaluation of orderly and proper planning and development and how that best contributes to the overall objectives of the design of the built environment.

The PSP responds to SPP 7.2 by addressing land use, density and development (including built form), access arrangements, infrastructure, environmental assets and community facilities in order to inform consideration and assessment of future subdivision and development proposals.

State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (2019) (SPP 7.3 Vol. 2)

SPP 7.3 Vol. 2 provides comprehensive planning and design standards for the development of apartments (multiple dwellings) in residential areas coded R40 and above, including dwelling components of mixed use development in activity centres. SPP 7.3 guides and assists strategic planning and the preparation of local government controls, design guidelines and the assessments.

The local government may vary or augment design elements of SPP 7.3, provided these remain consistent with the various design element objectives. One such mechanism is the preparation of an activity centre plan (including a Precinct Structure Plan).

3.3.3 Local Planning Framework

The following local planning framework is relevant to the PSP area.

Local Planning Strategy (2019) (LPS)

The LPS sets out the longer-term planning direction for the District, and provides strategic rationale for appropriately applied decisions relating to orderly and proper planning and development.

The objectives and strategies highlighted below provide for the preparation of the Dunsborough PSP, and have been considered in the contextual analysis and implementation requirements of the PSP.

Theme 1: Settlement and Community	
Objective 7.1 a)	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...
Strategy 7.2 f)	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... Dunsborough Town Centre.... 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 those 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.
Strategy 7.2 h)	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...
Theme 2: Activity Centres and Economy	
Objective 8.1 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.
Strategy 8.2 a)	Support and proactively plan for employment growth and economic development to support a growing population within established activity centre... frameworks, and through: ensuring 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 for employment growth and economic development.
Strategy 8.2 c)	Support and pro-actively plan for activity centre development as set out in the established activity centre framework, with 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… significant expansions of existing activity centres shall be accompanied by an 'Activity Centre Plan' [now called a Precinct Structure 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 an Activity Centre Plan for… Dunsborough to provide future planning direction for these activity centres.
Strategy 8.2 d)	Significant office development should be located within or adjacent to the… Dunsborough Town Centre…

The LPS supersedes previously endorsed sector-based strategies in the City of Busselton, including the *Local Commercial Planning Strategy (2010)* and the *Local Cultural Planning Strategy (2011).*

Local Planning Scheme No. 21 (LPS 21)

LPS 21 sets out the aims for the Scheme area, and controls, regulates and guides orderly and proper land use and development. A local planning scheme is to be read in conjunction with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Provisions that are applicable to the PSP are set out in the table below.

PROVISION	APPLICATION
LPS 21 Scheme Map	Zoning in the PSP area.
Clause 3.2 Zone Objectives	Centre zone: • To provide a genuine centre of community life, socially, culturally and economically. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy. • To ensure that development provides for activation of the street and public spaces, high quality design and a variety of land uses. • To provide for medium to high density residential development.
Table 1	Permissibility of land uses within the defined zones.
Part 4 General Development Requirements	4.2 and 4.3 - Residential Design Codes and Special Application of Residential Design Codes (respectively) for application of the R-Codes for R-AC3 coded lots.
	4.8 Height of Buildings - for building height within the coastal zone and R-AC3 coded lots.
	4.20 Consolidation and Fragmentation of Land in the Regional Centre and Centre Zone - for the consolidation of land for integrated development and redevelopment.
	4.21 Development in the Regional Centre and Centre Zones - design guidelines not otherwise addressed in an endorsed ACP/PSP.

PROVISION	APPLICATION
	4.22 and 4.23 respectively provide for Service Access and Service Courts in the Regional Centre and Centre Zones.
	4.24 and 4.25 respectively provide for Parking and Cash-in-Lieu of Parking in the Regional Centre and Centre Zones, whereby if parking cannot be provided at the specified rate then a cash-in-lieu contribution may be required.
Part 5 Special Control Areas	5.12 Development Contribution Areas – provides for a development contribution plan to be required for the pre-determined DCA, and various provisions relating to contributions arising.
	5.13 Drive-Through Facility Control Area – not permitted unless discretion has been exercised.
Schedule 2 Additional Uses	A74 (Residential zone) – 'Guesthouse', 'Medical Centre', 'Office', 'Consulting Rooms', 'Restaurant/Café', 'Shop' and 'Tourist Accommodation'.
	A83 (Centre zone) – 'Service Station' and 'Motor Vehicle Wash'.
Schedule 10 Development Contribution Area	Sets out the operational detail for DCA 1 (which is inclusive of the PSP area) including: infrastructure and administrative items to be funded; method for calculating cost contributions (applies to new dwellings); and the period of operation.

Dunsborough Town Centre Conceptual Plan (2014) (DTCCP)

The DTCCP includes planning initiatives to rezone land within the PSP area to promote and accommodate increased density for residential and mixed use purposes, activation and connectivity to the foreshore area. These initiatives were largely implemented through Amendment 1 to LPS 21 (gazetted 4 August 2017).

Local Planning Policy No. 1.1: Lots Adjoining Public Open Space (other than coastal reserves) (LPP 1.1)

The purpose of LPP 1.1 is to ensure that residential lots abutting public open space are designed to provide passive surveillance, social interaction, and increased safety and security for those using public spaces and those residing in adjoining properties.

The PSP responds to LPP 1.1 by recommending subdivision and development requirements that are consistent with the provision of the policy, *Liveable Neighbourhoods* (WAPC, 2009) and Volume 2 of SPP 7.3.

Local Planning Policy 2.1: Car Parking (LPP 2.01)

LPP 2.1 provides guidance on reasonable access and circulation, along with vehicle management and pedestrian safety. The general provisions of the LPP were reviewed in conjunction with the provisions of SPP 7.2 when considering appropriate planning and development requirements in the PSP.

Local Planning Policy 3.8: Busselton Town Centre Guidelines (LPP 3.08)

While not directly relevant to the PSP, LPP 3.8 provides guidance on primary elements of built form, development interface and interaction, access, traffic and movement, safety and security, environment and microclimate, and advertising. These elements were reviewed in conjunction with the provisions of SPP 7.3 (Vol. 2) and other relevant planning documents when drafting recommendations in the PSP.

3.3.4 Local Government Economic and Community Development

The City of Busselton's Integrated Planning Framework integrates corporate strategy and governance with the needs and aspirations of the community to assist with the determination of future planning and development. This suite of documents includes the Strategic Community Plan, Corporate Business Plan, Long Term Financial Plan and Annual Budget.

Strategic Community Plan 2021 – 2031 (SCP)

The SCP is a significant informing document that guides Council's decision making on matters affecting the community. It sets out key goal areas that are important to the community and provides a collective vision for the aspirations, objectives and strategies in achieving those goals.

Four key themes in the SCP underpin key considerations and desired outcomes recommended in the PSP. The key themes are:

1. Environment: an environment that is valued, conserved and able to be enjoyed by current and future generations.
2. Lifestyle: a place that is relaxed, safe and friendly, with services and facilities that support healthy lifestyles and wellbeing.
3. Opportunity: a vibrant City with diverse opportunities and a prosperous economy.
4. Leadership: a Council that connect with the community and is accountable in its decision making.

Corporate Business Plan 2020 – 2024 (CBP)

The CBP is a high level schedule of organisational projects, priority actions, services, and performance measurements designed to deliver outcomes the Council has responsibility for over a four year period. Corporate actions are listed as either 'Operational', which form part of the core activities and services provided by the City, or 'Capital', which are linked to the City's capital works plan.

The CBP directs City services to appropriate key theme areas identified in the SCP. The City will be responsible for a mix of Operational and Capital actions identified in the PSP, with their implementation being reflected in the corporate actions listed in the CBP.

Draft Economic Development Strategy 2022 – 2027 (EDS)

The draft EDS provides vision, direction and a roadmap to simplify decision making, drive alignment and communicate the City's economic development priorities. It harnesses the potential of the City, and positions it into the future while providing a framework outlining goals and objectives over the next five year period.

Relevant to the PSP, key strategies identified in the draft EDS include activation of public spaces, sustainable growth of night time economy in the District's urban centres, and support for business to mitigate economic leakage.

4. Stakeholder and community participation

The City undertook broad, community-wide engagement as part of the PSP preparation process with the aim of better understanding the aspirations and matters of importance affecting residents and other relevant stakeholders. Further targeted engagement was carried out as part of the urban design assessment (UDA) and, on other occasions, when meeting with specific stakeholder representatives.

4.1. Stakeholders

Key stakeholders include State government authorities, Council, business and public interest representatives and members of the local/surrounding resident community. Figure 29 provides a summary of engagement methodology and participant stakeholder groups.

Figure 29: Stakeholders and Communication

Stakeholder	Key Involvement	Communication Method	Frequency
Dunsborough Yallingup Chamber of Commerce and Industry (DYCCI)	Representative body	• Executive meeting • Presentation to membership • Invitation to UDA workshop • Ongoing liaison	Commencement & ongoing
Dunsborough Progress Association (and sub-groups) (DPA)	Representative body & action group	• Committee meeting • Presentation to membership • Invitation to UDA workshop • Ongoing liaison	Commencement & ongoing
Dunsborough Reference Group (newly formed)	Representative body	• Presentation to membership • Ongoing liaison	Ongoing
Undalup Association	Representative body	• Invitation to UDA workshop	Public consult stages
Business owners	Traders	• Direct letters • Broad community engagement	Public consult stages
Property owners	Land owner and developers	• Direct letters • Broad community engagement	Public consult stages
Visitors & tourists	Periodic consumers	• Broad community engagement	Public consult stages
Local residents	Daily consumers	• Broad community engagement	Public consult stages
Councillors	Community representatives	• Briefing at relevant project stages • Broad community engagement • Invitation to UDA workshop	Commencement & ongoing

Stakeholder	Key Involvement	Communication Method	Frequency
Architects, building designers & builders	Implement built environment standards	• Broad community engagement • Invitation to UDA workshop	Public consult stages
Margaret River Busselton Tourism Association	Representative body	• Invitation to UDA workshop	Public consult stages
Department of Planning, Lands and Heritage	State government agency	• Direct communication • Invitation to UDA workshop	Commencement & ongoing
Main Roads WA	State government agency	• Direct communication	Ongoing
Various other State government agencies	State government agency	• Direct communication	Public consult stages

4.2. Engagement strategy

A program of early engagement was designed to target the local community and key representative groups.

During early engagement, a diverse range of surveys, discussion posts and other constructive means of outreach were used to provide a range of ways that interested parties could express views and opinions. Each of these had a different number of responses, collectively meeting the City's intention to gain a qualitative understanding of the elements and themes considered important.

Early engagement was marketed as *Re: Dunsborough*, and advertised regularly in the local newspaper and on the City's community information and social media pages. It was carried out in two stages:

1. An online discussion forum, open for community comment between 26 March 2018 and 18 June 2018. Figure 30 provides a summary of visitation and participation.

   This was an open forum for participants to put forward a range of concerns and ideas on the future growth and development of the TC; with participants able to vote in favour of or against suggestions made. Participants were also asked to place comments on a map of the TC that sought to either 'keep', 'change' or 'add' to 'elements of place'. This feedback further informed the scope and interests of the PSP by highlighting areas of interest and matters of significance to the local community.

Figure 30: Online discussion forum summary

2. An interactive pop-up consultation hub was set up in a vacant business premises in Hannay Lane between Wednesday 7 and Sunday 11 November, 2018. Opening hours varied between 8.00am to 8.00pm, including the evening of the popular annual 'Hannay Lane Street Party'. The pop-up office was attended by over 130 people.

   A range of interactive engagement instruments were offered by the City, such as an opportunity to draft direction statements, SWOT comments, aerials for post-it note commentary, a 'big ideas' page, and surveys.

   The workshop purpose was to discuss feedback from the Your Say forum earlier in the year; to provide a structured but open opportunity for issues and ideas on 'future Dunsborough'; and to inform the community about future co-ordinated planning for the Dunsborough TC through an 'Activity Centre Plan' (now a PSP).

A wide range of ideas and opinions were expressed through these two engagement forums. In addition, a targeted stakeholder workshop occurred in October 2020 as part of the Dunsborough UDA, with approximately 25 people attending. One of the aims of this workshop was to identify draft urban design principles and rationales from initial findings of the UDA, and how these aligned with ideas and concerns expressed by the community.

Other stakeholder discussion and participation workshops have been carried out with both small, informal gatherings and larger, more structured events. This engagement has provided valuable input into the preparation of the PSP, and some common values and aspirations have emerged. The following points summarise the general, evident points of consensus (Figure 31):

Figure 31: Summary of community consensus

- The local community is engaged and motivated, and has a strong interest in the future of the TC.
- Recent streetscape improvement works have greatly improved the TC.
- The green, treed and landscaped areas of the TC are highly valued.
- The ability to access the beachfront is an advantage – more attractions at the foreshore and a greater connection between the TC and foreshore is desired.
- The predominance of small, boutique and unique local businesses is highly valued.

- Petrol stations are viewed as an incompatible land use within the TC.
- More facilities and attractions for children and youth are desired.
- Improved pedestrian accessibility is regarded as a very high priority, both within and along key routes into the TC.
- Improved cycling accessibility to and within the TC is desired.
- The delivery of additional car parking is regarded as a very high priority, generally at the periphery of the TC and developed in an aesthetically sensitive manner.
- Road traffic congestion is an issue of concern during peak seasons.
- Parking and servicing for long vehicles (caravans, trailers, boats, etc.) is desired.
- Hannay Lane is an area of interest for future streetscape improvement (private and public works).
- The TC could benefit from improved entry statements and maintenance of aesthetic qualities (including through acknowledgement of Traditional Owners, control of commercial signage, beautification of the Telephone Exchange site and Naturaliste Forum shopping centre).
- Future building design should generally reflect the existing low-rise 'village' feel and human scale, and beachside aesthetic.

A variety of new facilities, services and initiatives were suggested, with the most noted item being a swimming pool facility. The provision of such community infrastructure is considered and determined as part of broader planning for recreational facilities across the district (e.g. the *Sport and Recreation Facilities Strategy 2020 – 2030*) and is outside of the scope of the PSP.

Some concern on the broader rate and scale of growth and development of Dunsborough was noted and recorded. The PSP will focus on retaining the character and liveability of the Dunsborough TC, with population growth and urban development for the whole Dunsborough townsite the subject of higher level planning by the City and WAPC.

Various issues of contention and concern were also recorded, including (Figure 32):

Figure 32: Main issues of contention and concern

- The convenience of parking at a shopfront, particularly seasonally, versus improvements to landscaping and opportunities for alfresco dining.
- The impact and location of markets in the TC.
- The architecture and aesthetics of building design, which does not have any uniform design style.
- Dated, unattractive buildings and shopfronts that don't always appear to be suited to their current purpose.

Feedback and outcomes from the two early engagement forums, plus targeted stakeholder workshops, have informed the development of a vision and supporting principles for the PSP.

5. Vision

The development of an overall vision for the Dunsborough TC has been an essential part of the PSP process to ensure that the City, community and other stakeholders have a common understanding of the relevant aims and objectives of the PSP.

This vision is:

The Dunsborough Town Centre will be developed as a vibrant, functional and attractive centre of the local community, providing a high level of services and experiences for both residents and visitors.

In 2032, the Dunsborough Town Centre will be recognised as the premier seaside town in the South West Region.

To effectively implement the vision developed in the PSP, the following direction statements have been prepared and are recommended:

DIRECTION STATEMENTS
• *Pedestrian accessibility will be afforded high priority.*
• *Connections between the Town Centre and Foreshore, and between the Town Centre and Dunsborough Lakes, will be improved.*
• *Delivery of additional car parking spaces, generally at the periphery of the town centre.*
• *Additional public spaces and alfresco dining areas will be developed.*
• *Additional street trees and landscaping will be provided and the management of environmental assets, including Dugalup Brook, improved.*
• *Additional community events, markets and place-making will be supported.*

6. Precinct Design Elements

The design considerations and actions specified below have been drafted through consideration of the site and context analysis. They recommend appropriate design responses to contribute strongly to the overall social, economic and environmental wellbeing of the community.

The design responses aim to enable the successful integration of higher-density development into the PSP area by balancing the needs and expectations of the existing community with that of a growing and changing population; enabling the delivery of places that are accessible and welcoming to all; and creating a diverse range of opportunities for living and working.

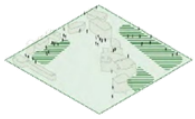
Implementation of the design responses will occur through an amendment to LPS 21, or as outlined in Part 1 through staging, subdivision and development requirements, LDP site requirements and additional information requirements.

A short summary of each Output Plan (where considered necessary to implement the recommendations of each design element) is also provided.

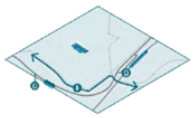
Precinct Design Elements:

URBAN ECOLOGY
Deliver significant place, community and environmental benefits contributing to the development of a good quality, sustainable urban environment.

URBAN STRUCTURE
Consideration to the physical, cultural and economic context to integrate with the surrounding urban fabric and landscape of the area.

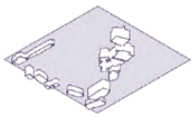


PUBLIC REALM
Providing a range of well-connected, functional and enriching places to provide spaces for relaxation, recreation, contemplation and connection to nature.

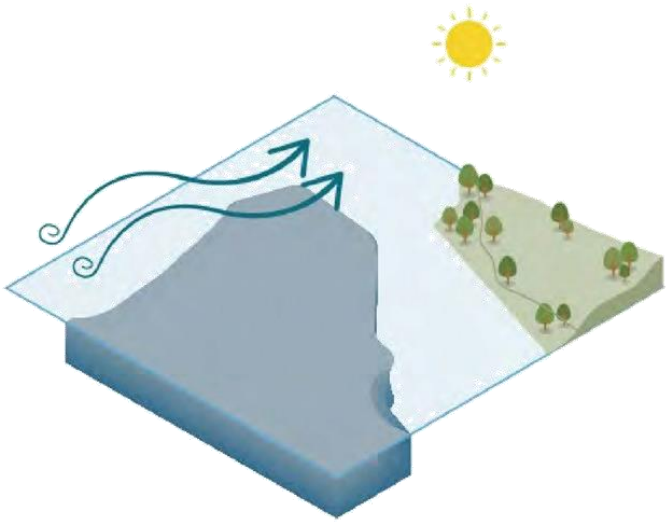


MOVEMENT
Responding to the identified movement and place function of the precinct, providing for a range of transport modes.

LAND USE
Reflect the role of the precinct in its broader context: land use type, proportion, mix and location, by responding to community needs and the current and intended future activities and functions.



BUILT FORM
Support a precinct that is functional and appropriate in character, intensity, bulk and scale; provide choice and affordability in in housing; support the critical mass of residents, workers and visitors required to sustain thriving local businesses and service delivery.



6.1 URBAN ECOLOGY

Deliver significant place, community and environmental benefits contributing to the development of a good quality, sustainable urban environment.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Urban Ecology Objective 1.1: to protect, enhance and respond to the ecological systems of the precinct.		
UE 1.1.1	*Identify and respond to the topography and landscape of the precinct and its surrounding area.* Unique landscape features include Dugalup Brook and Geographe Bay. Opportunities exist to: • Improve the environmental value through Water Sensitive Urban Design (WSUD) principles ; and • Integrate the cultural value of Dugalup Brook. • Frame view corridors through built form considerations.	1. *Prioritise, protect and improve Dugalup Brook:* a. Protect and enhance environmental value (UE 1.3.1). b. Aboriginal interpretive signage and art trail (PR 3.2.2). c. Mitigate surface pollutant impact (UE 1.1.3, LU 5.2.2). d. Built form: i. Increased setback requirement on the Dugalup Brook interface (PR 3.3.1). ii. No car parking or services on Brook interface (PR 3.3.1, BF 6.1.1). iii. Incorporate WSUD principles (LU 5.2.2). e. Dual use path connection (M 4.1.3). 2. *Geographe Bay*: a. Incorporate built form guidelines to include height and setback controls (BF 6.2.1, BF 6.2.2).
UE 1.1.2	*Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.* Existing, established green network along Naturaliste Terrace, between Caves Road and Cyrillean Way. Opportunities exist to: • Extend and enhance this green network. • Establish a green network where none or little currently exists, through removal of some street car parking bays and the planting of street trees. Overhead power lines can hinder the ability to plant street trees. An opportunity exists to progressively sink power lines in relevant streetscapes.	1. *Improve the quality and connectivity of the natural environment, in particular Dugalup Brook and the coastal foreshore reserve, by extending and enhancing the existing green network*: a. Lions Park to Dugalup Brook (Naturaliste Terrace) as part of near-term streetscape upgrades. b. Lions Park to the coastal foreshore reserve (Dunn Bay Road) to promote a 'corso' (social promenade) connection. c. Additional setback and landscaping requirement (Naturaliste Terrace) to promote a 'green funnel' from Caves Road into the TC (BF 6.2.2). 2. *Establish new urban habitat corridors and allow the community to be connected to the natural environment by establishing green linkages*: a. Dunn Bay Road, between the intersections of Cape Naturaliste Road and Naturaliste Terrace. b. North side of Caves Road adjacent to the PSP area. 3. *Create the ability to plant street trees without power line hindrance in various road reserve sections of the PSP area*:

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		a. Relocate power transmission lines from overhead to underground. b. Staging dependent on future streetscape upgrades.
UE 1.1.3	*Consider the total water cycle and how any proposed management responds to the hydrological system, the site and its development context.* In the context of the public realm: • Ageing drainage infrastructure. • Water outflow and surface pollutant impact on Dugalup Brook. • Long-term non-potable water supply for parks and gardens.	1. *Improve existing hydrological features by replacing or upgrading drainage infrastructure as staged streetscape works occur.* 2. *Protect the natural environment by installing civil infrastructure for stormwater drainage collection, to mitigate surface pollutant impact on Dugalup Brook, through gross pollutant traps and land easements*: a. Lot 23 Clark Street (Clark Street upgrades). b. Lot 171 Gifford Road/Reserve 26513 (Gifford Road upgrades). 3. *Address non-potable water shortage by extending the pipeline drawing water from Sue Coal Measures aquifer, to irrigate City-maintained POS.*
UE 1.1.4	*Identify opportunities to support habitat protection and enhancement in the precinct.* Habitat environment and linkages for critically endangered Western Ringtail Possum.	1. *Enhance existing habitat linkages for safe WRP migration and increased population viability* (UE 1.3.1). 2. *Identify and preserve significant landmark trees* (UE 1.3.1).
Urban Ecology Objective 1.2: to enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.		
UE 1.2.1	*Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place.* Several recognised Aboriginal heritage sites in the PSP area, including Dugalup Brook as an important mythological site, as well as other ceremonial, artefact and/or camping sites.	*Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place, and promote a shared understanding of the significance of landscape and place* (PR 3.2.2).
UE 1.2.2	*Consider and integrate the cultural heritage of the area into the precinct design.*	*Acknowledge and incorporate local Aboriginal cultural heritage* (PR 3.2.2).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	Aboriginal heritage: • Significant cultural sites in area. • Representative body – Undalup Association. Other cultural heritage: • ABS country of origin - primarily Australia, England, New Zealand. • No European cultural heritage sites	
UE 1.2.3	*Identify and incorporate unique built features, including built heritage, into precinct design.* No evident architectural consistency that defines a cultural character; however community feedback provided a strong perception of 'personality' and 'sense of place': • Architecture not as important as people and places, but should reflect 'contemporary seaside vernacular'. • Importance of maintaining low-key, friendly atmosphere. • Importance of alfresco dining and outdoor spaces to linger – tables and chairs on grass and soft spaces.	*Respond to the existing character and perception of identity in the precinct* (BF 6.1.2, BF 6.1.3, BF 6.2.1, BF 6.2.2, BF 6.2.4, BF 6.3.1)
Urban Ecology Objective 1.3: to reduce the environmental and climate change impacts of the precinct development.		
UE 1.3.1	*Identify opportunities to retain existing trees and enhance the canopy through new planting.* Remnant vegetation in reserved land adjacent to Dugalup Brook, with some fragmented areas in other reserves and private landholdings: • Pockets of TEC 'Banksia Dominated Woodlands of the Swan Coastal Plain'. • Opportunity to support existing TEC vegetation and protect and enhance habitat.	1. *Protect and enhance the environmental value of Dugalup Brook by investigating the reclassification of reserves incorporating Dugalup Brook, including Reserves 26513, 35758, 42673, 45818.* 2. *Initiate an amendment to LPS 21 to redesignate as 'Recreation' reserve and ensure retention of existing vegetation and enhance TEC Woodlands, for small fragmented and undevelopable parcels of land:*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	• Opportunity to re-establish habitats that have been lost or diminished through urbanisation • Opportunity to identify and preserve significant landmark trees on public land, and support preservation of significant trees on development sites. Bushfire Hazard Level assessment: • TECs occur within the site. • Threatened or priority flora species likely to occur within the area. • Threatened fauna likely to utilise the vegetation within the site. • High priority ecological linkages (including riparian vegetation associated with Dugalup Brook). • BHL rating – extreme, moderate or low. • BAL contour map/indicative BLA rating – BAL-FZ or BAL-40 surrounds TEC vegetation and Dugalup Brook.	a. Isolated portion of Lot 9020 Caves Road, between Caves Road and Cape Naturaliste Road. b. Portion of Lot 9020 Caves Road (vegetated with TEC), south of and abutting Reserve 45818. c. 10m wide portion of Lot 9020 Caves Road, immediately NW of and abutting the road reserve, to provide a connection and habitat corridor between areas of TEC vegetation. d. Redundant portion of road reserve at the north western end of Lorna Street (abutting Seymour Park). 3. *Provide appropriate transitions and buffers between areas of conservation value and urban land uses, by developing a revegetation program:* a. Portion of the road reserve adjacent to Lot 1-2 Dunn Bay Road. b. Portion of Reserve 39264 between Chieftain Crescent and Caves Road. 4. *Identify and preserve significant landmark trees to preserve urban canopy and support habitat protection:* a. Survey and assess mature trees on public land, with practical consideration of life expectancy, biodiversity value, and possible safety risks. b. Establish a Significant Tree Register for the Dunsborough TC. 5. *In Part 1 Implementation: Subdivision and development standards, introduce controls relating to the retention of native vegetation where bushfire hazard exists:* a. Habitable buildings shall be sited to avoid the removal of significant native vegetation where an asset protection zone is required to

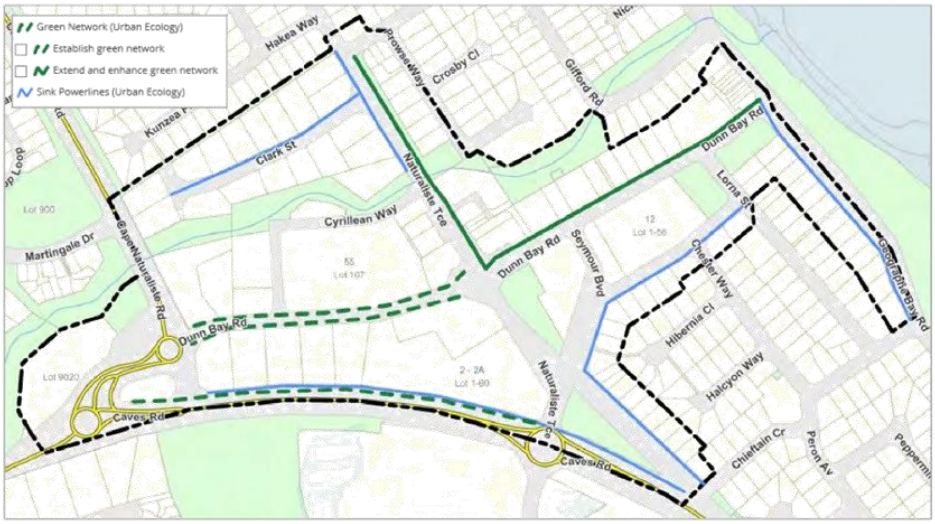
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		achieve a bushfire attack level rating of BAL-29 or lower.
UE 1.3.2	*Consider the influence of the precinct design on energy demand and review the potential for precinct scale energy generation, distribution and storage.* Established activity centre: • Urban structure, orientation and lot configuration. • Pre-existing major servicing infrastructure.	*Support the development of a consolidated, denser and more walkable TC as a key strategy to develop a more walkable and sustainable Dunsborough* (LU 5.3.2, M 4.2.1).
UE 1.3.3	*Prioritise consideration of waste management at the relevant scale in line with low-waste, circular economy objectives.* Secondary activity centre in context of the whole District: waste management is addressed at District level.	Not applicable to this PSP.
UE 1.3.4	*Promote water conservation including water reuse and recycling.* • Shortage of non-potable water supply for ongoing maintenance of the public realm. • Opportunity to promote greater implementation of water-sensitive design and water re-use options.	1. *Address non-potable water shortage by extending the pipeline drawing water from Sue Coal Measures aquifer, to irrigate City-maintained POS.* 2. *Encourage water-sensitive design and re-use options, for new developments.*
UE 1.3.5	*Evaluate the performance of precinct development proposals against leading Australian sustainability performance standards.* Future development proposals: encourage sustainable development proposals.	*In Part 1 Implementation: Additional Information, introduce a requirement for a sustainability evaluation for all large development proposals, using a recognised evaluation framework.*

REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
UE 1.1.2	Green Network Plan	Short/ Medium	Streetscape works
UE 1.3.1	Environmental Conservation Plan	Short - Long	Environmental works

URBAN ECOLOGY: Green Network Plan

Zoning/Tenure Review	Amend zoning of land to redesignate as 'Recreation' reserve: a. Isolated portion of Lot 9020 Caves Road, between Caves Road and Cape Naturaliste Road. b. Portion of Lot 9020 Caves Road (vegetated with TEC), south of and abutting Reserve 45818. c. 10m wide portion of Lot 9020 Caves Road, immediately NW of and abutting the road reserve, to provide a connection and habitat corridor between areas of TEC vegetation. d. Redundant portion of road reserve at the north western end of Lorna Street (abutting Seymour Park).
Extension/Enhancement of Existing Green Network	a. Lions Park to Dugalup Brook (Naturaliste Terrace). b. Lions Park to coastal foreshore reserve (Dunn Bay Road east).
Establish Green Network	a. Dunn Bay Road, between the intersections of Cape Naturaliste Road and Naturaliste Terrace. b. North side of Caves Road, adjacent to the PSP area.
Infrastructure	a. Relocation of power transmission lines from overhead to underground (in relevant locations).
POS Irrigation	b. Extend the pipeline drawing from the Sue Coal Measures aquifer.

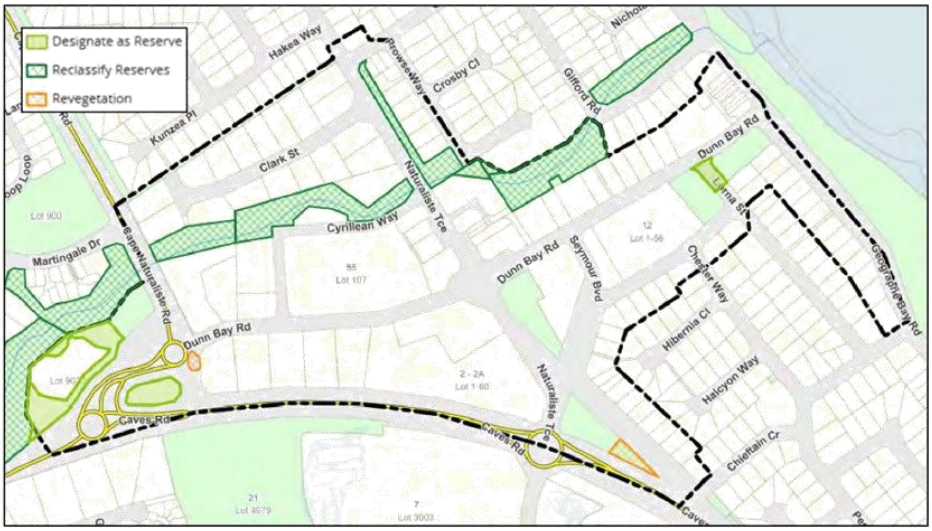
Green Network Plan

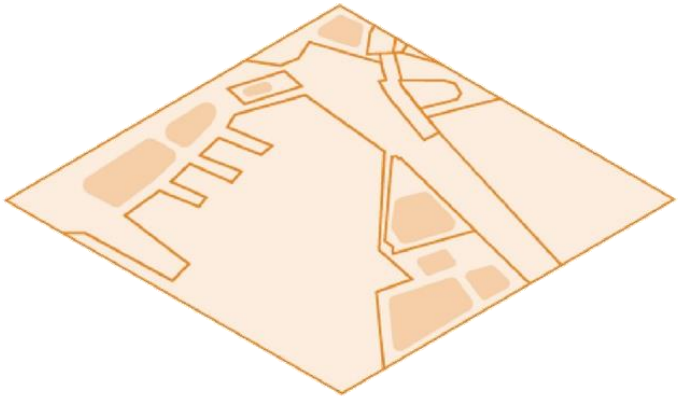


URBAN ECOLOGY: Environmental Conservation Plan

Dugalup Brook	Investigate reclassification of Dugalup Brook Reserves: a. 26513 b. 35758 c. 42673 d. 45818
TEC 'Banksia Dominated Woodlands of the Swan Coastal Plain'	Review zoning and/or tenure arrangements for small fragmented and undevelopable parcels of land: a. Isolated portion of Lot 9020 Caves Road, between Caves Road and Cape Naturaliste Road. b. Portion of Lot 9020 Caves Road (vegetated with TEC), south of and abutting Reserve 45818. c. 10m wide portion of Lot 9020 Caves Road, immediately NW of and abutting the road reserve, to provide a connection and habitat corridor between areas of TEC vegetation. d. Redundant portion of road reserve at the north western end of Lorna Street (abutting Seymour Park).
Revegetation Program	Transitions and buffers between areas of conservation value and urban land uses: a. Portion of the road reserve adjacent to Lot 1-2 Dunn Bay Road. b. Portion of Reserve 39264 between Chieftain Crescent and Caves Road.
Significant Tree Register	a. Survey and assess mature trees on public land, with practical consideration of life expectancy, biodiversity value, and possible safety risks. b. Establish a Significant Tree Register for the Dunsborough TC.
Civil Infrastructure	Replacement of civil drainage infrastructure to mitigate surface pollutants, including through use of gross pollutant traps and easements: a. Lot 23 Clark Street (Clark Street upgrades) b. Lot 171 Gifford Road/Reserve 26513 (Gifford Road upgrades).

Environmental Conservation Plan





6.2 URBAN STRUCTURE

Consideration to the physical, cultural and economic context to integrate with the surrounding urban fabric and landscape of the area.

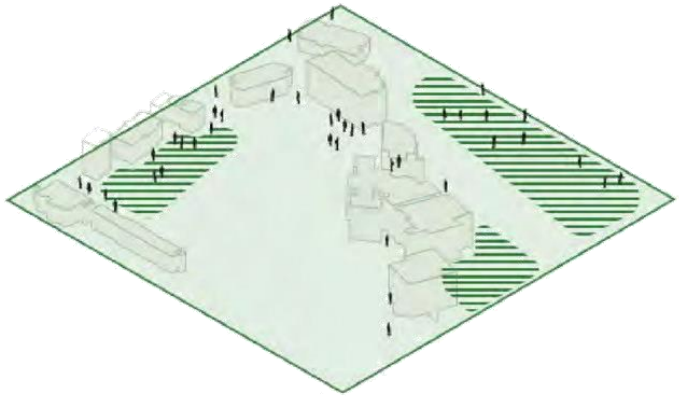
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Urban Structure Objective 2.1: to ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.		
US 2.1.1	*Design the urban structure in response to the existing or intended future precinct character.* Opportunity to review the urban structure to ensure it is responsive to major structuring elements: • Landscape features. • Nodes of activity. • Movement network.	1. *Respond to major landscape features* (UE 1.1.1). 2. *Investigate setting land aside for a multi-function civic and community space* within a walkable distance from the TC (LU 5.1.2). 3. *Revise density codings* (LU 5.3.2). 4. *Improve access to the TC* (M 4.1.2) 5. *Develop a safe, convenient and comfortable movement network* (M4.1.3).
US 2.1.2	*Create blocks and lots of the appropriate size, proportion and orientation to support the intended character and functions of the precinct.* Established urban structure: • Block size and orientation. • Lot size and orientation. • Opportunity to review existing network connections within the urban structure to support greater ease of movement.	*Improve access to the TC* (US 2.2.1).
US 2.1.3	*Identify existing key landmarks to create view corridors and highlight destinations and focal points within the urban structure.* Key view corridors: • West to Cape Naturaliste / Yallingup Hills, from Dunn Bay Road. • East to Geographe Bay, from Dunn Bay Road. Key visual interest and entry site: • East from Elmore Road intersection, along Caves Road. Caves Road is a key travel corridor on the edge of the PSP area: • Opportunity to respond to the prominence and scenic character of Caves Road as a key travel corridor.	1. *Improve key sight lines and visual links beyond the precinct by specifying development standards* (BF 6.1.2, BF 6.1.3, BF 6.2.1, BF 6.2.2, BF 6.2.4, BF 6.3.1). 2. *Require high quality design to key entry/visual interest site* by specifying development standards (BF 6.1.2, BF 6.1.3, BF 6.2.1, BF 6.2.2, BF 6.2.4, BF 6.3.1). 3. *Initiate an amendment to LPS 21 and introduce additional site and development requirements that respond to Caves Road as a key travel corridor.*
Urban Structure Objective 2.2: to promote an urban structure that supports accessibility and connectivity within and outside the precinct.		
US 2.2.1	*Design a legible, interconnected and functional urban structure that supports ease of movement to and through the precinct.* Established urban structure: • Opportunity to review existing network connections within the urban structure to support greater ease of movement. • Opportunity to encourage development that incorporates a mid-block connection for community benefit.	*Improve access to the TC:* a. Future connection of Clark Street to Cape Naturaliste Road (M 4.1.2) b. Mid-block connection between Dunn Bay Road (west) and Caves Road (M 4.1.2).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
US 2.2.2	*Develop an urban structure that gives priority to safe walking and cycling, with a focus on achieving 400m and 800m walkable catchments around the activity node.* Established urban structure: • Draft SPP 4.2 Appendix 1: PSP area aligns with definition of a 'District Centre'. Policy recommends 30+ residential density targets for a 400m walkable catchment. • Opportunity to review residential density within a 400-500m walkable catchment area, around the defined centre of the PSP area.	1. *Review residential density within a 400-500m walkable catchment area* (LU 5.3.2). 2. *Implement improvements to walking/cycling infrastructure providing connection to the walkable catchment area* (M 4.1.2, M 4.1.3, M4.3.1, M 4.3.2). 3. *Support residential development within the TC* (LU 5.3.2).
US 2.2.3	*Identify opportunities to create new or enhanced existing connections to and through the precinct.* No road connection between the northern part of the PSP area (Clark Street) and the arterial road Cape Naturaliste Road. Block south of Dunn Bay Road (western end) – approx. 390m in length: • Poor pedestrian/cyclist environment from residential area to the south. • Opportunity to create one or more mid-block connections.	1. *Extend Clark Street to intersect with Cape Naturaliste Road* (M 4.1.2). 2. *Mid-block connection between Dunn Bay Road (west) and Caves Road* (M 4.1.2).
Urban Structure Objective 2.3: to ensure the urban structure supports the built form, public realm and activity intended for the precinct.		
US 2.3.1	*Provide block configurations that support the function and amenity of the precinct.* Established urban structure: • Majority of blocks are developed; undeveloped land parcels are isolated. • No opportunity to review block sizes, shape or proportion.	Not applicable to this PSP.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
US 2.3.2	*Design lots (size and configuration) that can support intended retail, commercial and mixed use development.* Existing factors that may not support intended retail, commercial and mixed use development: • Fragmented land parcels. • Strata titled lots (large number of owners) present complexities and constraints for redevelopment. • Particularly relevant for older strata titled sites characterised by buildings set back from the street, or behind car parking bays and vehicle access ways. LPS 21 cl. 4.20 is relevant to consolidation and fragmentation of land in the Centre zone only. • Fragmented ownership also occurs at the on the north side at the eastern end of Dunn Bay Road. • Potential for these older sites to be redeveloped as apartment buildings (especially the remaining R80 site).	*In Part 1 Implementation: Subdivision and development standards, introduce reference to consolidation and rationalisation of Residential zone land parcels* (US 2.4.2).
US 2.3.3	*Design lot layouts to respond to local climate, topography and existing natural features, while supporting intended built form.* Established urban structure: • Orientation of lots has generally been driven by major landscape features and transport routes.	Not applicable to this PSP.
US 2.3.4	*Design an urban structure that can accommodate lots for large format uses outside the precinct core where desired.* Established urban structure: • Minimal opportunity for large format land uses in the TC (including Clark Street). • Location in proximity to Service Commercial and Light Industry zoned land elsewhere within the	Not applicable to this PSP.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	District, where large format uses can be accommodated.	
US 2.3.5	*Create an urban structure that contributes to the development of accessible, safe and well located public spaces.* Established urban structure: • Public spaces are pre-existing.	*Improve pedestrian/cyclist linkages between public spaces* (M 4.3.1, M 4.3.2).
Urban Structure Objective 2.4: to ensure an adaptable urban structure that can respond to and facilitate change within a precinct.		
US 2.4.1	*Develop a street block pattern that can accommodate change over time.* Established urban structure: • Lot size, orientation and frontage width. • Majority of lots are developed; undeveloped land parcels are isolated.	Not applicable to this PSP.
US 2.4.2	*Identify long-term strategic opportunity/catalyst sites and detail how they are to be protected from under-development.* Existing factors contributing to under-development: • Fragmented land parcels. • Strata titled lots (large number of owners) present complexities and constraints for redevelopment. • Particularly relevant for older strata titled sites characterised by buildings set back from the street, or behind car parking bays and vehicle access ways. Long-term shortfall in parking supply, driven by seasonal visitor requirements and poor availability of alternative transport options: • Opportunity to identify key sites to allow for a 20 year growth scenario.	1. *In Part 1 Implementation: Subdivision and development standards, introduce reference to consolidation and rationalisation of Residential zone land parcels, where possible, to achieve optimum developable areas/sites.* 2. *Identify strategic peripheral car parking site/s to service all day parking needs* (M 4.4.1). 3. *In Part 1 Implementation: Local Development Plans, require an LDP for specified sites* (redevelopment is likely to have a significant impact on activity, function and character of the PSP area): a. Lots bound by Dunn Bay Road, Naturaliste Terrace and Caves Road, as depicted (subject to current subdivision proposal – future lot nos. to be determined). b. Lots bound by Dunn Bay Road and Caves Road, and inclusive

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	Strategic sites that currently are under-developed or include flawed design, including lack of street activation: • Opportunity to draft provisions guiding land use and built form outcomes.	of Lots 1-2 (No. 1/64 & 2/64) Dunn Bay Road to the west and Lots 1-3 & 6-10 (No. 1/54-8/54) Dunn Bay Road to the east.
US 2.4.3	*Illustrate the relationship between the proposed urban structure and precinct staging.* An opportunity exists to evolve and improve the urban structure by addressing: • Block structure. • Movement network. • Parking arrangements. • Fragmented land parcels. • Cadastral boundary anomalies.	*Through initiation of an amendment to LPS 21 and the PSP Part 1, consider*: a. Block structure – mid-block connection between Dunn Bay Road (western end) and Caves Road (M 4.1.2). b. Movement network – connection of Clark Street to Cape Naturaliste Road; improvements to pedestrian/cycle network (M 4.1.2, M 4.1.3). c. Parking arrangement – identify peripheral sites for long-term parking requirements; review parking management (M 4.4.1, M 4.4.2). d. Fragmented land parcels – identify sites where consolidation of land parcels will result in more useful land arrangements. e. Cadastral boundary anomalies - development site controls to address setback requirements (BF 6.2.2).



6.3 PUBLIC REALM

Providing a range of well-connected, functional and enriching places to provide spaces for relaxation, recreation, contemplation and connection to nature.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Public Realm Objective 3.1: to ensure the public realm is designed to promote community health and wellbeing.		
PR 3.1.1	*Provide a range of public spaces that support and contribute to the community's health and wellbeing, in response to identified community need.* Opportunity to introduce public spaces (in the PSP area or broader townsite). These spaces would enhance and activate the PSP area and contribute to community cohesion, relaxation and recreation: • Expandable event space for large-scale community events. • Multi-function civic space for community purposes.	1. *Recognise and enhance an expandable event space:* a. Incorporate temporary closure of the core road network around the intersection of Dunn Bay Road and Naturaliste Terrace, allowing a peripheral circulation network via Cyrillean Way, Hannay Lane, Seymour Boulevard; b. Potential future mid-block connection between Dunn Bay Road and Caves Road (M 4.1.2). 2. *Investigate setting land aside for a multi-function civic and community space within a walkable distance from the TC* (LU 5.1.2).
PR 3.1.2	*Design public spaces for multiple uses, to efficiently accommodate a range of functions and activities.* An opportunity exists to create multi-function civic space for community purposes.	*Investigate setting land aside for a multi-function civic and community space within a walkable distance from the TC* (LU 5.1.2).
PR 3.1.3	*Consider year-round user comfort in the design of the public realm.* Existing, established green network along Naturaliste Terrace, between Caves Road and Cyrillean Way. Opportunities exist to: • Extend and enhance this green network. • Establish a green linkages where none or little currently exists, including a 'green edge' on some development sites.	1. *Extend and enhance the existing green network* (UE 1.1.2). 2. *Established green linkages* (UE 1.1.2). 3. *Initiate an amendment to LPS 21 to enhance the existing green network, by requiring additional setbacks and landscaping in key locations* (BF 6.2.2).
Public Realm Objective 3.2: to enable local character and identity to be expressed in public realm design to enhance sense of place.		
PR 3.2.1	*Public realm design should incorporate local natural topography, habitats and vegetation to enhance sense of place.* Dugalup Brook is a unique but underutilised landscape feature, and critically endangered Western Ringtail Possums are known to occur throughout the PSP area. Opportunities exist to: • Improve the environmental value and integrate the cultural value of Dugalup Brook. • Improve WRP habitat environments and linkages.	1. *Protect, enhance and improve the Dugalup Brook environmental value by:* a. Mitigate surface pollutant impact (UE 1.1.3, LU 5.2.2). b. Built form: i. Increased setback requirement on the Dugalup Brook interface (PR 3.3.1). ii. No car parking or services on Brook interface (PR 3.3.1, BF 6.1.1). c. In Part 1 Implementation: Subdivision and development standards, requiring incorporation of WSUD principles (LU 5.2.2). d. Investigating reserve reclassification (UE 1.3.1).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		2. *Enhance existing habitat linkages for safe WRP migration and increased population viability* (UE 1.3.1).
PR 3.2.2	*Demonstrate appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.* Several recognised Aboriginal heritage sites in the PSP area, including Dugalup Brook as an important mythological site and other ceremonial, artefact and/or camping sites. • An opportunity exists to source future funding for Aboriginal interpretive signage and art projects through the South West Native Title Settlement.	*Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place, and promote a shared understanding of the significance of landscape and place*: a. Install interpretive signage to explain areas of past Aboriginal history, association and significance (in consultation with the Undalup Association and local Elders). b. Create an appropriate expression of cultural significance by establishing an Aboriginal art trail in the locations of Dugalup Brook, Lions Park and Seymour Park.
PR 3.2.3	*Design the public realm to reflect the heritage significance of the precinct and support the precinct's intended character and identity.* 'Percent for Art' local planning policy has contributed to a body of public art.	1. *Review 'Percent for Art' local planning policy.* 2. *Prepare a public art program.*
Public Realm Objective 3.3: to ensure that key environmental attributes are protected and enhanced within the public realm.		
PR 3.3.1	*Integrate environmental features of the precinct within the public realm.* Dugalup Brook is a unique but underutilised landscape feature. An opportunity exists to preserve the interface between the Brook and adjoining sites. Further opportunity to protect other public space interface (Lions Park and Seymour Park).	1. *Initiate an amendment to LPS 21:* a. No car parking or services located on the public space interface. b. Increased setback requirement on the Dugalup Brook interface. 2. *Provide appropriate transitions and buffers between areas of conservation value and urban land uses* (UE 1.3.1).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	TEC vegetation fringes the PSP area however it is not a feature of the public realm.	
PR 3.3.2	*Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.* Urban canopy and green linkages are partially established in the public realm, but improvements can be made, including through: • The progressive sinking of overhead power lines. • Identifying and recording significant landmark trees.	1. *Improve the quality and connectivity of the natural environment by extending and enhancing the existing green network* (UE 1.1.2). 2. *Establish new urban canopy by establishing green linkages* (UE 1.1.2). 3. *Create the ability to plant street trees without power line hindrance* (UE 1.1.2). 4. *Identify and preserve significant landmark trees to preserve urban canopy* (UE 1.3.1).
PR 3.3.3	*Incorporate water wise species into the green network and public realm where appropriate.* Localised issues include: • High water table. • Catchment hydrology (including Dugalup Brook). • Seasonal variations in rainfall. • Surface toxins and hydrocarbons.	1. *Amalgamate the design of street upgrades with drainage and landscaping* (PR 3.3.4). 2. *Incorporate Water Sensitive Urban Design principles including nutrient wise landscaping; permeable paving and ground covers; and rain gardens and bio filters.*
PR 3.3.4	*Incorporate water sensitive urban design into the public realm.* Localised issues include: • High water table. • Soil profile. • Varying climatic conditions. • Catchment hydrology (including Dugalup Brook). • Surface toxins and hydrocarbons.	1. *Amalgamate the design of street upgrades with drainage and landscaping to ensure waterways are protected from toxins and hydrocarbons.* 2. *Improve existing hydrological features by replacing or upgrading drainage infrastructure as staged streetscape works occur* (UE 1.1.3). 3. *Protect the natural environment by installing civil infrastructure for stormwater drainage collection, to mitigate surface pollutant impact on Dugalup Brook* (UE 1.1.3).
PR 3.3.5	*Provide opportunities for urban greening, such as community gardens and rooftop gardens.* An opportunity exists to encourage rooftop gardens, vertical gardens	*Support development proposals that incorporate vertical greening strategies and/or green roofs.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	and/or green walls to be incorporated into new development.	
Public Realm Objective 3.4: to ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.		
PR 3.4.1	*Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.* In key locations, opportunities exist to: • Improve pedestrian routes • Improve pedestrian crossings.	*Prioritise provision of direct and legible pedestrian routes* (M 4.3.1).
PR 3.4.2	*Accommodate and promote inclusion and accessibility for people of all ages and abilities in the public realm.* An opportunity exists to incorporate universal design principles into all future streetscape works, as has been done with staged works carried out since 2014.	*Incorporate universal design principles into future streetscape works for:* a. Clark Street (M 4.1.2, M 4.1.3). b. Dunn Bay Road (M 4.1.3). c. Future peripheral car parking (M 4.4.1).
PR 3.4.3	*Design the public realm according to the principles of Crime Prevention through Environmental Design (CPTED).* An opportunity exists to incorporate CPTED principles into all future streetscape works, as has been done with staged works carried out since 2014.	*Incorporate CPTED principles into future streetscape works for*: a. Clark Street (M 4.1.2, M 4.1.3). b. Dunn Bay Road (M 4.1.3).
Public Realm Objective 3.5: to ensure public realm design is integrated with the built form, movement network and landscape of the precinct.		
PR 3.5.1	*Design well-proportioned and appropriately scaled public spaces and streets.* An opportunity exists to improve public spaces and streets where the pedestrian environment is not prioritised.	*Review carriageway widths with an aim to improve the pedestrian environment:* a. To prioritise pedestrian movement in Dunn Bay Road (M 4.1.3, M 4.3.1). b. To improve the pedestrian environment in Clark Street (M 4.1.3).
PR 3.5.2	*Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.* The interface between and various reserves - private lot boundaries is under-valued and under-utilised: • Dugalup Brook • Lions Park • Seymour Park	*Initiate an amendment to LPS 21:* a. No car parking or services located on the public space interface. b. Increased setback requirement on the Dugalup Brook interface (PR 3.3.1).
PR 3.5.3	*Design the public realm as a series of well-connected, legible spaces.* Block south of Dunn Bay Road (western end) – approx. 390m in length. Poor pedestrian/cyclist environment from residential area to the south. • Opportunity to create mid-block connections.	*Mid-block connection between Dunn Bay Road (west) and Caves Road* (M 4.1.2).
PR 3.5.4	*Integrate services and utilities to minimise impact on function and amenity of public spaces, streets and surrounding built form.* LPS 21 provisions (cl. 4.21.1 (o) and 4.23) address the location of services and utilities in the Centre zone. • Similar provisions exist in R-Codes vol. 2 applying to mixed use development in the Residential zone. • Opportunity to protect the amenity of Dugalup Brook, Lions Park and Seymour Park.	*Initiate an amendment to LPS 21 that specifies no car parking or services are to be located on the public space interface* (PR 3.3.1).

REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
PR 3.1.1	Future Public Spaces	Medium	Project investigation
PR 3.2.2	Aboriginal Cultural Heritage	Short/Medium	Project coordination

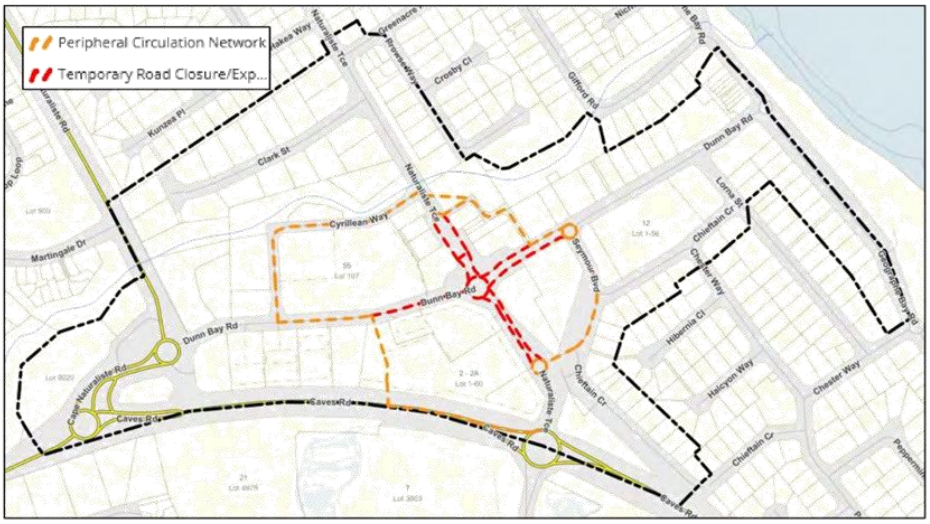
PUBLIC REALM: Aboriginal Cultural Heritage Plan

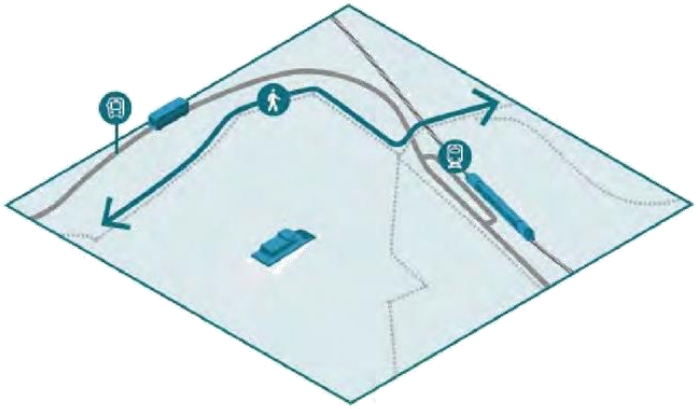
Interpretive Signage	In consultation with the Undalup Association and local elders, install interpretive signage to explain areas of past Aboriginal history, association and significance.
Art Trail	In consultation with the Undalup Association and local elders, create an appropriate expression of cultural significance by establishing an Aboriginal art trail in the locations of Dugalup Brook, Lions Park and Seymour Park.

PUBLIC REALM: Future Public Spaces Plan

Expandable Event Space	Recognise and enhance an expandable event space incorporating temporary closure of portions of Dunn Bay Road and Naturaliste Terrace.
Multi-Function Civic Space	Investigate setting land aside for a multi-function civic and community space within a walkable distance from the TC: a. At the northern end of Dunsborough Playing Fields (south of Caves Road and west of Dunsborough Lakes Drive). b. Within 400m of the TC. c. To provide for community facilities or infrastructure.

Future expandable event space





6.4 MOVEMENT

Responding to the identified movement and place function of the precinct, providing for a range of transport modes.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Movement Objective 4.1: to ensure the movement network supports the function and ongoing development of the precinct.		
M 4.1.1	*Address the current and future access needs of the precinct through an integrated transport planning and land use assessment process.* Medium-sized activity centre: • Limited public transport routes with low frequency. • Public transport patronage is low and in decline. • Modes of transport are limited (walking, cycling, private vehicle). • Increasing demand for electronic bikes and scooters.	Refer to M 4.1.2, 4.1.3, 4.2.1, 4.3.1 and 4.3.2.
M 4.1.2	*Design the movement network in balance with place considerations, local access and neighbourhood/ district/regional access requirements for travel to, through and around the precinct.* Established precinct with a number of movement constraints: • No road connection between the northern part of the PSP area and the arterial road Cape Naturaliste Road. • The block between Dunn Bay Road (western end) and Caves Road is approx. 390m in length, with no ability for vehicles to access the arterial road Caves Road, or pedestrians/cyclists to access Dunsborough Lakes to the south, from within the block. • Poor vehicle circulation at either end of Cyrillean Way. • Large number of access points and crossovers providing a disruption to ease of pedestrian movement. Following development of a micro-simulation model, an opportunity exists to respond to these constraints through various design responses.	1. *Initiate an amendment to LPS 21 to reserve land at the western end of Clark Street, aiming to extend Clark Street to intersect with Cape Naturaliste Road.* 2. *Establish a new mid-block vehicle, pedestrian and cyclist connection between Dunn Bay Road and Caves Road (western end) to improve traffic flow, reduce congestion, provide community benefit and facilitate re-development.* 3. *Construct roundabouts at either end of Cyrillean Way to reduce vehicle speed and improve traffic management and pedestrian/cyclist safety.* 4. *Initiate an amendment to LPS 21:* a. Rationalising and strategic placement of access points/crossovers to reduce impact on pedestrian and cyclist movement; b. Reciprocal access arrangements with adjoining sites and shared car parking arrangements; c. Internal access easements within redevelopment sites.
M 4.1.3	*Develop a movement network that enables convenient and comfortable travel and access for users of all ages and abilities.* Opportunities exists to: • Improve safety, convenience and comfort of travel through improvements to identified pedestrian/cyclist routes. • Incorporate CPTED principles into all future streetscape works, as has been done with staged works carried out since 2014.	1. *Initiate discussion with Main Roads WA to improve pedestrian/cyclist access from Dunsborough Lakes:* a. Redesign / reconstruction of the Caves Road/Naturaliste Terrace intersection roundabout. b. Improvements to safety of nearby refuge islands. 2. *Encourage and facilitate development that provides improved mid-block pedestrian access linking Caves Road to Naturaliste Terrace and Dunn Bay Road*: a. Construct a DUP on the southern side of Caves Road to

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		link access between Dunsborough Lakes and the Dunn Bay Road mid-block connection. b. Rationalisation and strategic placement of access points/ crossovers to reduce impact on pedestrian and cyclist movement (M 4.1.2). 3. *Improve the pedestrian environment along and from Clark Street*: a. Establish a pedestrian friendly street environment in Clark Street by introducing a DUP, landscaping, and consolidation of driveways for new development. b. Construct a DUP connection between Clark Street and Cyrillean Way, and additional connections to and along Dugalup Brook, with attention to wayfinding and Aboriginal cultural heritage. 4. *Prioritise pedestrian and cyclist accessibility and movement on sections of Dunn Bay Road*: a. Widen footpaths and adjust road carriageways. b. Maintain controlled service and freight vehicle access. c. Remove street parking to facilitate upgrades (M 4.4.1). 5. *Incorporate CPTED principles into future streetscape works for*: a. Clark Street. b. Dunn Bay Road.
M 4.1.4	*Design transport infrastructure that provides a safe network for all users.* An opportunity exists to incorporate Safe System and CPTED principles into all future streetscape works, in a similar manner to all staged works since 2014.	*For future streetscape works, incorporate:* a. Safe System principles. b. CPTED principles.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Movement Objective 4.2: to ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.		
M 4.2.1	*Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency.* Large catchment area, limited prioritisation of pedestrian/cyclist infrastructure, limited public transport and high tourist visitation has resulted in high private vehicle dependency. Service and delivery vehicles travel through the majority of streets within the PSP area.	1. *Prioritise pedestrian and cyclist movement through the PSP area* (M 4.1.2, M 4.1.3. M 4.3.1, M 4.3.2). 2. *Develop strategic sites for peripheral car parking* (M 4.4.1). 3. *Prioritise and rationalise delivery vehicle routes by requiring internal access easements within redevelopment sites* (M 4.3.5).
M 4.2.2	*Establish mode share targets for the precinct.* Large catchment area, limited public transport and high tourist visitation has resulted in private vehicle dependency.	N/A, although decreased private vehicle congestion as a result of various design responses is likely to improve amenity for all users.
Movement Objective 4.3: to enable a range of transport choices that meet the needs of residents, workers and visitors.		
M 4.3.1	*Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.* Historically there has been a tendency to prioritise vehicles over pedestrians which, in some instances, has resulted in poor design outcomes such as: • Parking located inside or adjacent to front boundaries. • Poor legibility. • Crossing points that are not safe, convenient or comfortable for all users. • Insufficient weather protection. • Insufficient pathway widths.	1. *Improve overall pedestrian access to/from Dunsborough Lakes* (M 4.1.3). 2. *Encourage/facilitate development providing improved mid-block pedestrian access linking Caves Road to Naturaliste Terrace and Dunn Bay Road.* (M 4.1.3). 3. *Prioritise pedestrian and cyclist accessibility and movement on sections of Dunn Bay Road* (M 4.1.3). 4. *Construct a dual use path linking Clark St and Cyrillean Wy* (M 4.1.3). 5. *Rationalise crossovers by requiring internal access easements within redevelopment sites* (M 4.1.2). 6. *Establish a 'green edge' and DUP within the front lot boundary on the west side of Naturaliste Terrace* (BF 6.2.2).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
		7. *New development with active frontages located on or near the front lot boundary, including*: a. Priority pedestrian access. b. Minimum width awning for shade and shelter. c. Car parking located at the rear. 8. *Investigate formalisation of and improvements to priority pedestrian crossings* (M 4.3.6).
M 4.3.2	*Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations.* Historical tendency to prioritise vehicles over pedestrians and cyclists resulting in poor design outcomes: parking located inside or adjacent to front boundaries, poor legibility, crossing points that are not safe, convenient or comfortable for all users and insufficient pathway widths.	Refer M 4.1.2, M 4.1.3 and M 4.2.1.
M 4.3.3	*Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, connection and user choice.* Medium-sized non-metropolitan activity centre: • Limited public transport routes with low frequency. • Public transport patronage is low and in decline.	Not applicable to this PSP.
M 4.3.4	*Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.* Medium-sized non-metropolitan activity centre: • Limited public transport routes with low frequency. • Public transport patronage is low and in decline.	Not applicable to this PSP.
M 4.3.5	*Consider access requirements for service vehicles and logistical freight movements within the precinct.* Service and delivery vehicles travel through the majority of streets within the PSP area. • Mountable curbs have been incorporated into recently-constructed roundabouts. • Introduction since 2017 of activity centre density coding is likely result in an increased number of service and delivery vehicles. LPS 21 provisions (4.22) address service vehicle access to individual lots in the Centre zone.	1. *Design street upgrades to allow for delivery and service vehicle width, length and turning ability.* a. Carriageway width. b. Mountable curbs. c. Bus bays (where required). 2. *Prioritise and rationalise delivery vehicle routes by requiring internal access easements within redevelopment sites.* a. In Part 1 Implementation: Subdivision and development standards, introduce easement(s) requirements specifying access rights for the benefit of adjacent lots. 3. *Extend Clark Street to intersect with Cape Naturaliste Road to improve permeability for delivery vehicles* (M 4.1.2).
M 4.3.6	*Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function.* High vehicle dependency: • 58% maximum average parking utilisation (maximum levels in excess of 85% for some street parking). • Dunn Bay Road (west) – road treatments to slow vehicle movement but there is confusion between vehicle and pedestrian prioritisation. • Opportunity to improve road treatments.	*Investigate formalisation of and improvements to priority pedestrian crossings on Dunn Bay Road (west)* (M 4.3.6). a. Re-evaluate the requirement for raised platforms following installation of a roundabout at the intersection of Cyrillean Way. b. Extend one or both of the raised platforms on the western end of Dunn Bay Rd. c. Investigate the installation of a wombat crossing on one raised platform.
Movement Objective 4.4: to ensure the quantity, location, management and design of parking supports the vision of the precinct.		
M 4.4.1	*Provide the minimum amount of car parking appropriate for the precinct.*	*Investigate strategic peripheral car parking sites to provide additional bays for projected car parking requirements*:

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	Audit of existing supply, occupancy rates and patterns of use undertaken 2019/2020: • Concluded that 200+ additional bays are required to provide adequate supply for base demand to 2040. • Lot 9020 Caves Road impacted by TEC vegetation, bushfire risk and siting outside of core centre of commercial activity.	a. Portion of Lot 9020 Caves Rd (excluding areas of TEC vegetation). b. Extend the existing all day car parking on the Dunsborough Playing Fields, along the northern edge of the site (adjacent to Caves Rd).
M 4.4.2	*Manage and locate car parking to prioritise access according to the needs of different user groups.* Needs of different user groups: • Predominant employment activities are Shop/Retail and Office/Business. • Peak parking utilisation 1.15pm – 3.00pm (58% maximum average hourly utilisation).	1. *Investigate strategic peripheral car parking sites to provide long-term car parking* (M 4.4.1). 2. *Consolidate private parking by encouraging shared use and reciprocal arrangements with internal access easements within redevelopment sites.* 3. *Implement measures to review/manage short-term car parking (timed parking).*
M 4.4.3	*Design parking to be integrated with the urban form.* LPS 21 existing provisions address car parking requirements, including location and cash in lieu of parking, in the Centre zone. Existing factors detracting from the urban form: • Low density development resulting in at grade car parking. • Commercial development at some locations is set back behind car parking and crossovers. • Clark Street and Naturaliste Terrace north of Dugalup Brook – formerly zoned Light Industry; varied land use mix; located outside of the core PSP area. • Sections of Dunn Bay Road – poor pedestrian environment, narrow carriage width, street parking;	1. *Initiate an amendment to LPS 21, introducing:* a. Standards relating to the location of car parking. b. Development site controls to address setback requirements where cadastral boundary anomalies exist. 2. *Prioritise pedestrian and cyclist accessibility and movement on sections of Dunn Bay Road* (M 4.1.3).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	limited opportunity for improvement. • Cadastral boundary anomalies.	
M 4.4.4	*Design parking for adaptability over time to accommodate potential future change of use.* • Parking demand analysis indicates that additional bays will be required to provide adequate supply for base demand to 2040. • Multi-storey facility design has potential to negatively impact character of the TC.	*Initiate an amendment to LPS 21, introducing standards requiring active frontages for multi-storey car parks.*
M 4.4.5	*Consider parking requirements and end of trip facilities for other transport modes.* Parking requirements and end of trip facilities for cyclists are considered through LPP 2.1 Car Parking and R-Codes vol. 2.	Not applicable to this PSP.

REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
M 4.1.2 M 4.1.3	Traffic Network Upgrade	Short/Medium	Engineering works
M 4.3.1 M 4.3.2	Pedestrian/Cyclist Network Upgrade	Short/Medium	Engineering works
M 4.4.1 M 4.4.2	Parking Supply and Management	Medium/Long	Engineering works

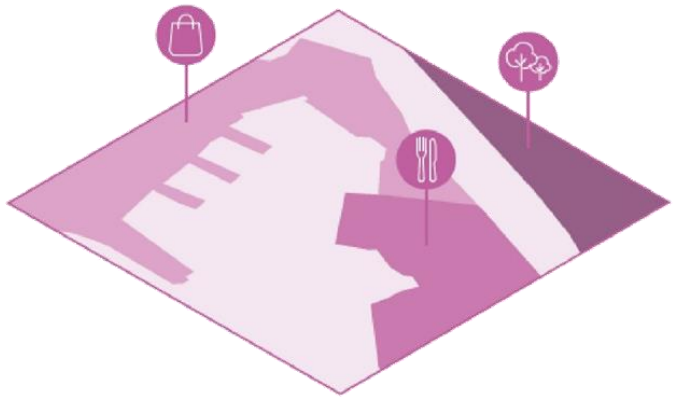
MOVEMENT: Traffic Network Upgrade Plan

Clark Street Extension	a. Acquisition of 10m wide parcels of land in each of Lots 20 & 21 Clark Street.. b. Construction of a roundabout at the intersection of Clark St and Cape Naturaliste Road.
Cyrillean Way	Roundabout construction at intersections with: a. Naturaliste Terrace; b. Dunn Bay Road.
Dunn Bay Road/Caves Road	Encourage and facilitate development to establish a mid-block connection.
Caves Road	Redesign/reconstruction of Caves Road/Naturaliste Terrace intersection roundabout (Main Roads WA).
Delivery/Service Vehicles	Design street upgrades to allow for delivery and service vehicle width, length and turning ability: a. Carriageway width; b. Mountable curbs; c. Bus bays (where required).
Infrastructure	a. Relocation of power transmission lines from overhead to underground (in relevant locations). b. Replacement of civil drainage infrastructure to mitigate surface pollutants, including through use of gross pollutant traps and easements.

MOVEMENT: Pedestrian/Cyclist Network Upgrade Plan

Dunn Bay Road/Caves Road	Establish mid-block connections
Caves Road/Dunsborough Lakes	Connection between Dunsborough Lakes and the TC: a. Redesign/reconstruction of pedestrian refuge islands (Main Roads WA). b. Construct dual use pathway on southern side of Caves Road.
Clark Street	a. Construct dual use pathway on northern side. b. Construct dual use pathway to provide connection with Cyrillean Way.
Dunn Bay Road	a. Widen footpaths and adjust road carriageways at eastern end. b. Maintain controlled service and freight vehicle access. c. Rationalise street parking. d. Improvements/formalisation of pedestrian crossings.

Pedestrian network upgrades



6.5 LAND USE

Reflect the role of the precinct in its broader context: land use type, proportion, mix and location, by responding to community needs and the current and intended future activities and functions.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Land Use Objective 5.1: to ensure current and planned land uses respond to the needs and expectations of the community.		
LU 5.1.1	*Review existing zonings and land uses within and adjacent to the precinct to identify gaps and determine the appropriate zones and land use mix.* Historically zoning and land use has been reviewed through the: • LCPS, DTCCP, and LPS 21 Amds 1 & 29. • Amd 40 aims to protect the Centre zones by minimising retail leakage. Other relevant factors: • High level of interest to develop residential and tourism-related land uses. • Lack of vacant land to provide for expected floor space demand. • Community concern over permissible building heights.	1. *Review permissibility of low-density residential development and other land uses that may not be appropriate or achievable in the TC* (LU 5.3.1). 2. *Restrict land use activity at the south-west end of Dunn Bay Road* (LU 5.3.1). 3. *Revise density codings* (LU 5.3.2).
LU 5.1.2	*Consider the current and future need for services, utilities and social infrastructure, including community, civic and cultural facilities.* Sufficient existing levels of social infrastructure to address daily needs of the service population. Higher-order services located in Busselton Bunbury. • Ongoing preparation a Community Infrastructure Plan to investigate growing demand for community facilities (e.g. library, community resource centre). • Opportunity to identify a suitable civic/community space within walkable distance of the TC.	*In Part 1 Implementation: Staging introduce a 'key trigger' relating to the revised DCP for DCA 1 and setting land aside for a multi-function civic and community space*: a. At the northern end of Dunsborough Playing Fields. b. Within walkable distance from the TC. c. To provide for community facilities or infrastructure.
LU 5.1.3	*Identify locations for staged land use transition to meet changing community needs.* Current locations that support land use transition (introduced 2017): • Clark Street was rezoned from Light Industry to Centre zone. • Mixed use residential coding (R-AC3). • Additional Use 74 (Residential zone), on the periphery of the PSP area.	No further action required.
Land Use Objective 5.2: to ensure land use contributes positively to precinct character and amenity.		
LU 5.2.1	*Co-locate land uses that have a mutual, positive benefit.* Medium-sized non-metropolitan activity centre: • Relatively minimal diversity of land uses – predominantly Shop/Retail and Primary-Rural (Clark Street; public open space).	No further action required.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	• Some non-conforming uses located in Clark Street following rezoning.	
LU 5.2.2	*Locate and distribute land uses to manage amenity impacts such as noise, visual and air pollution.* Potential amenity impact on Dugalup Brook: • Adjoining land is in the Centre zone. • Significant issue may arise from surface pollutant impact. Other land use amenity impacts: • Potential noise impacts between Centre and Residential zone interface. • Potential noise impacts from Caves Road interface (SPP 5.4)	1. *Standards relating to Dugalup Brook:* a. No car parking or services located on the Brook interface (PR 3.3.1). b. Incorporate WSUD principles (PR 3.3.3). 2. *In Part 1 Implementation: Additional Information:* a. Commercial land use – a noise management plan. b. Residential land use adjoining Caves Road – road traffic noise assessment.
LU 5.2.3	*Distribute land uses across the precinct to support and benefit from the movement network.* Medium-sized activity centre: • Services daily needs of service population (no regional service provision). • Minimal diversity of land uses. • Minimal diversity of transport modes.	3. *Retain additional uses specified for the peripheral Residential zoned land, to provide additional availability of commercial floor space.* 4. *Initiate an amendment to LPS 21 to introduce land use restrictions for the western end of the street block south of Dunn Bay Road.*
Land Use Objective 5.3: to achieve a mix of land uses and activity that supports the precinct vision.		
LU 5.3.1	*Determine the appropriate land use mix for the precinct.* • Land use mix was reviewed following the DTCCP; implemented via Amds 1 and 29. Included horizontal land use mix and provisions in cl. 4.21 of LPS 21. • Amd 40 aims to protect the Centre zones by minimising retail leakage.	*Initiate an amendment to LPS 21 to:* a. Not allow residential use at ground floor on Naturaliste Terrace, Dunn Bay Road and Clark Street. b. Revise the permissibility of low density residential land uses. c. Revise the permissibility of land uses that are not appropriate or achievable in the context of the Dunsborough TC.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
LU 5.3.2	*Determine the appropriate distribution of residential density to support the intended character and function of the precinct.* Impact of R-AC3 zoning on the Centre zone: • Community concern re the potential impact of bulk and scale from proposed six storey mixed use developments, on the character of the precinct. • Opportunity to introduce nuanced approach to design and density, responding to the precinct context and community concern, while maintaining the strategic objective for urban consolidation and redevelopment, and continued growth as a main centre of economic, social and cultural life in the District. Impact of existing R80 zoning around the periphery of the TC: • Community concern re potential height of mixed use development. • Sites are generally 800m² or less in area. • Located in 'ribbons' of land (side by side). • Little opportunity to assemble multiple land parcels resulting in lot size/shape to accommodate maximum R80 mixed use potential. • R80 development may result in adverse impact on adjoining lots; requirement for 'design compromise' (particularly height). • Exceptions - Strata Plan 28592 (No. 3) Dunn Bay Road is contiguous to the TC with mixed use opportunity, with design opportunity to frame view-lines and vistas. Recommend that R80 coding is retained; four	1. *Initiate an amendment to LPS 21:* a. Re-code all lots fronting Clark Street, and all lots north of Dugalup Brook fronting Naturaliste Terrace, to R-AC4. b. Re-code all other lots, currently coded R-AC3, to R-AC0. c. Re-code R80 lots to R60 (except Strata Plan 28592 (No. 3) Dunn Bay Road, and four amalgamated lots on the corner of Geographe Bay Road and Dunn Bay Road). d. Introduce primary controls for land coded R-AC0 (BF 6.1.2, BF 6.1.3, BF 6.2.1, BF 6.2.2, BF 6.2.4, BF 6.3.1). 2. *Initiate a review of housing density within the walkable catchment range, or in areas adjacent to the PSP boundary (maximum 530m from the TC).*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	amalgamated lots on the corner of Geographe Bay Road and Dunn Bay Road are substantially commenced at R80 density.. Density and housing diversity adjacent to the PSP area: • Draft SPP 4.2 Appendix 1: PSP area aligns with definition of a 'District Centre'. Policy recommends 30+ residential density targets for a 400m walkable catchment. • Local Planning Strategy map identifies urban consolidation in/around the TC. • Density within a 400 metre walkable catchment of the TC predominantly R15, with small pockets of R25 and R30. • Residential density coding of land adjacent to the PSP area was not reviewed through Amd 1. • Appropriate to encourage middle range residential densities within walkable catchment area adjacent to the activity centre, providing transition between higher and lower densities.	
LU 5.3.3	*Provide for land uses that appropriately activate and promote safety in the public realm.* LPS 21: • Table 1 – Zoning Table allows for predominantly commercial land uses in the Centre zone. • R-AC3 density allows for mixed use development (cl. 4.21.1 (a) restricts residential use at ground floor in Dunn Bay Road and Naturaliste Terrace). • AU 74 allows for low-key commercial and service land uses to support the TC.	1. *Revise the permissibility of low density residential land uses* (LU 5.3.1). 2. *Revise the permissibility of land uses that are not appropriate or achievable in the context of the Dunsborough TC* (LU 5.3.1).

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION

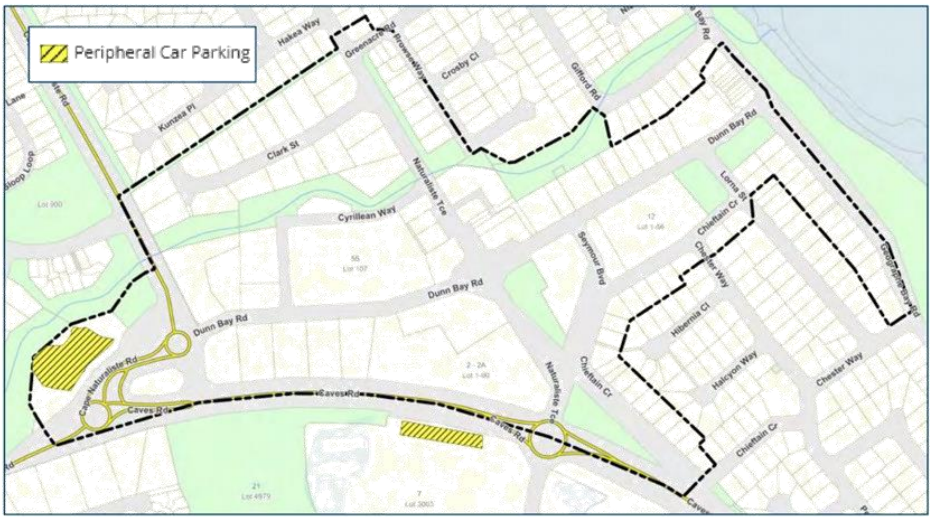
LU 5.3.4	*Identify a land use mix that supports local employment and the local economy.*
	Medium-sized activity centre:
	• Secondary activity centre in context of the District.
	• TC employment activity (90% of all employment opportunities), including:
	  • Shop/Retail (including restaurants, cafes and similar).
	  • Office/Business.
	• AU 74 allows for low-key commercial and service land uses to support the TC.
		Revise the permissibility of unachievable or inappropriate land uses (LU 5.3.1).

REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
LU 5.3.1	Land Use Plan	N/A	Incorporate into PSP process.
LU 5.3.2	Density Plan	N/A	Incorporate into PSP process.

LAND USE: Land Use Plan

Land Use Permissibility	Review land use permissibility in the District Centre zone: a. Low density residential. b. Land uses not appropriate and/or achievable.
Civic/Community Space	Investigate land for civic and community space within walkable distance from the TC.
Peripheral Car Parking	Investigate land for future all-day peripheral car parking.

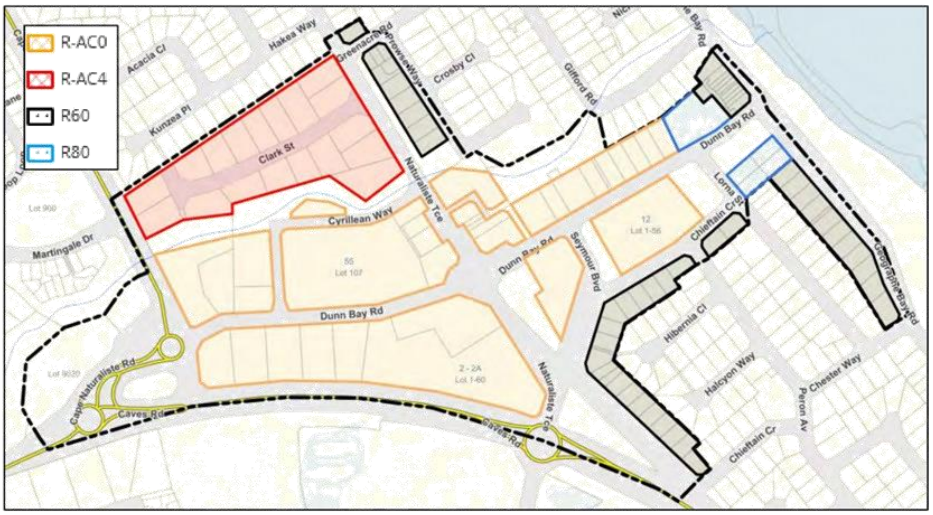
Land use plan

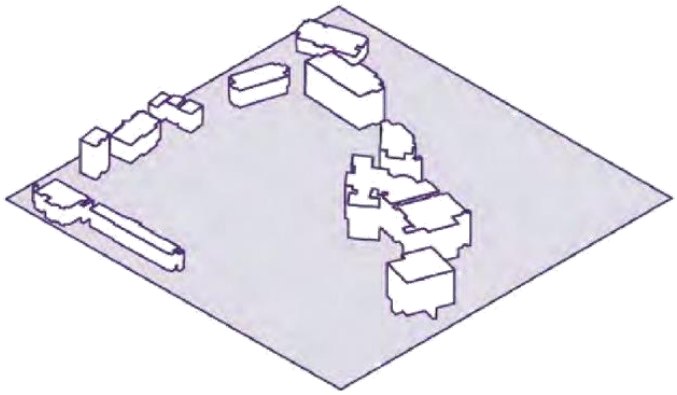


LAND USE: Density Plan

Review Activity Centre Density	Review 'activity centre' density in the District Centre zone: a. Re-code all lots fronting Clark Street, and all lots north of Dugalup Brook fronting Naturaliste Terrace, to R-AC4. b. Re-code all other lots, currently coded R-AC3, to R-AC0.
Review Residential Density	Review residential density in the Residential zone: a. Re-code R80 lots to R60 (except Strata Plan 28592 (No. 3) Dunn Bay Road and four amalgamated lots on the corner of Geographe Bay Road and Dunn Bay Road).

Density plan





6.6 BUILT FORM

Support a precinct that is functional and appropriate in character, intensity, bulk and scale; provide choice and affordability in in housing; and support the critical mass of residents, workers and visitors required to sustain thriving local businesses and service delivery.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
Built Form Objective 6.1: to ensure that the built form is responsive to the purpose, context and intended character of the precinct.		
BF 6.1.1	*Address how the precinct built form will respond to the physical and cultural characteristics of the precinct.* Significant physical characteristics include: • Dugalup Brook/associated reserves. • Views towards Geographe Bay and Cape Naturaliste (above ground level). • Public realm such as Lions Park (Reserve 38693) and Seymour Park (Reserve 26512). Cultural characteristics include: • Low rise (1-3 storey). • Predominant tourism accommodation at eastern end of Dunn Bay Road. • Office/retail at western end of Dunn Bay Road. • PSP area surrounded by low density residential. LPS 21, Schedule 2, 'A74', condition 5 requires the preparation of urban design guidelines (and/or Special Provisions) to address matters relating to built form.	1. *Initiate an amendment to LPS 21, to:* a. Introduce height, setback, and plot ratio controls in the Centre zone (BF 6.1.2, BF 6.1.3, BF 6.2.1, BF 6.2.2, BF 6.2.4, BF 6.3.1). b. Amend Schedule 2 – Additional Uses 'A74', to create a new Additional Use area and separate out sites within the PSP area, including revised conditions.
BF 6.1.2	*Manage the built form transitions between and within the precinct.* Interface between R-AC3 (Centre zone) and R15 density codings: • LPS 21 cl. 4.21.1 – no provisions in place to protect lower density coded sites on the south side of Kunzea Place or Gifford Road (southern end). Significant physical characteristic: • Dugalup Brook/associated reserves. • Flat topography. • Requirement to preserve human scale. Design/primary control guidance: • Upper storey setbacks are referred to in SPP 7.3 Vol. 2 as 'building depth' (2.6), and generally depth is greater at lower (commercial and retail use) levels and narrower at upper (residential use) levels. • PG 2.6.5 "buildings that have smaller depths over a greater height deliver better residential amenity." • 2.7 'building separation', figure 2.7a and Table 2.7, provides upper storey setbacks that increase by	1. *In Part 1 Implementation: Subdivision and development standards, introduce upper storey setback requirements for R80 development.* 2. *Initiate an amendment to LPS 21 to introduce R-AC0 development controls pertaining to upper storey setbacks.*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	3m increments (additional 6m separation between buildings).	
BF 6.1.3	*Promote a diversity of built form types appropriate to the precinct.* Community consultation: • Importance of maintaining low-key, friendly atmosphere. • Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) mixed use developments. Significant physical characteristic: • Public realm such as Lions Park (Reserve 38693) and Seymour Park (Reserve 26512).	1. *Initiate an amendment to LPS 21 to introduce:* a. R-AC4 and R-AC0 density coding (LU 5.3.2). b. Lot boundary setback requirements (BF 6.2.2). c. R-AC0 upper storey setbacks (BF 6.1.2). 2. *In Part 1 Implementation: Subdivision and development standards, introduce upper storey setback requirements for R80 development.* (BF 6.1.2).
BF 6.1.4	*Identify buildings with potential for retention and adaptive reuse (including temporary use) with a priority on heritage buildings and buildings that contribute to place character.* Cultural heritage: • No European cultural heritage sites listed on the City's Heritage List, or the State Heritage Register. • No architectural consistency in the built form of the TC.	Not applicable to this PSP.
Built Form Objective 6.2: to ensure building placement, scale and massing is appropriate for the intended precinct and streetscape character.		
BF 6.2.1	*Set height controls to ensure buildings within a precinct have a positive impact on the surrounding streetscape and public spaces.* Amendment 1 to LPS 21: • Introduced R-AC3 density coding to the TC. • Version of R-Codes current at the time (SPP 3.1 – 2015 version) – max. allowable wall height was 18m (and 21m with pitched roof) or 19m (with concealed roof) – i.e. 5 storey. • New R-Codes vol. 2:	*Initiate an amendment to LPS 21:* a. Re-code all lots in vicinity of Clark Street to R-AC4 (LU 5.3.2). b. Re-code all other lots, currently coded R-AC3, to R-AC0 (LU 5.3.2). c. Re-code R80 lots to R60 (except Strata Plan 28592 (No. 3) Dunn Bay Road and four amalgamated lots on the corner of Geographe Bay Road and Dunn Bay Road) (LU 5.3.2).

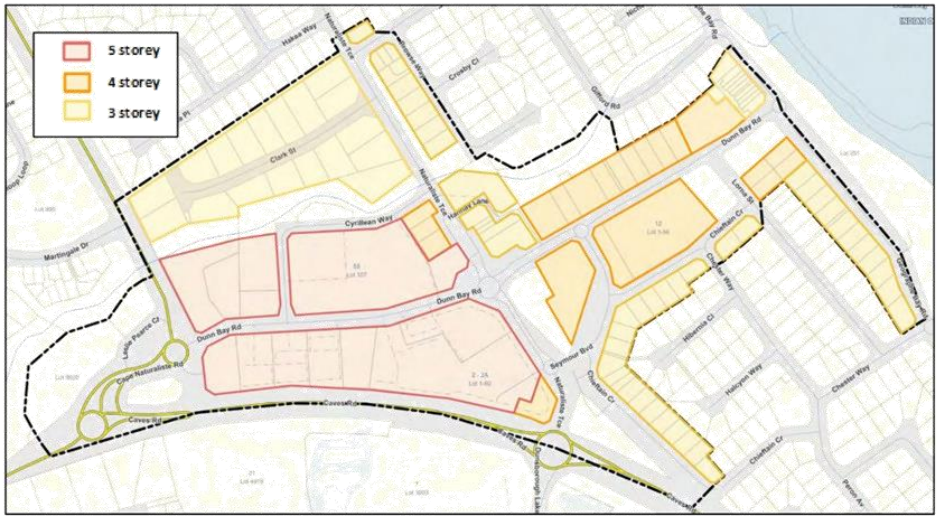
REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	○ Allowable 6 storey/21m (does not differentiate between pitched or concealed roof); ○ Allows R-AC0 development standards to be provided in a scheme. Community consultation: • Importance of maintaining low-key, friendly atmosphere. • Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) and four storey (R80) mixed use developments.	d. Amend clauses 4.3 and 4.8, relative to the Dunsborough PSP area. e. Introduce new development standards for the District Centre zone including R-AC0 Primary Controls. f. Introduce R-AC0 'Building Height Area' to the LPS 21 Scheme Map.
BF 6.2.2	*Develop setback controls in consideration of the intended relationship between buildings, and between buildings and the street.* Community consultation: • Importance of maintaining low-key, friendly atmosphere. • Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) mixed use developments. LPS 21 relevant clauses relating to setback controls in the Centre zone (cl. 4.21.1): • (b) A nil front setback; • (j) No vehicle access or car parking shall be provided between buildings and the street. LPS 21 Additional Use 74 (A74): • Conditions allow for land uses that may result in street activation ('Shop', Restaurant/Café'), nil front setback. • Conditions also require preparation of urban design guidelines (UDG) with various matters to be addressed (now addressed through R-Codes Vol. 2).	*Initiate an amendment to LPS 21 to introduce ground level setback requirements appropriate to the context of the Dunsborough TC:* a. To address cadastral boundary anomalies (M 4.4.3). b. To encourage a 'green edge' on the west side of Naturaliste Terrace, between the Caves Road and Dunn Bay Road intersections. c. To preserve the environmental and social amenity of Dugalup Brook. d. To respond to the prominence of Caves Road as a key travel corridor.

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	Other considerations: • Caves Rd – key travel corridor. • Development of a 'green funnel' from Caves Rd into the TC. • Dugalup Brook environmental and social amenity. • Cadastral boundary anomalies.	
BF 6.2.3	*Apply built form envelopes to define the streetscape and reinforce the precinct character.* Community consultation: 3. Importance of maintaining low-key, friendly atmosphere. 4. Concern re the potential impact of bulk and scale from proposed six storey (R-AC3) mixed use developments.	*Initiate an amendment to LPS 21 to introduce height, setback, and plot ratio controls for R-AC0 development, as well as some further nuanced controls for the District Centre zone.*
BF 6.2.4	*Determine plot ratio controls appropriate for the existing or intended future character of the precinct, where relevant.* LPS 21 plot ratio incentives applying to the Centre zone/R-AC3 coded lots (cl. 4.21.1 (p)): • Re-coding from R-AC3 to R-AC4 or R-AC0 – LPS 21 plot ratios become redundant. • R-Codes vol. 2 – plot ratios are specified in Table 2.1 Primary controls table.	*Initiate an amendment to LPS 21 to:* a. Introduce R-AC0 plot ratios that respond to building height. b. Amend cl. 4.21.1 (p), relative to the Dunsborough PSP area.
Built Form Objective 6.3: to ensure that built form design reduces energy demand across the precinct by facilitating climate-responsive design.		
BF 6.3.1	*Locate and arrange buildings to optimise solar access to buildings and the public realm.* Public realm: • Dugalup Brook (south side of Clark Street) – public realm may be impacted by R-AC3 coded buildings (6 storey) with nil rear setback.	*Initiate an amendment to LPS 21 to re-code all lots in the vicinity of Clark Street to R-AC4 (LU 5.3.2).*

REF.	ISSUE / OPPORTUNITY	DESIGN CONSIDERATION / ACTION
	Residential density (R80/R15 interface, particularly Lorna St, Chester Way and Hibernia Close: • R-Codes vol. 2 – provisions relating to building orientation address solar access to habitable rooms, open space and solar collectors.	
BF 6.3.2	*Consider the placement and layout of buildings to optimise natural ventilation and minimise wind impact at street level and on adjoining properties and public spaces and streets.* Block and lot layout is established: • Generally north/south and east/west orientation. • New development will address the primary street (and secondary street in the case of Hannay Lane).	No further action required.
Built Form Objective 6.4: to ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm.		
BF 6.4.1	*Design and setback buildings to enable passive surveillance and outlook to the street.* Applicable provisions: • LPS 21 cl. 4.21 • R-Codes vol. 2.	*Initiate an amendment to LPS 21 to introduce development standards specific to the Centre zone.*
BF 6.4.2	*Design for weather protection for pedestrian priority streets and public spaces, where appropriate.* LPS 21 provisions applying to the Centre zone (cl. 4.21).	*Initiate an amendment to LPS 21 to introduce development standards for the depth of awnings in the Centre zone.*

REF.	OUTPUT PLAN	LG PRIORITY (TERM)	LG ACTION
	Building Height Plan	N/A	Incorporate into PSP process.
	R-AC0 Primary Controls	N/A	Incorporate into PSP process.
	Built Form Illustrations	N/A	Incorporate into PSP process.

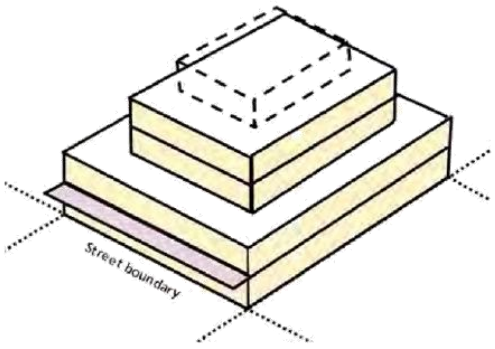
BUILT FORM: Building Height Plan



BUILT FORM: R-AC0 Primary Controls

Building Height Area (BHA) / Primary Controls	3 storey BHA	4 storey BHA	5 storey BHA
Boundary Wall Height (storey)	3	2	2
Setback – min. primary street	Nil	Nil, or as specified in LPS 21 cl. 4.22 (b) - (c)	
Setback – min. secondary street	Nil	Commercial use: Nil Non-commercial use: 2m	
Setback – min. side	Nil	Nil	Nil
Setback – min. rear	3m	Nil, or as specified in LPS 21 cl. 4.22 (e)	
Plot Ratio	1.2	1.3	2.0

BUILT FORM: Upper Storey Setbacks



Upper storey external wall face and/or balcony roofs set back from the ground floor external wall face:

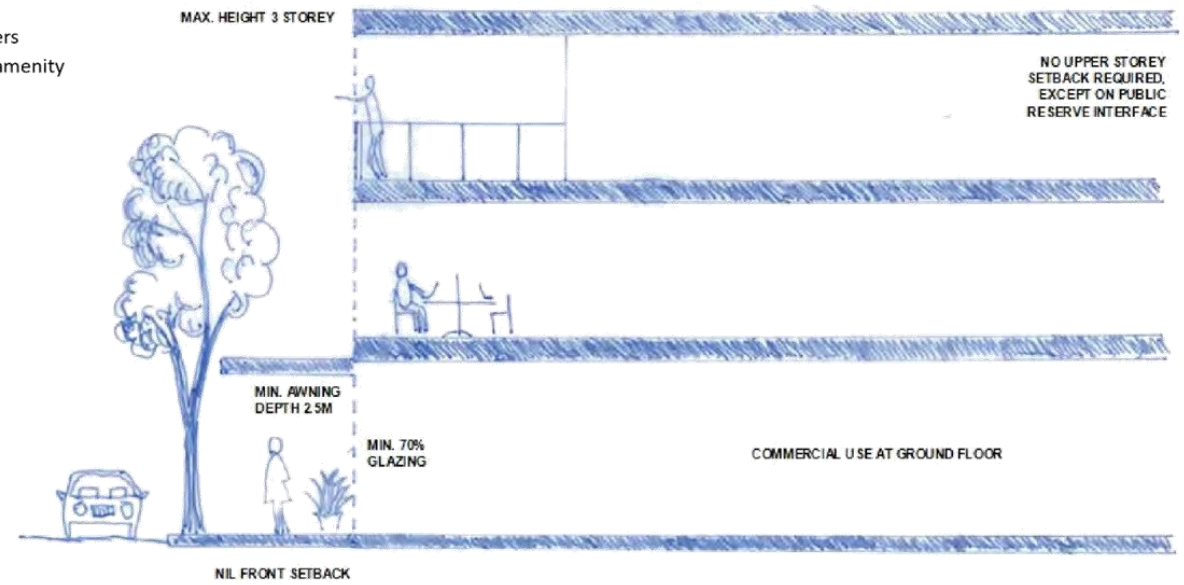
3rd / 4th storey: 4m minimum

5th storey: 8m minimum

BUILT FORM: 'High Activation' Frontage (3 Storeys)

High focus on activation and commercial use at ground level, characterised by:

- Nil lot setback
- Generous clear glazing
- Frequent building entries
- Deep awnings
- Minimal crossovers
- High pedestrian amenity

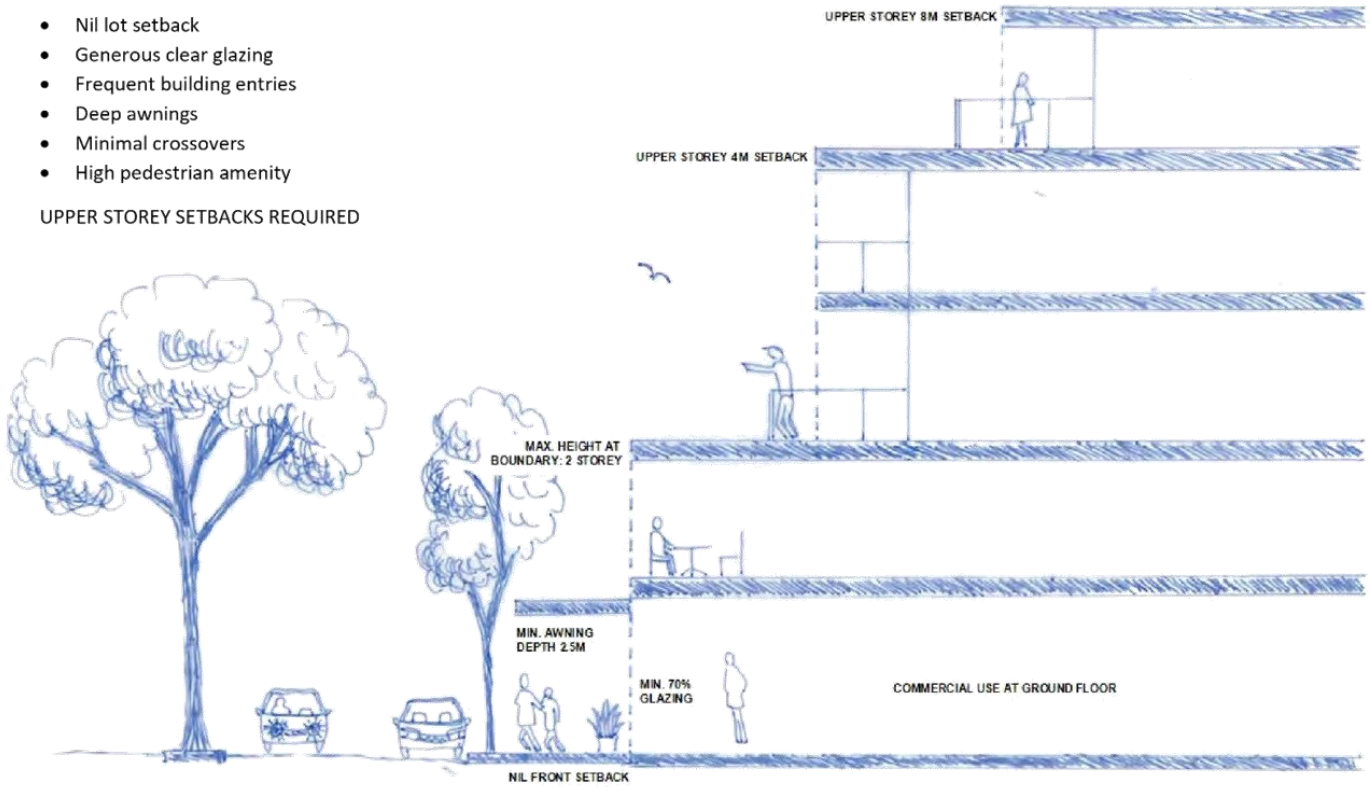


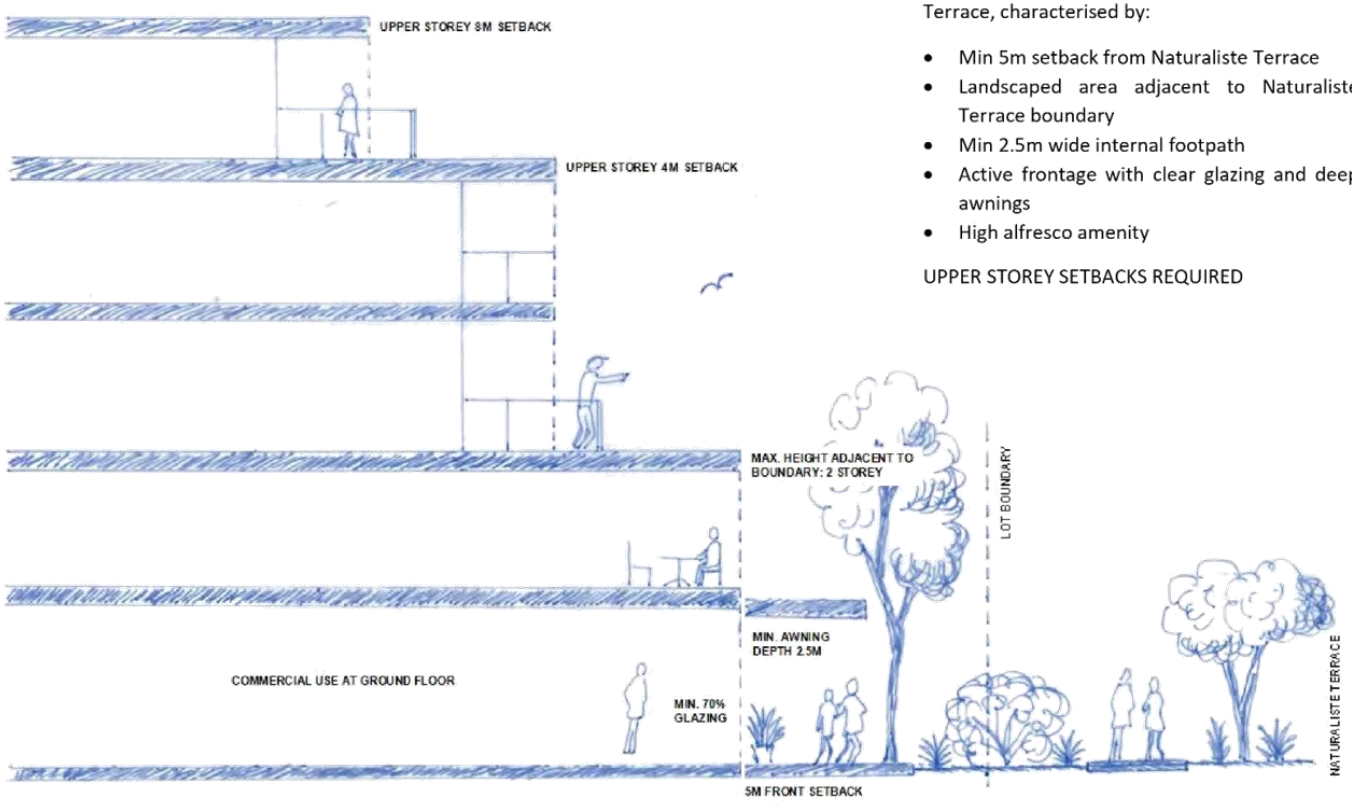
BUILT FORM: 'High Activation' Frontage (4-5 Storeys)

High focus on activation and commercial use at ground level, characterised by:

- Nil lot setback
- Generous clear glazing
- Frequent building entries
- Deep awnings
- Minimal crossovers
- High pedestrian amenity

UPPER STOREY SETBACKS REQUIRED





BUILT FORM: 'Green Edge' Frontage

High focus on pedestrian and environmental amenity adjacent to the SW end of Naturaliste Terrace, characterised by:

- Min 5m setback from Naturaliste Terrace
- Landscaped area adjacent to Naturaliste Terrace boundary
- Min 2.5m wide internal footpath
- Active frontage with clear glazing and deep awnings
- High alfresco amenity

UPPER STOREY SETBACKS REQUIRED

TECHNICAL APPENDICES

1. Dunsborough [Town] Centre Commercial Growth Analysis (Pracsys, 2018)
2. Dunsborough Urban Design Assessment (Urbis, 2021)
3. Bushfire Hazard Level Assessment (Ecosystem Solutions, 2020)
4. Dunsborough Town Centre Parking Utilisation and Turnover Survey (SMEC, 2020)
5. Future Parking Demands (SMEC, 2020)

APPENDIX 1

pracsys.

City of Busselton

Dunsborough City Centre Commercial Growth Analysis

October 2018

Document Control				
Document Version	**Description**	**Prepared By**	**Approved By**	**Date Approved**
v1.0	Commercial Growth Analysis	Robert Kyne	Robert Kyne	24-10-2018
v1.1	Commercial Growth Analysis	Robert Kyne	Robert Kyne	01-11-2018
v1.2	Commercial Growth Analysis	Robert Kyne	Robert Kyne	21-11-2018
v1.3	Commercial Growth Analysis	Robert Kyne	Robert Kyne	19-12-2018

CONTENTS

1 INTRODUCTION

Activity Centres form an integral part of the urban fabric that makes up a community. They provide goods and services, public gathering spaces for socialising and employment opportunities for the population. Their ability to run efficiently and in a fit-for-purpose manner ensures the needs of residents can be met. To ensure that Activity Centres operate efficiently, local governments must understand the role, function, viability and future potential of activity centres in their network and surrounding regions. Effective planning at the strategic level enables the management of impacts, both negative and positive and is the first step to ensuring that the needs of the community are met and balanced against these impacts.

This report is designed to assist in the future planning of Dunsborough activity centre, feeding into the eventual structure plan. The analysis in this briefing note includes:

- Context
- Retail trends
- Future demand
- Recommendations

The future demand assessment is intended to forecast floorspace demand, composition and employment. This will be forecast through two scenarios to reflect two possibly ways in which an activity centre may evolve. Using this information, research on future trends in floorspace, and information about the centre's current role, Pracsys will outline the likely future role that the activity centre will perform in the City of Busselton's activity centre network. Following this, a series of recommendations will be made on how to best facilitate the future role of the activity centre and ensure that it best meets the needs of the local constituents.

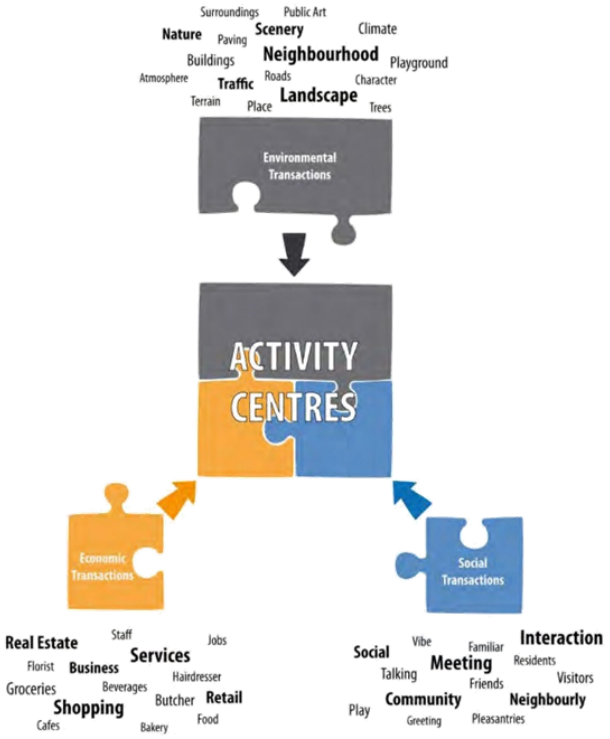
2 CONTEXT

Activity centres are the core of the urban fabric that makes up a town or city. They deliver and/or facilitate the goods and services we require as part of a modern society and are the locus of activity.

Activity is considered to be comprised of one or more of the following three types of transactions (Figure 1):

- Economic – activities that primarily result in a transfer of goods and services in return for payment (e.g. retail trade, enterprises employing staff)
- Social – activities that are primarily focussed on the informal exchange of information and companionship (e.g. catching up with friends, parents playing with their children)
- Environment – activities that are primarily focussed on users engaging with their physical environment (e.g. users enjoying public art, reading a book in the park)

Figure 1. Transaction Types



Source: Pracsys 2018

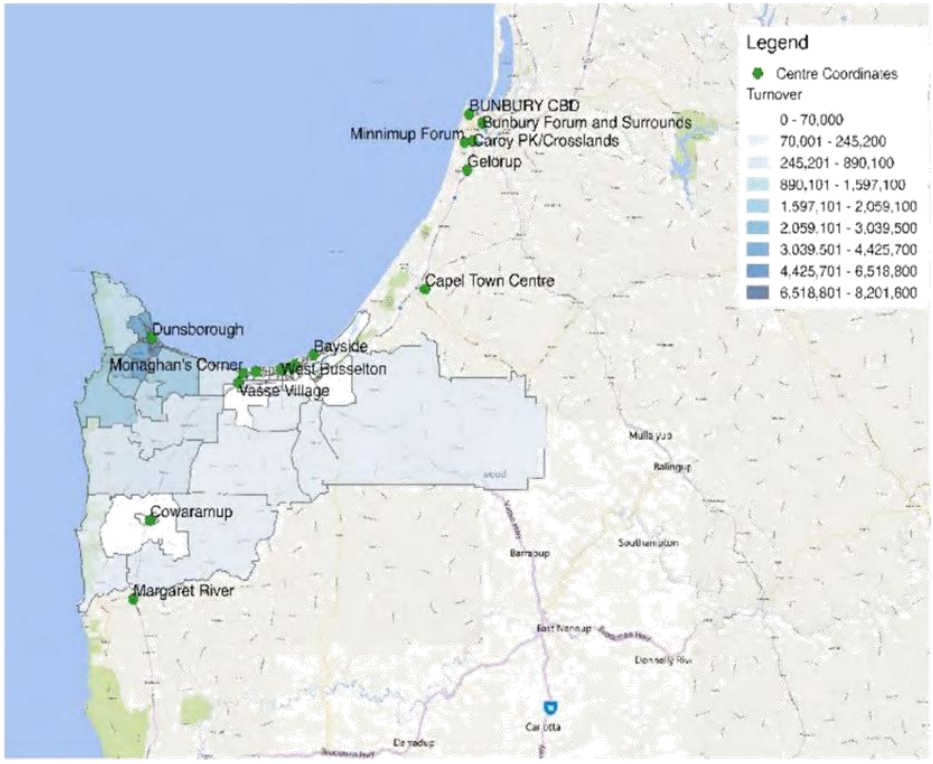
The frequency and concentration of these activities determines the success and role of an activity centre. This in turn typically manifests in the types of floorspace that are present within the activity centre. These transactions and activities are therefore a product of its locational characteristics, competition, centre design

and user mix. Understanding this unique context provides important information in deciding how an activity centre may grow.

2.1 Location Context

Dunsborough is a coastal town located in the South West region of Western Australia within the City of Busselton. The town is 250 km south of Perth and lies on the shores of Geographe Bay (Figure 2).

Figure 2. Town of Dunsborough Catchment and Expenditure Capture



Source: Google Maps 2018, Pracsys Analysis, ABS HHES

It is the primary activity centre in the immediate region with multiple isolated uses located throughout its hinterland. The City of Busselton's primary activity centre (Busselton) is located approximately 25km to the east.

Figure 2 shows the modelled catchment and the relative level of expenditure distributed from each SA1. As shown, those SA1's closest to Dunsborough contribute the highest levels of turnover, as could be expected.

2.2 Competition

Dunsborough plays a secondary role to the Busselton activity centre, which acts as the largest source of competition to the Dunsborough activity centre in terms of demand for retail, office, entertainment and related floorspace. Greater diversity and a more mature offering of retail, employment and entertainment make Busselton an attractive proposition for users to visit. The drive time is reasonably short in a regional context and is therefore unlikely to act as a significant barrier to use.

2.3 Centre context

Dunsborough activity centre primarily operates along three major thoroughfares, two local roads running east-west and one major road running north-south. The east-west thoroughfares are Dunn Bay rd and Clark St while the north-south thoroughfare is Naturalist Terrace. The activity centre is bordered by Caves Rd to the south, Cape Naturaliste way to the West and the ocean to the east, all of which act as natural barriers for the activity centre. There is no natural barrier to the North but residential development marks the end of the commercial zone (Figure 3).

Figure 3. Activity Centre Context

Source: City of Busselton, Pracsys 2018

Commercial activity is predominantly concentrated around the intersections of Dunn Bay Rd and Naturaliste Terrace, radiating outward toward less floorspace intensive uses or larger floorplates. The activity extends approximately 250-400m from this central area. It's connection to the beach provides a major activity anchor

to the East and is reflective of how users access and utilise the centre. The link promotes thoroughfare through Dunn Bay Rd and creates activation benefits along the thoroughfare.

The land uses in the core of the activity centre reflect the Dunsborough activity centre's role as a service centre for tourism. There is a large amount of convenience retail (consumer staples and liquor), entertainment retail (cafes, restaurants) entertainment (bars, taverns) and service industry (tourism operators). Secondary uses in the area are typically population based and reflect the needs of the local community including office for a variety of businesses, some comparison retailing (e.g. clothing stores) and a number of health-based occupants (medical, physiotherapy, acupuncture etc). Towards the edges of the activity centre, larger floorplate uses aggregate, potentially reflecting lower land prices, this is particularly recognisable in Clark Street where hardware stores, building supplies and other large format retailers are located.

2.4 User Mix

User mix within an activity centre is considered to be comprised broadly of the following segments (Figure 4):

Figure 4. User mix breakdown

Source: Pracsys 2018

The user mix is representative of the users of the activity centre. These user groups represent the drivers of the activity and transactions. Understanding the user mix is therefore required to understand what the drivers for floorspace demand are. In essence, this understanding underpins the future assumptions. Similarly an understanding of the user mix and their associated transactions can feed into an overall vision for the activity centre. Dunsborough activity centre user mix is currently dominated by residents and visitors, they are the primary drivers of activity within the activity centre. Firms and workers exist to service these users, and typically do not service export markets or other. As such, residents and visitors are the primary drivers of activity and are what has been used to underpin assumptions around growth.

2.5 Floorspace Distribution

Analysis was conducted to estimate the current floorspace distribution within the Dunsborough activity centre, this is shown in Figure 5.

Figure 5. Floorspace Breakdown

PLUC Category	Floorspace (NLA)	% of Total
SHP	15,379	24%
OFF	6,031	9%
ENT	2,403	4%
VLA	11,783	18%
VFA	219	0%
UTE	468	1%
PRI	15,444	24%
MAN	3,657	6%
STO	-	-
SER	2,531	4%
RET	6,043	9%
HEL	945	1%
Total	64,903	100%

Source:City of Busselton, Pracsys 2018

These figures represent the Net Lettable Area for each use and are presented as PLUC[1] codes (consistent with Department of Planning standards). This Net Lettable Area has been calculated by measuring plot ratios to obtain an average[2] and applying a standard net lettable area ratio to them[3].

The dominant floorspace is SHP retail, making up almost 25% of the total floorspace, and PRI given the large proportion of nature reserves and parks within the activity centre. This was followed by secondary uses such as ENT (Entertainment), OFF (Office), RET (Bulky goods) and SER (service industry).

[1] A full explanation of PLUC codes can be found in Appendix 1.
[2] Individual plot ratios were obtained for larger properties that did not fit the general average calculated.
[3] 80% GLA to NLA ratio was used

3 RETAIL TRENDS

3.1 Retail Trends and Disruptions

The rapid pace of change in the global and local retail landscape over the last decade is showing no sign of slowing down. In fact, in the current age of "Big Data", it appears to be accelerating as retailers are now able to respond quickly to shifts in consumer demand.

As retail is the predominant land use and driver of activity in Dunsborough activity centre, an accurate understanding of the key drivers and trends in retail throughout Western Australia is necessary to understanding the role and function of Dunsborough activity centre. The context and understanding of these trends and market disruptions will underpin any strategy to improve the competitiveness of retail in the centre.

Figure 6 summarises the current retail market trends and disruptions that are impacting or could be expected to impact retail operators in the Dunsborough activity centre.

Figure 6. Australian retail industry market disruptions

TREND - RETAILTAINMENT:

Entertainment as an integral part of the retail experience

DRIVERS

Popularity of online retail channels has resulted in physical retailers needing to provide a retail experience or social experience as a point of difference.
Millennials integrate retail and entertainment as a single social experience.

EXAMPLES

The Mezz, Mt Hawthorn: shopping mall wraps around an outdoor "town square" with a playground, couches, TV screen and live music. Incorporation of virtual reality, coffee shops in retail stores.

TREND - PERSONAL RETAIL:

Consumers are desiring products that can be personalised

DRIVERS

Consumers are going shopping with a strong idea of what they want, rather than shopping to see if what is available fits their needs. They want to find a product that reflects their personal brand, and is tailored to their needs rather than generic and mass-produced.

EXAMPLES

Shoes of Prey Etsy
REDBUBBLE

TREND - FAST RETAIL:

Business models comprised of virtual stores accessible from anywhere and fast distribution networks

DRIVERS

Technology has enabled consumers to decide when, how and where to shop. No longer beholden to opening times or physical geography, consumer desires rather than retailers are driving consumption.

EXAMPLES

Australian customers to ASOS in the UK provides access to hundreds of global brands and low threshold free shipping, delivered within 5 working days to metropolitan locations (standard)

ASOS discover fashion online

TREND - SUBSCRIPTION RETAIL:

Keep customers loyal to a brand/distributor

DRIVERS

Retailers need a business model to "lock-in" customers to increase the threshold of switching brands.

EXAMPLES

Amazon Prime in the US allows free delivery of a large range of goods for a yearly fee of $99. Shipping times vary from 2-hour, same day, to 2-day options.

amazon Prime COSTCO WHOLESALE

TREND - OMNICHANNEL RETAIL:

DRIVERS

Emergence of digital marketing across a range of devices, platforms and applications has provided multiple channels for retailers to market their products. Physical stores need an online presence to be competitive, as consumers may shop using both means at different times.

EXAMPLES

Kathmandu
POTTERY BARN
Target.

TREND - "CONSCIOUS" RETAIL:

Ethical, sustainable, local

DRIVERS

Many consumers have made a lifestyle choice to have a smaller global footprint, support brands which provide better conditions for factory workers in developing countries, or support local products. They are willing to pay a premium for these products if they are of sufficient quality, and of the brand aligns with their personal brand promoted on social media.

EXAMPLES

Suburban farmers markets
Ethical fashion lines within popular brands (e.g. ASOS)
Sustainable fabrics/materials (e.g. bamboo, organic cotton, vegan leather)

TREND - DATA RETAIL:

"Big data" is being used as to continually monitor and respond to changing customer desires, shortening the product cycle

DRIVERS

Collecting and analysing data on retail sales is being used to inform all parts of the retail sale process, from supply to chain to understanding customer satisfaction with their purchase. Retailers who don't use data to inform their decisions are much less likely to understand their customer preferences or forecast demand, and may find difficulty in remaining competitive with those that do.

EXAMPLES

patagonia
JUSTFAB™

TREND - MOBILE DEVICES:

Accessing retail via mobile devices, and integrating mobile devices into the retail experience

DRIVERS

Mobile devices provide unprecedented 24/7 access to retail offerings. The vast majority of mobile phones are smartphones, with internet access. Tablets and other mobile devices can also be used to access retail offerings.

EXAMPLES

Checking stock levels online prior to a retail trip
Using a mobile device to scan QR codes in a retail shop
Ordering retail products using a mobile device

Sources: http://www.smartcompany.com.au/industries/retail/top-five-retail-trends-watch-2017/; https://www.rangeme.com/blog/6-trends-that-will-reinvent-retail-in-2017/; https://www.appearhere.co.uk/inspire/blog/the-retail-trends-with-staying-power; http://digitalmainstreet.ca/retail-trends-10-experts-share-their-predictions-for-2017/; https://www.vendhq.com/au/university/retail-trends-and-predictions-2017; https://www.digitalpulse.pwc.com.au/retail-trends-2017-paul-zahra/; https://www.forbes.com/sites/bernardmarr/2015/11/10/big-data-a-game-changer-in-the-retail-sector/#63dc4fbd9f37

While these trends are likely to affect the competitive models of individual businesses, they are unlikely to have a significant effect on the demand for retail floorspace in the next ten years, particularly in a regional context. Instead, they are likely to change the competitive and business model of individual businesses over the medium to long-term. Composition of retail floorspace may change, particularly with a shift toward "retailtainment" ,which will see a shift toward more cafés and experiential offerings, combined with public square offerings, driving utility.

4 FUTURE DEMAND ASSESSMENT

4.1 Methodology

Floorspace demand has been estimated using the unique drivers for demand of each floorspace type. Floorspace has been estimated and aligned to Department of Planning PLUC codes, which have then each been aligned to unique drivers of demand for the goods and services they provide. This alignment is shown in Figure 7.

Figure 7. Floorspace Drivers

Floorspace Type	Unique Drivers
Shop Retail (SHP)	Population, Tourism, Online Growth
Entertainment (ENT)	Population, Tourism
Office (OFF)	Population
Health Welfare & Community (HEL)	Population

Source: Pracsys 2018

These drivers have been quantified over a ten-year period and used to inform the demand forecasts. These assumptions have been outlined in section 4.2.

Demand distribution

Two separate demand distribution methodologies have been used dependent on the floorspace types. A gravity model has been utilised to distribute demand for retail owing to the complexities and substitution effects of the competitive network of retail in activity centres in the catchment. The full details of this methodology have been outlined in section 8.

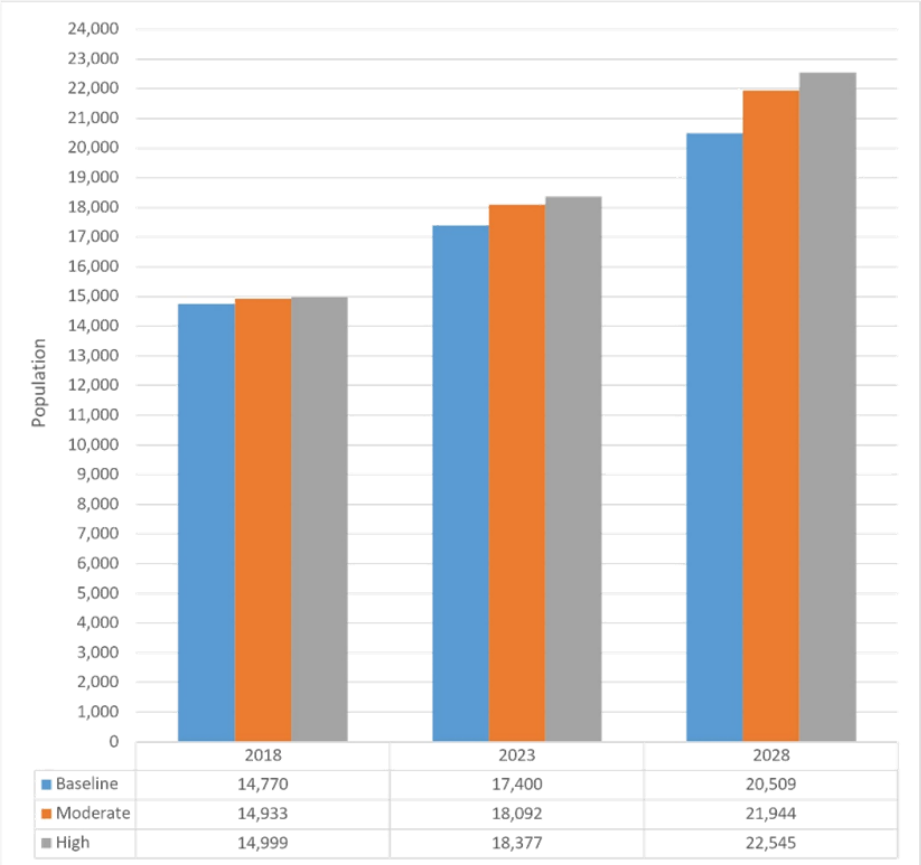
Other floorspace types have been assessed by first quantifying the current level of floorspace available in the area. This level has been deemed to be accurately reflecting demand and extrapolated against future forecasts in the key drivers for each floorspace type to estimate demand.

4.2 Scenario Assumptions

To adequately assess potential demand scenarios, three population scenarios have been derived. Due to the population driven nature of Dunsborough activity centre, all floorspace demand will be predominantly controlled by demand from this source. Population growth has been derived from the estimated catchment and local government area forecasts derived from ABS data. These have been arranged into three distinct scenarios representing a baseline[4] a moderate growth scenario[5] and a high growth scenario[6] (Figure 8).

[4] City of Busselton Low Projections
[5] City of Busselton Med Projections
[6] City of Busselton High Projections

Figure 8. Household Growth Scenarios[7]



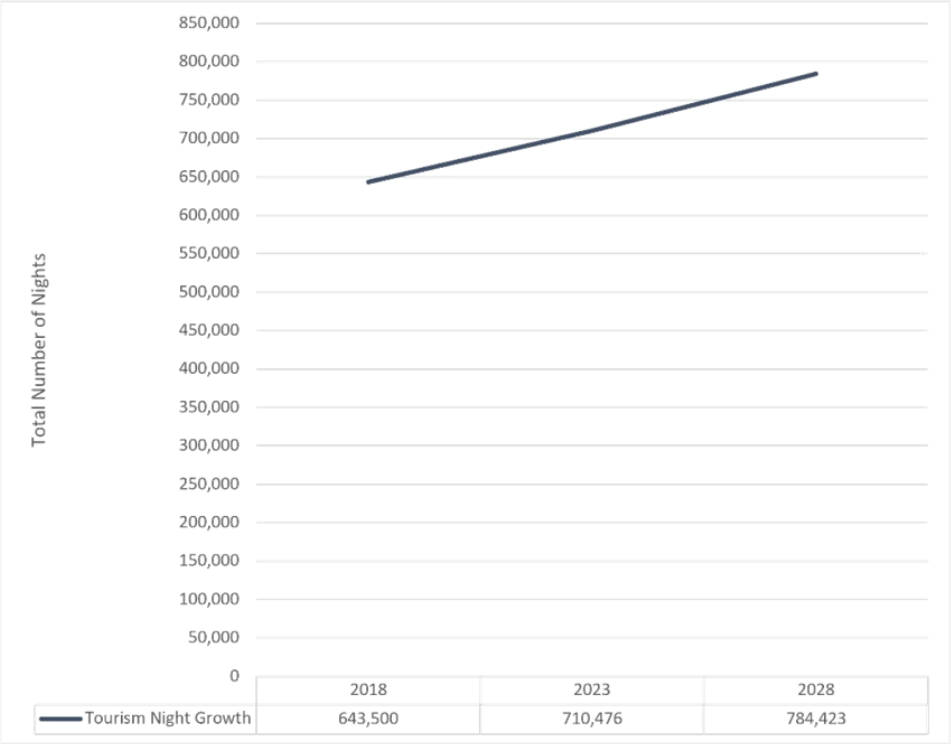
	2018	2023	2028
Baseline	14,770	17,400	20,509
Moderate	14,933	18,092	21,944
High	14,999	18,377	22,545

Population is the primary driver for all floorspace types in Dunsborough Activity Centre.

Tourism is expected to act as a secondary driver for many floorspace types, in addition to population. Accordingly, tourism night forecasts have been derived from Tourism WA forecasts to include in future floorspace demand calculations (Figure 9).

[7] Households have been assumed to grow linearly with population forecasts (i.e. the number of persons per household stays constant)

Figure 9. Tourism Visitor Nights Forecast



Source: Tourism WA, Pracsys 2018, Margaret River Corporation 2018[8]

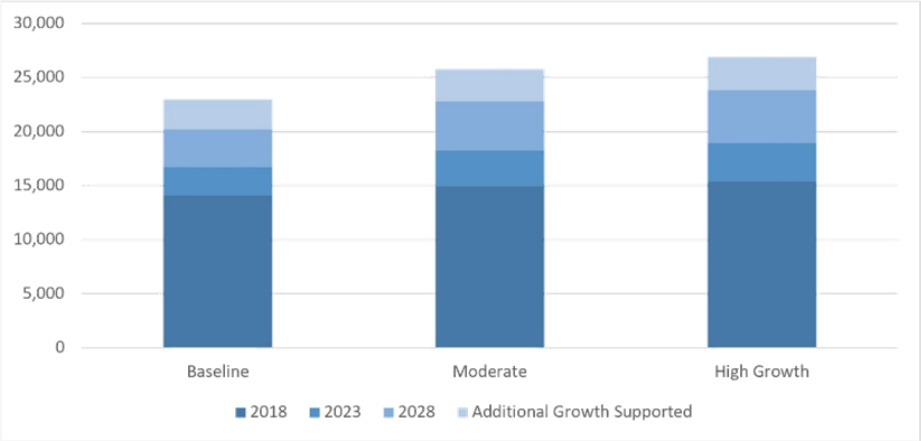
These forecasts have been utilised in each of the following floorspace demand and allocation assessments. Tourism spend capture has been included in each scenario. Estimated spend capture rates of 15%, have been included in each of the baseline, moderate growth and high growth scenarios (full details can be found in section 8).

4.3 Retail Floorspace Demand

Primary drivers of retail floorspace demand are local population growth and tourism visitation. These user groups provide the vast majority of retail expenditure and thus have the greatest influence on future demand. Retail floorspace demand under the three scenarios is shown in Figure 10. The graph sets out the floorspace demanded at 2018, 2023 and 2028 based on population

[8] "A 2% average annual rate of growth has been assumed as a conservative position, lower than the forecasts prepared by Tourism WA, on account of a review of information probided by the Margaret River – Busselton Tourism Association (MRBTA).

Figure 10. Retail Floorspace Demand Forecast



Source: Pracsys 2018

As shown, under current productivity levels[9] the baseline scenario indicates a demand for approximately 20,200m², this rises to 23,900m² under the high growth scenario. An additional 2,700m² to 3,100m² could be supported with a lower (yet still adequate) average productivity level[10] or additional expenditure capture by delivering product offerings (e.g. a discount department store). This additional capacity reflects a change in behaviour by the user mix to purchase goods that were not previously available. This is only likely should something that isn't already offered in the activity centre is developed. Given the current service provision in the Dunsborough activity centre and the expected population and tourism growth, this type of leakage minimisation opportunity should be taken up if presented, as it is likely to act as a major activity driver. Though it is important that any decisions around this type of expansion fit in with the overall vision and goals for the activity centre.

4.4 Other Floorspace

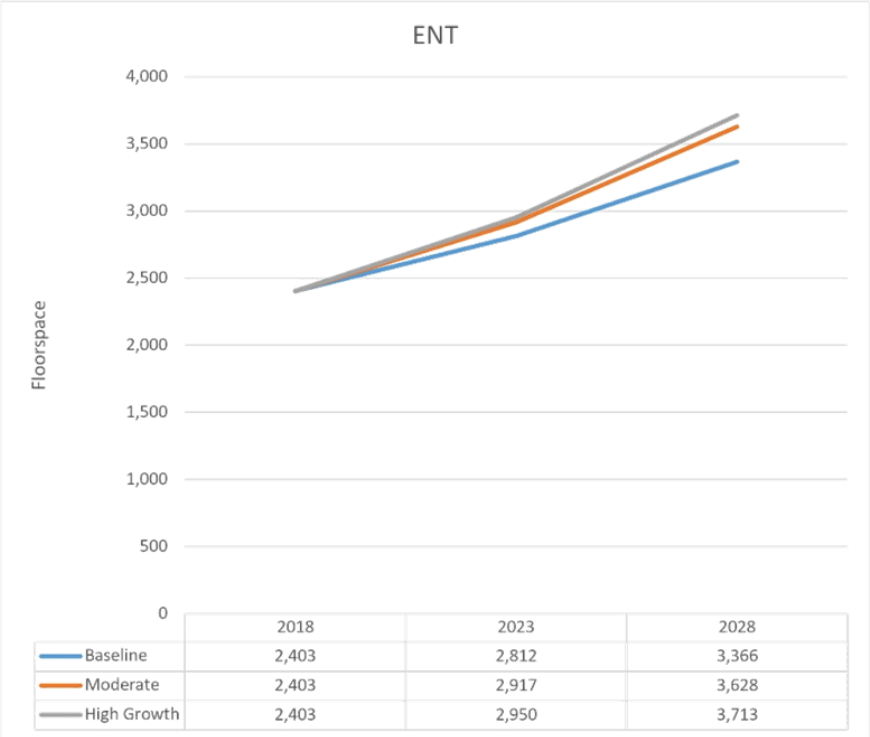
Other floorspace has been estimated according to its primary drivers including either population or population and tourism. The floorspace types assessed include ENT, OFF and HEL.

ENT

Growth in entertainment floorspace is driven by both population and tourism. Both local residents and tourists are primary users of entertainment functions. Tourists are likely to be drawn toward bars and taverns and other entertainment floorspace as part of their holidaying experience.

[9] $6,400/m²
[10] $5,500/m²

Figure 11. Entertainment Floorspace



	2018	2023	2028
Baseline	2,403	2,812	3,366
Moderate	2,403	2,917	3,628
High Growth	2,403	2,950	3,713

Source: City of Busselton, Pracsys 2018

Given the expected increases in tourism expenditure, visits and the forecast growth in population, the demand for entertainment floorspace is expected to increase from current levels of 2,403m^2 to between 3,300 and 3,700m^2.

Given current distributions of floorspace and the Dunsborough activity centre's role, it is expected this could be made up of a mix of small bars, art galleries, tour operators and/or a larger tavern style operator in the future.

OFF

Growth in office floorspace is typically driven by either strategic or population driven industry. Strategic economic activity occurs through the development of agglomerations of economic activity. Such agglomerations result from the development of localisation and/or urbanisation economies. Typically, this type of industry activity is linked to an export market or provides services for export-related business activity. Population driven floorspace on the other hand is linked to servicing the needs of the local population and is intrinsically linked to expenditure and number of residents.

Most of the City's and broader region's strategic industry is concentrated in the major strategic centres of Busselton and Bunbury. Dunsborough activity centre on the other hand serves a typically population driven function. The assessment of current uses within the Dunsborough activity centre unearthed a variety of different population driven office uses including:

- Real estate
- Medical
- Allied health
- Professional services linked to building

Figure 12. Office Floorspace

	2018	2023	2028
Baseline	6,031	7,152	8,483
Moderate	6,031	7,337	8,965
High Growth	6,031	7,453	9,215

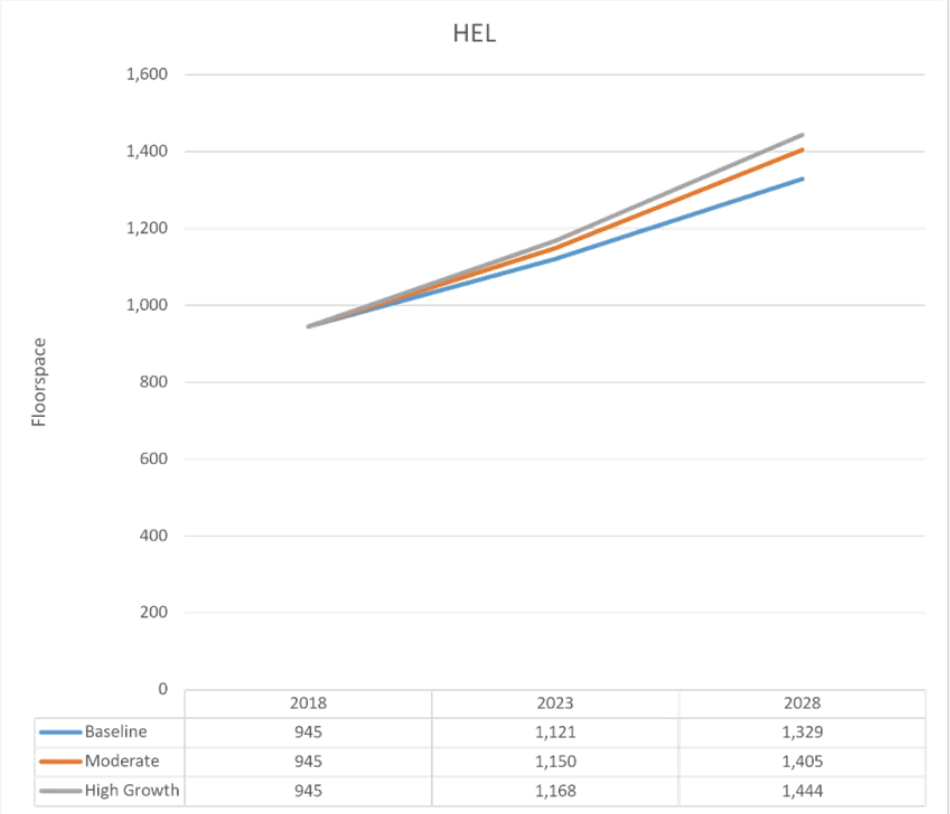
Source: City of Busselton, Pracsys 2018

Demand for these floorspace types is expected to grow in line with population. Total required office floorspace is expected to grow from the existing allocation of 6,000m^2 to between 8,500 m^2 and 9,200m^2. This is likely to be made up of a similar distribution of more detailed uses to what already exists, with potential for new population driven industries to locate within the town centre.

HEL

Health, Welfare and Community services exist to serve the population. As a result, their existence will be dictated by the presence and growth of population. At present, the majority of health and community services are located outside of the activity centre. As a result, the only Health, Welfare and Community service within the activity centre is the Police station.

Figure 13. Health Floorspace



	2018	2023	2028
Baseline	945	1,121	1,329
Moderate	945	1,150	1,405
High Growth	945	1,168	1,444

Given that most services are located outside the activity centre it is unlikely they would move into a more central location. There is likely a necessary reason for the police station to operate out of the central area, though this too, is located on the edge of the centre. Current growth patterns indicate that there may be a need for expansion of the police station, though it is unclear whether capacity already exists within the station. Current growth rates suggest a need for an increase from 945m^2 to between 1,300m^2 and 1,400m^2.

4.5 Other floorspace

Other floorspace types that have not been included are RET, SER, MAN and UTE. While the demand for these types of floorspace should grow in line with population it is not well suited for the main town centre. Indeed,

this type of floorspace has already been pushed to the edges and is likely to continue to be pushed out of the centre. This type of floorspace is much more likely to be accommodated in the industrial area to the north or in other more suitable areas. As such, it is likely as the gentrification process occurs, we will see these floorspace types relocate to cheaper industrial areas with improved parking (for both employees and visitors) due to their heavy car-based use. This is likely to drive a decrease in the amount of these types of floorspace leading to a more efficient use of space within the activity centre.

4.6 Summary

The growth in the demand for floorspace over the next 10 years is shown below in Figure 14.

Figure 14. Summary of Growth by 2028[11]

PLUC Category	Floorspace (NLA)	Baseline	Moderate	High Growth
SHP	15,379	3,499	4,548	4,901
OFF	6,031	2,452	2,934	3,183
ENT	2403	963	1,224	1,310
HEL	945	384	460	499
Other		Potential decline in centre		

[11] Does not include additional floorspace supported through a lower productivity level

5 RECOMMENDATIONS

Key to the success of any activity centre is to first define what success is. This is likely to be different depending on the type of activity centre there is. Success and the future vision for the Dunsborough activity centre is likely to be very different to that of Busselton activity centre. The vision for Dunsborough activity centre is critical for both the local government and business owners to make decisions about development and investment. A vision is a high-level description of a desired end state, or of what success looks like. The vision answers the following questions:

- Where are we now?
- Where do we want to be?
- Why do we want to get there?

This vision will shape how future development proposals are handled and how they factor into desired growth in the centre, including prioritisation.

The vision should be accompanied by a set of principles that are then aligned to specific goals. Principles are intended to isolate focus areas for which goals can be set and actions developed. Goals are necessary to measure the change that should arise from actions and to ensure that success is achieved. Specifically, goals are necessary as they:

- Describe in detail the desired future state of the Dunsborough activity centre in a manner that is actionable, accessible and auditable
- Provide an understanding of the gap between the current state and desired future state
- Address the barriers that need to be removed and what attractors need to be in place for transformative change to take place

5.1 Expansion

In the absence of a clear vision and accompanying goals for the activity centre it is difficult to know what type of development should or should not be encouraged. The vision and goals articulate the types of activity that the City of Busselton will want to encourage in the Dunsborough activity centre, feeding directly into how development applications and the like are assessed.

In the absence of a vision, two major considerations for future development can be considered:

- **Encourage appropriate investment** – investment that is likely to reduce leakage (e.g. goods and services that would otherwise require travel in order to be acquired) from the activity centre should be encouraged. This contributes to more efficient transportation networks and also reduces the burden on the consumer to access relevant goods and services. Investment also creates the potential for competition ensuring that businesses must innovate and remain price competitive to the benefit of the consumer.
- **Retain the vibrancy and purpose of place** – the urban fabric that the Dunsborough activity centre relies on to encourage repeat visits must be maintained. That means that suitable driver activities

must be invested in and urban form maintained. Importantly, out of centre development should be discouraged where possible to encourage users into the activity centre. This may involve a trade-off between consumer amenity and activity centre performance which will need to be judged on its merits.

Development applications and the layout of the centre should follow the six principles of activation to ensure that the town centre can continue to perform at a high level in an economic sense.

Figure 15. Six Principles of Activation

Principles	Description

Purpose of Place	**Determine what the activity centre represents to its target user group (residents, workers, visitors)**
	• Value is added by designing places which maximise:
	  ○ Frequency of transactions
	  ○ Concentration of transactions

Access Arrival points	**Decisions about access begin 5km away from the place** • Users should be directed to the 'front door' of the place • Good design funnels users into the core of the place. • Congestion and a mix of transport nodes is beneficial for economic activity
Origins Car parking and transport nodes	**Strategic distribution of origin points will maximise pedestrian movement** • Origin points should be spaced around the Centre to encourage pedestrian flow • Parking is the driver of pedestrian movement • Location of carparks is more important than the number

Exposure
Pedestrian movement
	Economic activation is driven by frequency and concentration of transactions
	• Channel pedestrian movements
	  ○ Concentrate transactions by pushing people past as many shop windows as possible
	  ○ Rents and sales are directly related to pedestrian traffic (e.g. corner locations are generally more desirable due to extra traffic flow)
	  ○ Minimise possible routes from origin to destination points (e.g. Bus stop to main attraction) as architectural 'permeability' is not always a good thing

Destinations
Major attractions
	The main destination must be clearly defined
	• Assess user behaviour
	  ○ Number of visits
	  ○ Timing of visits (time of day, seasonality)
	• Give major destinations special treatment
	  ○ Understand what they need
	  ○ Build centre around them
	• Amplify the impact of attractions by creating support amenity and infrastructure to maximise frequency, length of stay and expenditure

Control Strategic sites	**Tenure control is vital for overall development success** • Identify active frontages and take control of key sites • Corner sites determine uses on either side

Principles	Description
	• Not all areas in a place need to be active – be selective

Source: Pracsys 2018

These principles can be used to develop a vision and goal for the activity centre to define future use. Assessing the six principles also offers an excellent point to assess the viability and possibility of specific commercial precincts (e.g. office or food). These precincts should be assessed and judged by their ability to deliver on these principles. Specifically, how they can contribute to being a destination, how they relate to origin and access points and how they can help channel pedestrian movement past shop fronts that require the activation.

5.2 Total Developable Land

Vacant developable land area (NLA assumptions applied) has been calculated based on an assessment of the GIS data provided and via an in-depth look at the types of tenancies available within the town centre. This is shown in Figure 16.

Figure 16. Vacant Land and Total Additional Demanded

PLUC Category	Baseline	Moderate	High Growth
SHP	3,499	4,548	4,901
OFF	2,452	2,934	3,183
ENT	963	1,224	1,310
HEL	384	460	499
Total	**7,298**	**9,166**	**9,892**
VLA	6,952	6,952	6,952

This analysis demonstrates that the total amount of vacant land is not sufficient to provide for the expected demand for commercial floorspace over the next ten years, even in the baseline scenario.

Additional commercial floorspace may be provided under the existing zoning via:

- The redevelopment of lots which could be considered under-utilised with regard to opportunities for commercial use permitted by the current zoning (eg. 17-23, 29 Dunn Bay Road) – it is reasonable to expect that this will occur in a piecemeal manner over time;
- The development of low-key commercial land uses on land designated with Additional Use 74 on 'Residential' zoned lots at the periphery of the Town Centre – a proportion of these lots could be expected to accommodate a small amount of commercial floorspace, in a piecemeal manner over time;
- Increase in the conversion rate of commercial floorspace from vacant land, this could occur but is unlikely to change significantly, owing to parking and servicing requirements and the limited likelihood of upper floor commercial land uses in this level of commercial centre.

Gentrification of Clark Street would be expected to change the type of commercial land uses more so than the overall amount of commercial floorspace available, although some less intensive service industrial land uses may give way.

A further detailed assessment of these redevelopment opportunities should occur before any proposed rezoning of additional land to support expansion of the Town Centre occurs; however, this may be necessary within the next ten years should population and visitor growth support it. Any such rezoning should be carefully considered and designed as a connected and pedestrian-linked extension to the Town Centre, in order that it is not a split, competing centre and transport can be planned for in an integrated manner.

6 CONCLUSION

This analysis seeks to assist the City of Busselton in preparing a structure plan for the Dunsborough activity centre. It has done this by analysing:

- The context that the Dunsborough activity centre operates in
- The demand for future floorspace
- How a vision can be designed for the centre and how expansions and design issues can be assessed

This set of analysis gives the City of Busselton a clear range of demand for floorspaces that they can plan for in the structure plan. This document has also touched on strategy as to how expansion should be treated and general strategy to assist in efficient, objective based planning within the structure plan.

7 APPENDIX 1

Figure 17. PLUC Code Descriptions

PLUC Code	Name	Description
PRI	Primary/Rural	Land use activities which usually involve the use of large areas of land including mining, agriculture, fishing and nature conservation. The function of many of these activities is to make use of, or extract from, the land in its natural state. Since such activities are the first step in the production process they are quite distinct from the other categories
MAN	Manufacturing/ Processing/ Fabrication	This category includes land use activities involving the manufacture, processing and fabrication of all general goods. Both the scale and associated environmental impact of these activities separate them from other land use categories.
STO	Storage/ Distribution	Any land use activity which involves the storage, warehousing or wholesaling of goods usually conducted from large structures, or involving large bulky goods, but does not include activities that attract general retail trade activities.
SER	Service Industry	This category includes service industries offering a range of services. The scale and environmental impact of such activities require their separation from other land uses. These services include film processing, cleaning, motor vehicle and other repair services, and other servicing activities, including some construction activities.
SHP	Shop/ Retail	Any activity which involves the sale of goods from a shop located separate to and/or in a shopping centre other than those included in category – Other Retail.
RET	Other Retail	Many of these activities normally are not accommodated in a shopping centre. By virtue of their scale and special nature, the goods of these activities separate them from the Shop/Retail category (e.g. car sales yard, carpet showroom).
OFF	Office/ Business	Administrative, clerical, professional and medical offices are activities which do not necessarily require the land area/floorspace or exposure of other land uses. Although offices require building and parking facilities, these needs are quite distinct from those of commercial uses and service industries.
HEL	Health/ Welfare/ Community Services	Includes government, government-subsidised and non-government activities which provide the community with a specific service, such as hospitals, schools, personal services and religious activities.
ENT	Entertainment/ Recreation/ Culture	Activities which provide entertainment, recreation and culture for the community and which occur in building and/or on land, such as passive and active sports venues, museums, amusements, gambling services, hotels and the like.
RES	Residential	Includes all types of residential land use ranging from single housing to nursing homes for the aged, residential hotels, motels, other holiday housing, institutions and religious housing. Floorspace and employment on private Residential land uses are not included in the output of the Commercial Land Use Survey.
UTE	Utilities/ Communications	All forms of local, State, national and international communication, transport and other utilities (electricity, gas, water, sewerage, roads, parking and other transport or communication related activities, etc.) covering the public and private sectors.

8 APPENDIX 2 – DEMAND MODELLING METHODOLOGY

8.1 Retail Modelling (Gravity Models)

Gravity models allow for the measurement of spatial interaction as a function of distance to determine the probability of a given customer shopping at a centre and provide an approximation of trade area and sales potential for a development. This modelling technique uses the distance between a household and each centre, and a measure of 'attractiveness' to define the probability model. The 'attractiveness' of a centre has been defined by total floorspace and the distance has been calculated by measuring straight-line distances between each centre and population. The gravity model probability formula is shown in Figure 18.

Figure 18. Gravity model probability formula

$$P_{ij} = \frac{\frac{A_{jk}^{a}}{D_{ij}^{ß}}}{\sum_{j=1}^{m} \frac{A_{jk}^{a}}{D_{ij}^{ß}}}$$

P_{ij}	=	Probability of customer living/working in statistical area i shopping at complex j.
A_i	=	Area of floorspace in centre, j in square metres, according to the type of supply, k.
D_{ij}	=	Distance between statistical area of households, i and complex j.
a	=	Area exponent
ß	=	Distance exponent
k	=	Type of supply or expenditure, either Convenience or Comparison
i	=	Statistical area (i=1,...,n)
j	=	Complexes (j=1,...,m)

Source: Carter, C (1993) 'Assumptions Underlying the Retail Gravity Model', *Appraisal Journal,* Vol 61, No 4, pp510; Pracsys (2014)

Figure 19. Gravity model demand formula

$$D_{kj} = \sum_{i=1}^{n} (P_{ij} * E_i)$$

D_{kj} = Demand for retail category k, at centre j.
E_i = Expenditure pool of statistical area i.

Source: Carter, C (1993) 'Assumptions Underlying the Retail Gravity Model', *Appraisal Journal*, Vol 61, No 4, pp510; Pracsys (2012)

Figure 19 shows that the demand for retail category k[12], at centre j (Busselton Town Centre), is equal to the sum of the probabilities of customers living in statistical areas i to n, multiplied by the expenditure pool of statistical area i. In other words, the demand for retail is a function of the probability of customer from particular statistical area attending the centre multiplied by the expenditure pool of that statistical area. The expenditure is pool is derived through the population multiplied by its income distribution.

In its core form gravity modelling provides a clearer, reproducible outcome that can be easily assessed. However, it does not consider local factors, including:

- The comparative value proposition of centres (e.g. the presence of an 'anchor' attractor that draws significant market share);
- The brand preference of users; or
- The efficiency of transport networks, as well as geographical barriers (e.g. in some cases it may be easier for customers to access a centre that lies physically further away).

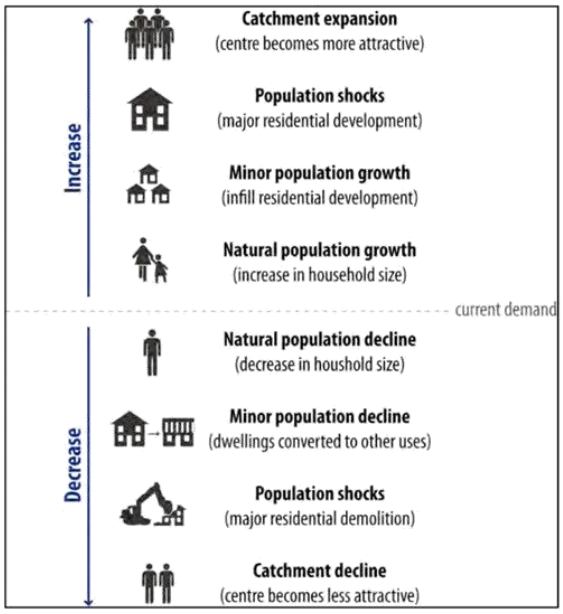
8.2 Drivers of retail floorspace supply and demand

Demand changes can result in increased or decreased expenditure. The potential causes of demand changes are shown in Figure 20. These largely show that an increasing population increases demand, and vice versa.

Demand can also increase from rising incomes, or wealth, because people have more disposable income to spend on retail. Demand can also be increased by reducing leakage. Leakage for retail is largely caused by online retail, as well as travelling.

[12] Retail categories are determined by their PLUC code and whether they are convenience or comparison goods. Convenience goods are day-to-day items such as groceries, pharmaceuticals and fast food. Comparison goods are items where consumers are willing to travel further distances, and are bought less frequently such as clothing, furniture, electronics, or other household items.

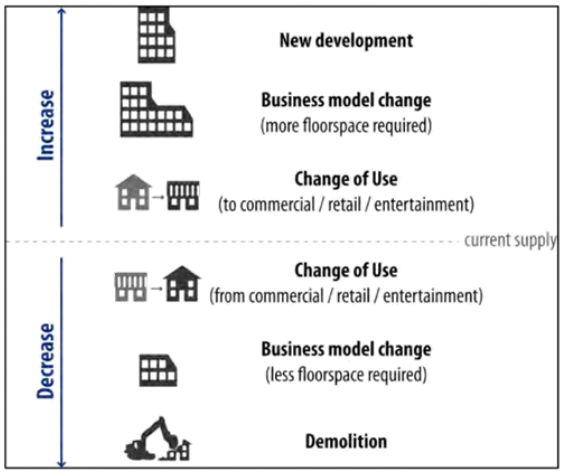
Figure 20. Drivers of retail floorspace demand



Source: Pracsys 2014

Supply changes can result in increased or decreased retail floorspace. The potential causes of supply changes are shown in Figure 21. It is also important to note that an expansion of floorspace at Busselton will be providing floorspace for tenants not currently present in the Busselton market, so it has the potential to reduce leakage outside of the local activity centres network.

Figure 21. Drivers of retail floorspace supply



Source: Pracsys 2014

8.3 All Other Floorspace Modelling

Other floorspace has been assumed to grow on a 1:1 ratio based on its primary drivers. These primary drivers have been outlined in Figure 7.

Figure 22. Floorspace Drivers

Floorspace Type	Unique Drivers
Entertainment (ENT)	Population, Tourism
Office (OFF)	Population
Health Welfare & Community (HEL)	Population

Source: Pracsys 2018

These are key inputs into the growth forecasts for these floorspace ratios. In the case of OFF and HEL the ratio of floorspace per person is calculated and then extrapolated against population forecasts. In essence, this means that a 2% growth in the population should translate to a 2% growth in the amount of Office and Health, Welfare & Community floorspace required to service it. This method assumes that there are no major shifts or shocks in how floorspace is consumed. Given the forecast period of 10 years, this is seen as a valid assumption.

ENT floorspace uses a composite of tourism and population (much like retail floorspace), the growth rates of tourism and population are used as an index to calculate the future demand for entertainment floorspace. As this contains both tourism and population it is not 1:1 growth with population. The % of growth attributed to population and tourism is calculated and then extrapolated individually. From this the expected ENT floorspace is derived.

8.4 Assumptions

A number of core assumptions have been utilised in the calculation of the various types of floorspace. These include:

- Population Forecasts
- Online Leakage Forecasts
- Tourism Forecasts
- Tourism Expenditure Forecasts

Population and Tourism forecasts were provided by the City of Busselton. Online leakage assumptions have been provided below in Figure 23.

Figure 23. Leakage Assumptions

	2018	2019	2020	2021	2022	2028
Comparison	7.5%	8.5%	9.5%	10.0%	10.0%	10.0%
Convenience	6.3%	6.9%	7.5%	8.1%	8.7%	10.0%

Source: Pracsys 2018, https://www.statista.com/statistics/379133/e-commerce-share-of-retail-sales-in-australia/, https://www.statista.com/statistics/187439/share-of-e-commerce-sales-in-total-us-retail-sales-in-2010/

Total online sales have been derived from current estimates of online sale capture. Future growth has then be calibrated to the U.S. market given it is a more mature online market. Growth has then been stepped up toward this level of saturation to estimate future online retail sales leakage.

Tourism expenditure forecasts were made based on the number of visitor nights[13] multiplied by the average day trip expenditure (to exclude accommodation expenditure) to derive the total tourism expenditure pool. Capture rates were then estimated to give a more conservative figure and to reflect that Dunsborough only captures a portion of visitors. A further expenditure capture rate was applied to reflect the total spend that the Dunsborough Town Centre would capture from this tourism expenditure pool (Figure 24).

Figure 24. Tourism Expenditure Capture

Assumption	
Average Day Trip Spend	$121
Visitor Nights Capture	20%
Spend Capture	15%
Total Tourism Pool Expenditure Capture	3%

Source: https://www.economyprofile.com.au/rdasouthwest/tourism/visitor-expenditure, Tourism WA

[13] Tourism WA data

9 GLOSSARY

Activity centres

An activity centre is a mixed-use urban area where there is a concentration of commercial or other non-residential land uses. Traditionally these have been thought of shopping centres, but can also include, for example, civic centres, cultural precincts or education campuses. Essentially, activity centres are the location of a concentration of one or more of the three types of transactions:

- Economic – activities that primarily result in a transfer of goods and services in return for payment (e.g. retail trade, enterprises employing staff)
- Social – activities that are primarily focused on the informal exchange of information and company (e.g. catching up with friends, parents playing with their children)
- Environment – activities that are primarily focused on users engaging with their physical environment (e.g. users enjoying public art, reading a book in the park)

Activity diversity

A diverse mix of users and activity are desirable for an economically, environmentally and socially sustainable city, enabling users to access multiple needs with fewer trips and contributing to higher rates of employment self-sufficiency.

Activity intensity

Co-locating activity within a vibrant, intense space ensures walkability, social interaction and economic activation. Intense agglomerations of activity have been shown to increase industry productivity.

Business model

The method or means by which a business captures value, including how it creates, distributes, prices or advertises its products and/or services.

Centre accessibility

Centres must be accessible to a wide mix of user groups utilising different modes of transport. This reduces the impact of petrol price shocks, increases sustainable centre catchments and facilitates movement between employment nodes

Comparison retail

Comparison retail refers to retail goods for which the volume of goods and the number of transactions are generally lower, occur less frequently and have a higher cost both in terms of the value of goods purchased and the search costs involved. Examples of comparison retail goods include electronics and furniture.

Convenience retail

Convenience retail refers to retail goods for which the volume of goods and number of transactions are generally higher, occur more frequently and have lower costs both in terms of the value of goods purchased and the search costs involved. Examples of convenience retail goods include fuel and groceries.

Employment quality

Centres require both a quantity and quality of employment, as befits their position within the centres hierarchy. High quality employment (knowledge or export-based) drives economic development and facilitates higher levels of employment self-sufficiency.

Employment self-sufficiency

Employment self-sufficiency (ESS) is defined as the proportion of jobs located in a geographic area (region, corridor, local government) relative to the residents in that same area who are employed in the workforce. For example, if the area has 1,000 employed residents and 450 local jobs available, the employment self-sufficiency rate is 45%.

The reason that this measure is so important to the sustainability of the urban system is that if residents are travelling out of their residential area for employment, they are utilising scarce transit infrastructure (roads, public transport) and creating negative externalities in doing so (e.g. pollution, stress).

Entertainment

Entertainment refers to a range of entertainment, recreation and cultural products that are sold directly to consumers. Central to the definition of entertainment is not only the purpose of the product but also how it is consumed. Entertainment refers to entertaining goods and services consumed in the public realm. Entertainment goods that are purchased and consumed in the private realm fall under the definition of retail. For example the purchase of a computer game would be considered a comparison retail purchase. The purchase of tokens to play a computer game at Timezone would be considered entertainment. Other examples of entertainment products include, bars and clubs, cinemas, museums and art galleries.

Net Lettable Area

Net Lettable Area is the measurement of total occupiable floorspace. It excludes common areas including shared walls, common stair wells, toilets, lobbies, service ducts etc. Net Lettable Area was calculated through first benchmarking an appropriate plot ratio (approximately 50% of plot size) and combining with another benchmark of net lettable area to gross lettable area of approximately 80%.

Population-driven activity

Population-driven activity refers to industries or jobs directly related to servicing the needs of a specific catchment population. As such its location will be largely determined by the location of population growth,

as well as activity centre hierarchy and maturity. Consumer services, producers services and knowledge intensive consumers are collectively referred to as population-driven.

Retail employment

Retail jobs have high transaction intensity and are driven by the needs of the local population. Retail tenancies must locate in close proximity to their consumer catchment, to facilitate the purchase of retail goods on a frequent basis. This can be daily or weekly for convenience goods such as groceries and newspapers, or less frequently for comparison goods such as clothing and homewares. Retail is generally concentrated within centres with a supermarket anchor, to maximise transactions and reduce the number of consumer trips required.

Strategic activity

Strategic economic activity occurs through the development of agglomerations of economic activity. Such agglomerations result from the development of localisation and/or urbanisation economies.


APPENDIX 2
URBIS
DUNSBOROUGH URBAN DESIGN ASSESSMENT
PREPARED FOR
CITY OF BUSSELTON
JANUARY 2021
FINAL REPORT

URBIS.COM.AU

CONTENTS

1.0 EXECUTIVE SUMMARY

The following strategy provides a framework for initiating the transformation of Dunsborough Town Centre to ensure it maintains its competitive edge as a holiday and tourist destination whilst also retaining it's role as the retail centre, meeting place and civic focus for the local community. This strategy will guide the future steps for the development of Dunsborough Town Centre.

In developing this strategy, an extensive urban analysis was undertaken to understand Dunsborough's role in its context at both a regional and local level. This analysis included:

- Identifying key characteristics of the various part of the town centre to capture the identity.
- Understanding the holistic structure of the town and identifying opportunities for change.
- Examining opportunities for activation and engagement with the town centre to ensure it remains a place for people of all ages and demographics.

From this analysis, and in alignment with an existing vision and principles for the town centre, a range of potential outcomes were tested with the community. The instruction from the community engagement process has informed the chosen approach.

Four urban focus areas were identified within the Town Centre and a series of urban strategies and opportunities for intervention were established and detailed. These urban strategies provide a framework to effect change within the Town Centre and include policy updates, major and minor physical actions that build on the existing City of Busselton work and improvements.

The identified strategies drive short, medium and long term outcomes and present a pathway for future precinct plans and policies to deliver the established vision and principles. These include:

- Temporary interventions to open streets up for markets and larger events.
- Streetscape improvements that reflect the character and nature of the adjacent land uses and surrounding environment.
- Continue to review and implement the parking strategy.
- Public realm interface recommendations that improve built form interfaces with streets and Dugalup Brook.
- Built form parameters (heights, setbacks, etc) to inform the development of design guidelines facilitating the transitioning of uses within the centre.

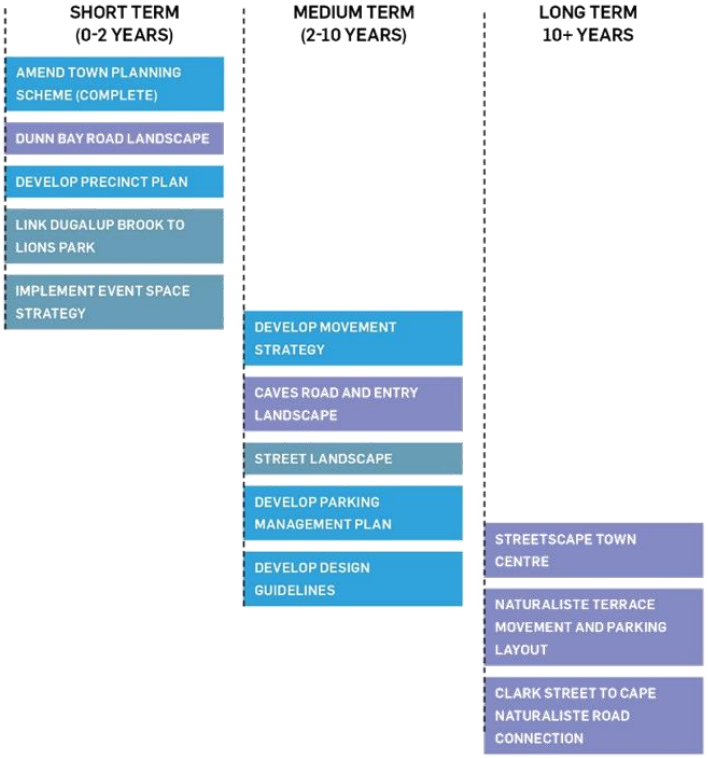
1.1 IMPLEMENTATION

The following provides an indicative timeframe for the implementation of these strategies based on the deliverability, implementation dependencies and anticipated funding implications.

High level recommendations are categorised into three areas:

STATUTORY UPDATE	Updates to existing planning policies and frameworks
MINOR ACTIONS	Physical upgrades and actions which can be undertaken at any time and would not necessarily rely on policy updates
MAJOR ACTIONS	Large projects and upgrades which will drive development into long term strategies and may require policy updates

Detailed explanations of these updates and actions are outlined in Section 5 of this report.



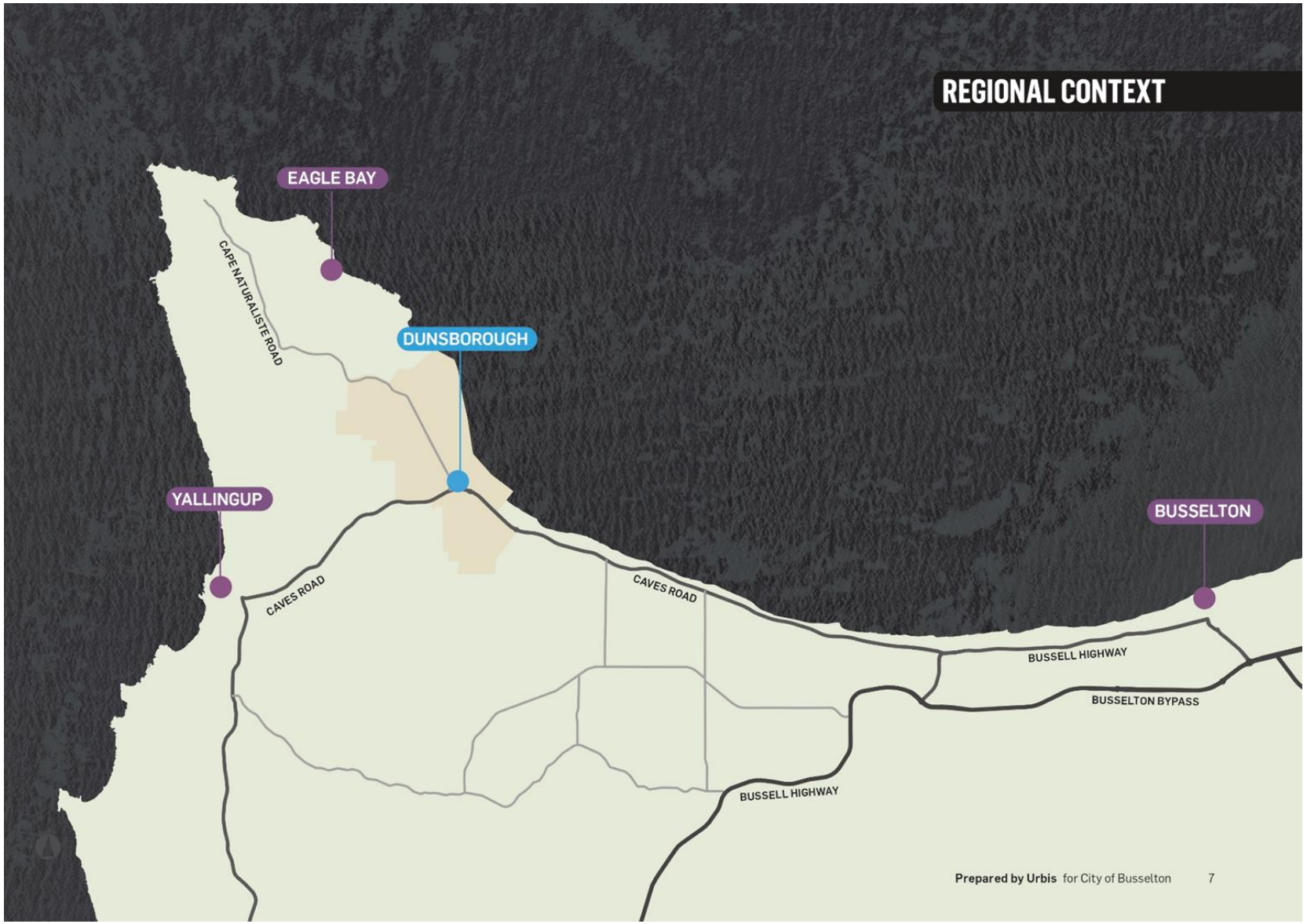
2.0 URBAN PLACE ANALYSIS

2.1 REGIONAL CONTEXT

The Dunsborough Town Centre is located in the South West Region of WA approximately 250km from Perth City and 25 minutes from Busselton City Centre, and is recognised as a regional attraction.

Dunsborough has effectively grown in recent decades as a holiday and residential destination, with new businesses and industry growing up around a rapidly developing community, with some strategic industry being located to capture the region's economic activities.

Dunsborough has unique natural assets and character which contributes an engaging sense of place for the local community and visitors.


REGIONAL CONTEXT
EAGLE BAY
CAPE NATURALISTE ROAD
DUNSBOROUGH
YALLINGUP
CAVES ROAD
CAVES ROAD
BUSSELTON
BUSSELL HIGHWAY
BUSSELTON BYPASS
BUSSELL HIGHWAY
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FORESHORE
SEYMOUR PARK
LIONS PARK
DUGALUP BROOK
NATURALISTE TERRACE
DUNN BAY RD
DUNSBOROUGH PL
CAVES RD
ENTRY
ENTRY
STUDY AREA
Dunsborough Urban Design Assessment Report


2.2 STUDY AREA
The project area reflects the proposed Dunsborough Activity Centre as defined by the City of Busselton through a community consultation process.
The boundary encompasses Dunsborough's urban town centre and connection to the foreshore. This captures the active core and its uses for residents and visitors, and identifies room for growth as a developing town centre.
Access to the Town is via two main entry points off Caves Road which establish the axis on which the town runs, one along Dunn Bay Road towards Geographe Bay and one along Dunsborough Place/ Naturaliste Terrace north past the Dugalup Brook. This axis houses the majority of retail and recreation activities for the town, along with accommodation for visitors and residents.
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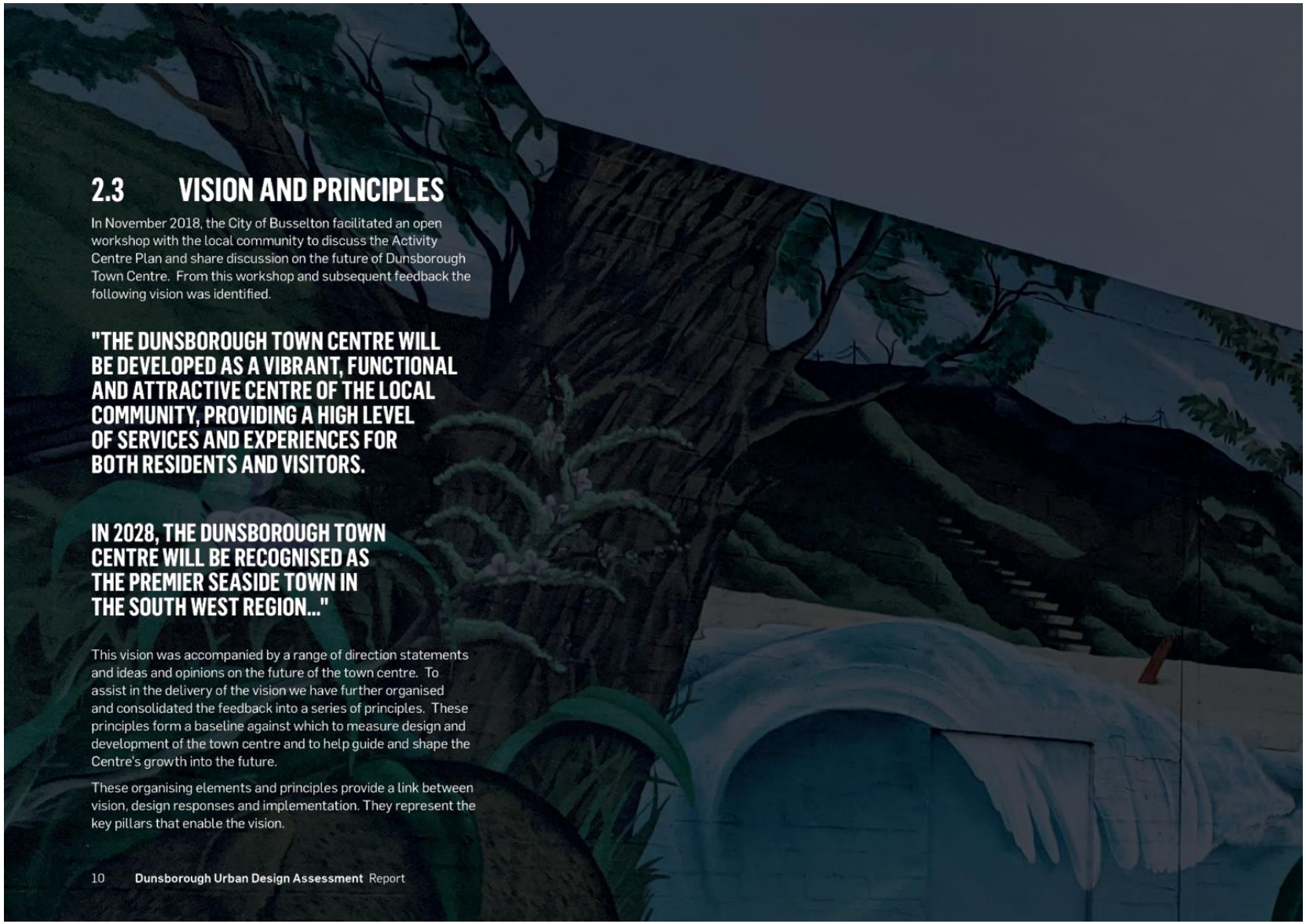


2.3 VISION AND PRINCIPLES

In November 2018, the City of Busselton facilitated an open workshop with the local community to discuss the Activity Centre Plan and share discussion on the future of Dunsborough Town Centre. From this workshop and subsequent feedback the following vision was identified.

"THE DUNSBOROUGH TOWN CENTRE WILL BE DEVELOPED AS A VIBRANT, FUNCTIONAL AND ATTRACTIVE CENTRE OF THE LOCAL COMMUNITY, PROVIDING A HIGH LEVEL OF SERVICES AND EXPERIENCES FOR BOTH RESIDENTS AND VISITORS.

IN 2028, THE DUNSBOROUGH TOWN CENTRE WILL BE RECOGNISED AS THE PREMIER SEASIDE TOWN IN THE SOUTH WEST REGION..."

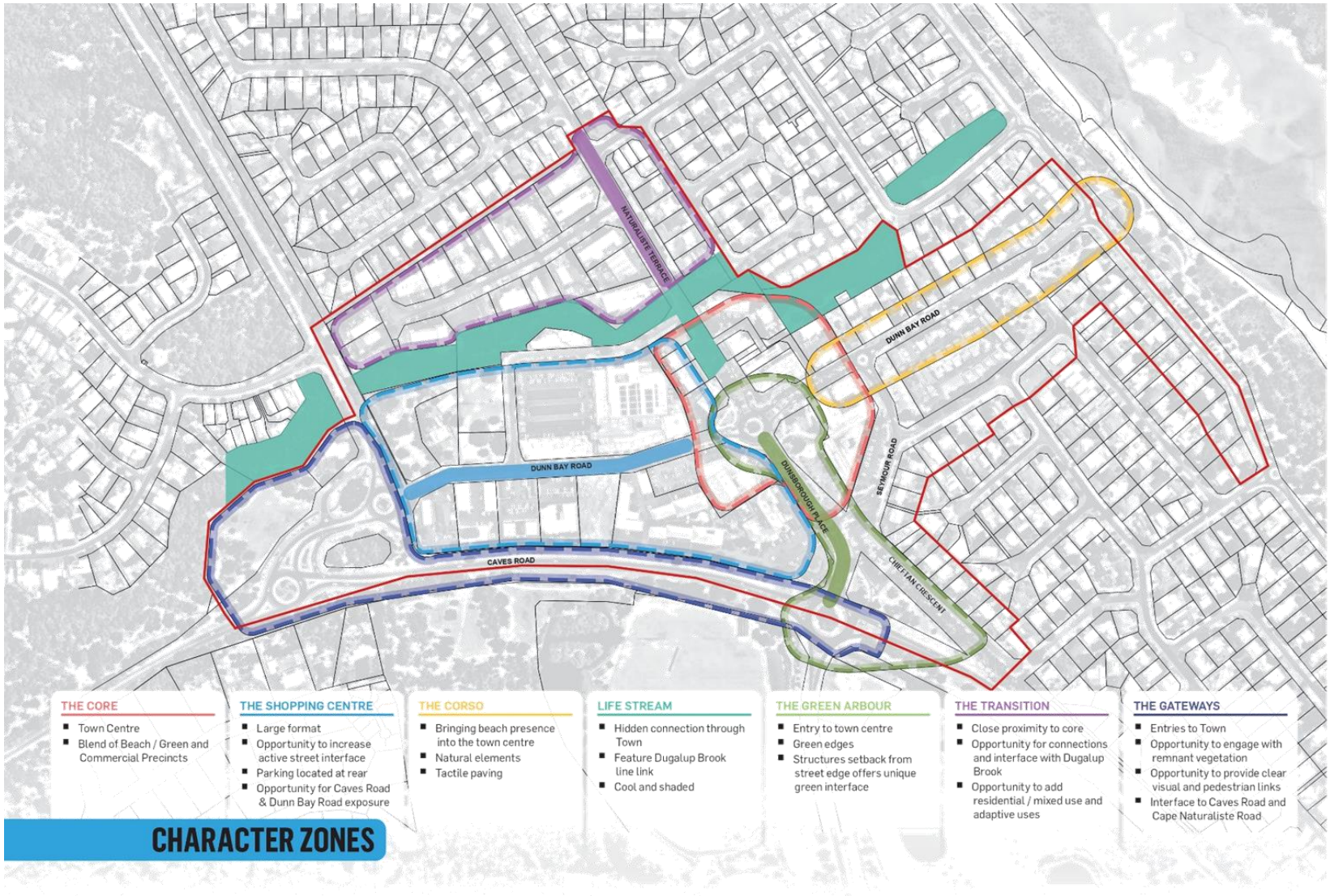
This vision was accompanied by a range of direction statements and ideas and opinions on the future of the town centre. To assist in the delivery of the vision we have further organised and consolidated the feedback into a series of principles. These principles form a baseline against which to measure design and development of the town centre and to help guide and shape the Centre's growth into the future.

These organising elements and principles provide a link between vision, design responses and implementation. They represent the key pillars that enable the vision.


PRINCIPLES
VIBRANT
Buildings, land uses and activities engage with the streets and spaces and offer activation, stimulation and interest.
AUTHENTIC
An authentic place that offers both locals and visitors the opportunity to be part of the community and engage in and contribute to its future.
EXPERIENCE
Reflect an aesthetic that blends the beach and bush within a contemporary human scaled village setting.
ACCESSIBLE
A pedestrian and cycle focused environment ensures it is easy to move around within, and to and from, the town centre.
OPEN
Green open spaces frame the centre and provide a unique main street setting. These spaces provide opportunity for community and cultural events.
ENDURING
A centre that embeds into its natural environment and pursues sustainability to ensure ongoing viability and relevance.
Prepared by Urbis for City of Busselton 11


elevator bar
POUR HOUSE
2P
BLUE CHILD COLLECTIVE

2.4 URBAN PLACE ANALYSIS
URBAN FORM AND ACTIVITY


NATURALISTE TERRACE
DUNN BAY ROAD
DUNN BAY ROAD
SEYMOUR ROAD
DUNSBOROUGH PLACE
CHIEFTAN CRESCENT
CAVES ROAD
THE CORE
Town Centre
Blend of Beach / Green and Commercial Precincts
THE SHOPPING CENTRE
Large format
Opportunity to increase active street interface
Parking located at rear
Opportunity for Caves Road & Dunn Bay Road exposure
THE CORSO
Bringing beach presence into the town centre
Natural elements
Tactile paving
LIFE STREAM
Hidden connection through Town
Feature Dugalup Brook line link
Cool and shaded
THE GREEN ARBOUR
Entry to town centre
Green edges
Structures setback from street edge offers unique green interface
THE TRANSITION
Close proximity to core
Opportunity for connections and interface with Dugalup Brook
Opportunity to add residential / mixed use and adaptive uses
THE GATEWAYS
Entries to Town
Opportunity to engage with remnant vegetation
Opportunity to provide clear visual and pedestrian links
Interface to Caves Road and Cape Naturaliste Road
CHARACTER ZONES

2.4.1 ANALYSIS: CHARACTER ZONES

Dunsborough is made up of a mix of different and unique characteristics each contributing to the setting of the Town Centre. These character zones are informed by built form and public realm elements and their contribution to the sense of place for Dunsborough.

Each character zone has its own distinct personality and often is accompanied by a set of land uses that also contribute to identity. These zones do not have a set boundary providing the opportunity to blend the characteristics as they intersect. It is often at these intersections where we get the true reflection of the Dunsborough's sense of place.

The Core is where several of these zones overlap bringing the beach to the bush. This is overlaid on a concentration of urban land uses in the coffee shops, bars and bakeries forming the centre of town. This area has an eclectic feel, but also captures what is quintessentially Dunsborough.

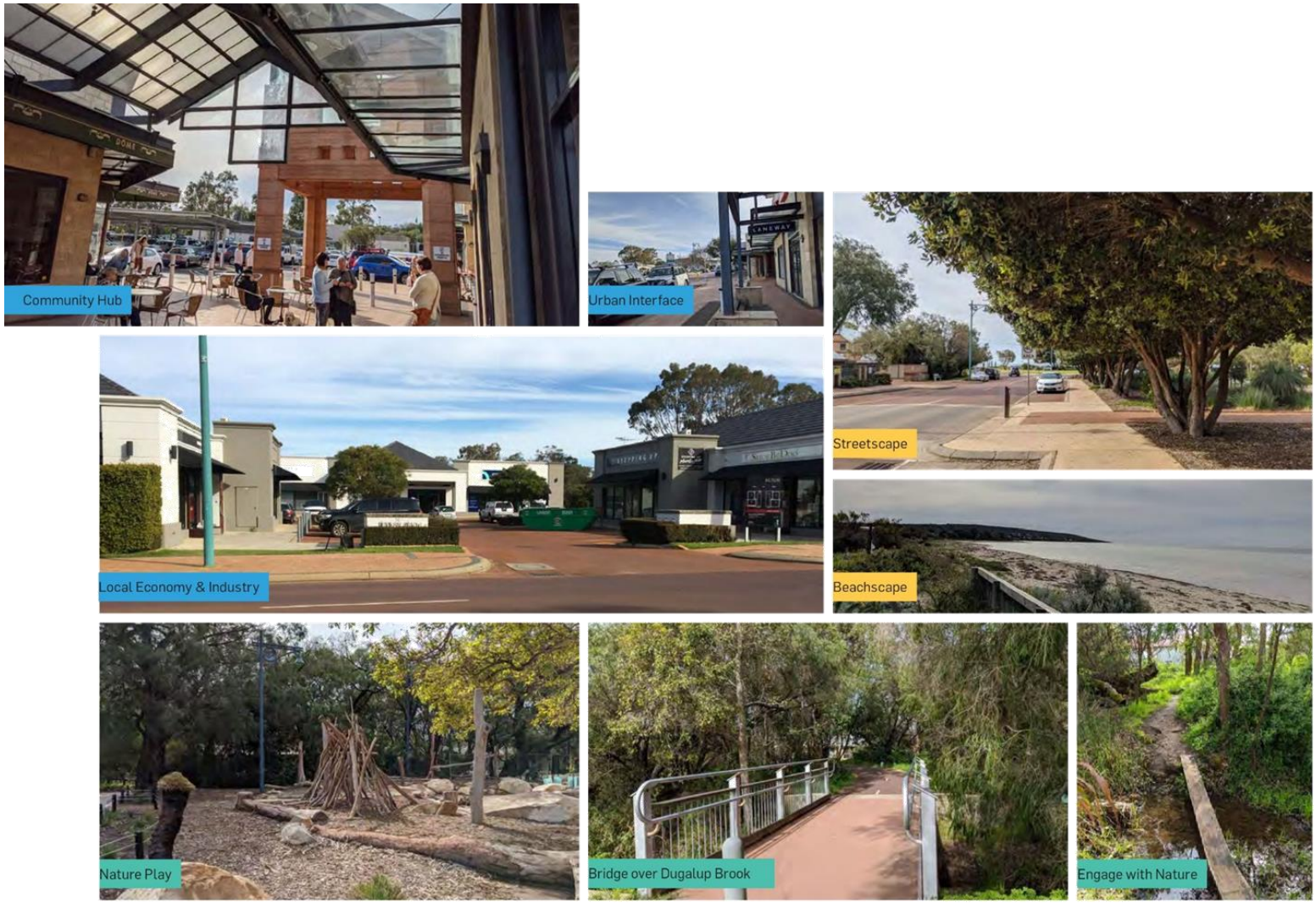
These character zones can be used to inform future decisions on planning and design policies and permits to ensure that future uses collectively contribute to the identity of Dunsborough.


Street Frontage

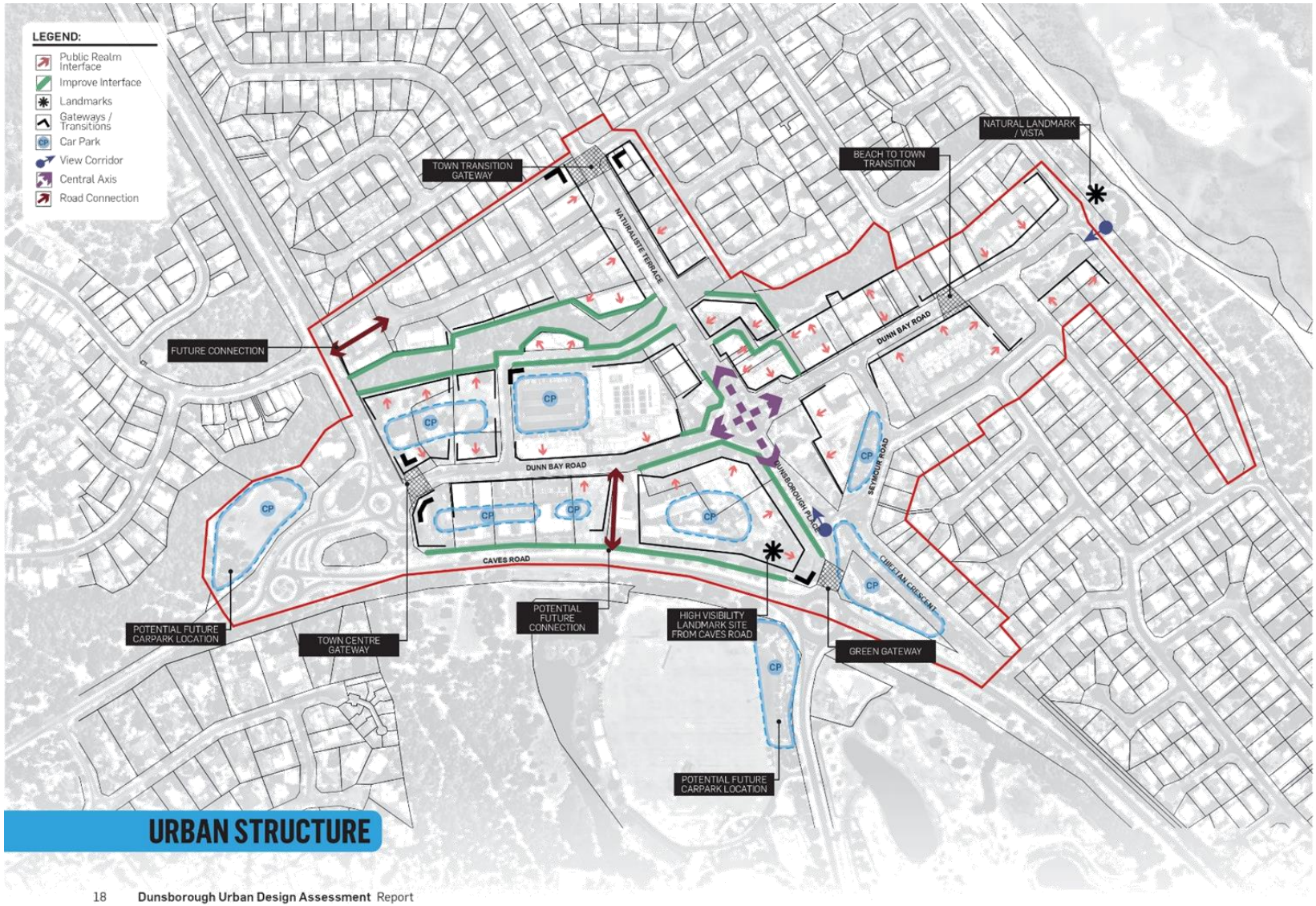
Urban Interface


Public Artwork


Park Setting


Community Hub
Urban Interface
Streetscape
Local Economy & Industry
Beachscape
Nature Play
Bridge over Dugalup Brook
Engage with Nature


Green Entry
Active Public Space
Mature Trees
Streetscape
Caves Road
Contemporary Form & Materials
Breezeblocks & Natural Materials
Rural Aesthetic


LEGEND:
Public Realm Interface
Improve Interface
Landmarks
Gateways / Transitions
Car Park
View Corridor
Central Axis
Road Connection
TOWN TRANSITION GATEWAY
NATURALISTE TERRACE
NATURAL LANDMARK / VISTA
BEACH TO TOWN TRANSITION
DUNN BAY ROAD
FUTURE CONNECTION
CP
DUNSBOROUGH PLACE
SEYMOUR ROAD
CAVES ROAD
CHEETAN CRESCENT
POTENTIAL FUTURE CARPARK LOCATION
TOWN CENTRE GATEWAY
POTENTIAL FUTURE CONNECTION
HIGH VISIBILITY LANDMARK SITE FROM CAVES ROAD
GREEN GATEWAY
POTENTIAL FUTURE CARPARK LOCATION
URBAN STRUCTURE

2.4.2 ANALYSIS: URBAN STRUCTURE

In understanding a clear urban structure, opportunities for connections and links between different parts of a town can be leveraged to improve the overall function.

Successful town centres often have a robust crucifix form that establishes a core or centre and enables the plug in of different uses on the adjacent arms. Dunsborough Town Centre falls into this format centred around the intersection of Naturaliste Terrace/ Dunsborough Place and Dunn Bay Road. The centre is established away from the car dominated Caves Road bypassing unnecessary traffic away from the core.

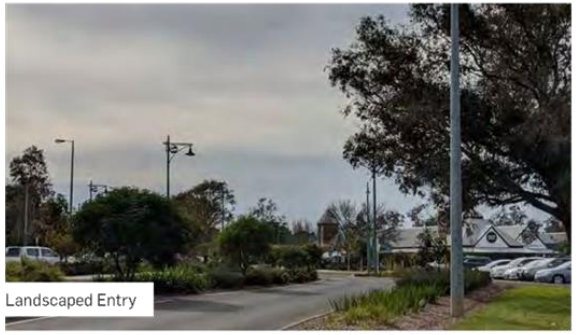
Gateways are used to denote an entry to the town centre or urban core. Some gateway points exist already with varying degrees of success. For example, the entry from the east on Dunn Bay Road and west from Caves Road have strong landscape features (park/ treed avenue) that can be built upon to create a gateway feature. Entry points from the north and west need further enhancement to establish them as gateways signalling a transition into the town centre.

Also important to the effectiveness of a robust urban form are clear views corridors that provide links between different attractions. The link between the core and the beach front is now well established with Dunn Bay Road providing a consistent and attractive built and vegetated form. Other views are less well established or thwarted due to off centre road alignments with no clear termination landmarks or destination points.

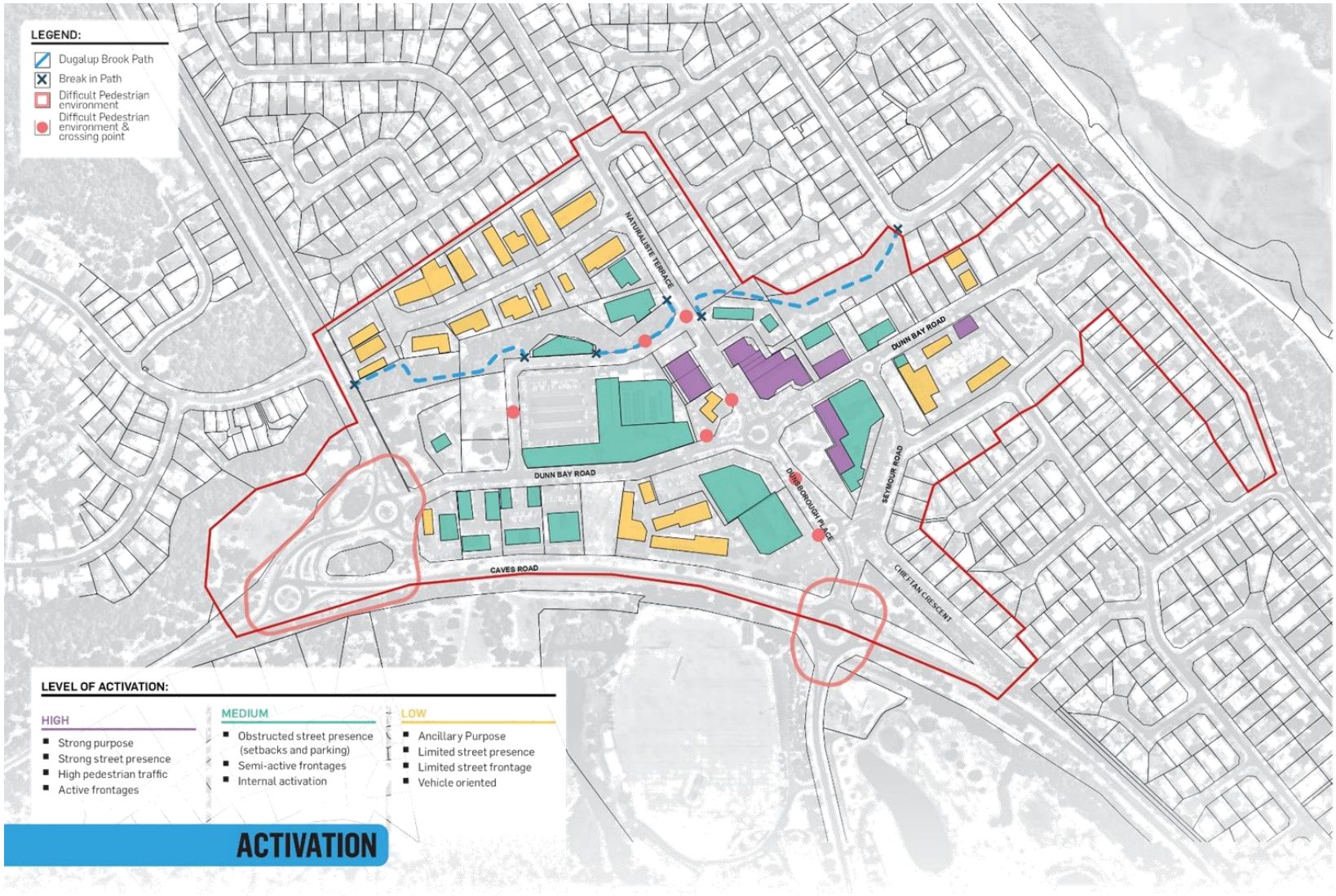
The structural and public realm interface also contributes to an effective urban structure. As shown in the urban structure diagram, some sides of the centre have been well established with open and engaging interfaces. However, some areas lack a clear purpose and do not contribute to wayfinding or a sense of intensity. This may be assisted by a built form and scale appropriate to a centre including zero lot lines, interfaces with passive open spaces and the relocation of parking areas away from key street interfaces.


Street Interface


Public Space Interface


Landscaped Entry


Beachscape View



20 **Dunsborough Urban Design Assessment** Report

2.4.3 ANALYSIS: ACTIVATION

Active and attractive centres with a strong sense of purpose tend to be more successful, facilitate an improved economy and foster engagement with their community.

Dunsborough Town Centre has a strong core on two and a half sides of the intersection of Dunn Bay Road and Naturaliste Terrace/ Dunsborough Place. This strong core presents an attractive frontage set at zero lot lines, fronted by on street parking or public open space. The buildings in the core are open to the street offering a high level of engagement and encourage pedestrian movements. These are the areas where visitors tend to congregate and are willing to spend time engaging with the public realm.

There are destination uses located adjacent to the centre such as the Dunsborough Centrepoint and Dunsborough IGA that have a clear sense of purpose but do not offer the same level of street interaction to the core. This is due in part to the nature of grocery stores and a preferred layout that limits engagement with the public street. Pulling the built form to the edge of the street and opening these structures up further can offer additional activation of the town centre. It's worth noting that not all parts of the town centre need to be fully activated and in fact there is some benefit in concentrating high levels of activity to specific areas. Away from the core intersection, built form should decrease in intensity but still offer a similar level of engagement with the street.

This information has informed the urban design strategy and highlighted opportunities in the urban focus area to:

- Direct uses to the appropriate Urban Focus Area.
- Identify future expansion (and containment) of the town centre.
- Address built edges and spaces needing additional activation.


Dugalup Brook Activation

Street Activation


Dugalup Brook Path


Narrow Path

2.5 URBAN PLACE ANALYSIS PRELIMINARY STRATEGY

1. **Enclose the Core**
   The south western edges of the core lack structure due to buildings being setback from the street. Extending the built edge to the street here will help to contain the core and provide a sense of enclosure and intimacy.
2. **Green Connection**
   Dugalup Brook sits behind the town centre but can play an important role in connecting the town to its the surrounding bush, beach, residences and potential overflow parking areas. The movement system here is underutilised but can connect potential overflow parking areas to the west.
3. **Linking Green**
   Lions Park is a valuable open space and has potential to be used for markets and festivals but feels isolated in the centre of town. There is opportunity to add a green corridor along Naturaliste Terrace to link this space to the wider network of green spaces including Dugalup Brook and the Djiljit Mia Community Gathering Space. This sense of green connection could then extend further south to Caves Road and beyond. Development on the corner of Caves Road and Seymour Avenue should reflect and enhance this green link through the use of setbacks or green edges.
4. **Dunsborough Place Shared Space**
   There is opportunity to close down Dunsborough Place during events and extend this into a pedestrian only space. Through traffic can be rerouted onto Seymour Boulevard to bypass this area providing a natural flow. An extended option could also use Cyrillean Way and Hannay Lane to facilitate in closing down the central core around the roundabout.
5. **Mix It Up**
   Clark Street properties have great proximity to the town centre and views and access to Dugalup Brook. Utilising the brook as an asset can facilitate the highest and best use of this land incorporating a mixed-use outcome.
6. **New Connection**
   After Dunn Bay Road, the next opportunity to connect to Cape Naturaliste Road is from Marri Drive. Extending Clark Street to Cape Naturaliste Road will provide additional movement options and help in the transition of Clark Street.
7. **Caves Road Green Screen**
   The presentation to Caves Road is largely of service operations (loading bays) or parking areas partially screened by old established or highly manicured peppermint trees. Additional plantings and a comprehensive landscape approach here can assist in the screening of this back of house. This may also enable the development of larger buildings offering activation, passive surveillance and long range views over the fields and water courses opposite.
8. **You've Arrived**
   Large roundabouts don't herald a sense of arrival to the town centre. The use of landmarks and gateway features can assist in ensuring that there is a sense of arrival to the town centre. This can be in the form of landmark buildings, changes in public realm materials, use of vegetation or public artworks.
9. **Business Up Front / Party Down Back**
   There is a split in the offerings to the east and west of Naturaliste Terrace with the east side catering to entertainment and tourism and the west towards day to day shopping needs of locals. The built form and public realm within the town centre reflects that dichotomy with a more formal and urban built form on the west and a more casual and beach oriented approach to the east. This could be used to inform guidelines and help in wayfinding for visitors and the local community alike.

These strategies are illustrated in the sketch on Page 23.


PRELIMINARY STRATEGY
NATURALISTE TERRACE
CLARK ST
CAPE NATURALISTE RD
CYRILLEAN WAY
DUNN BAY RD
SEYMOUR BLVD
DUNSBOROUGH PL
CAVES RD
MAIN ST.
CORSO

3.0 COMMUNITY ENGAGEMENT

A community workshop was undertaken on October 22, 2020 with representatives for the local community and the City of Busselton staff in attendance.

The purpose of this workshop was to:

- Test the spatial understandings of the site
- Seek inputs and ideas from the community
- Identify additional structural constraints and opportunities
- Provide a local sense check on ideas formed to date.

The review was limited to the boundary outline by the Activity Centre Plan although the context was also reviewed to identify additional opportunities.

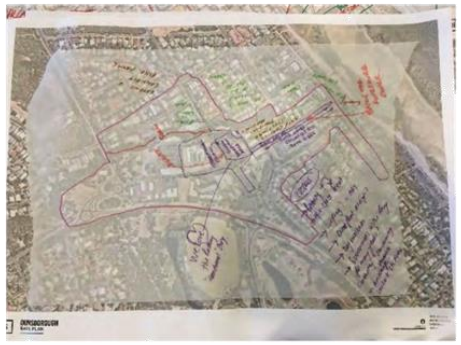
A range of exercises were undertaken in the workshop to interrogate ideas in relation to the urban structure of the town centre.

Concepts and understandings developed by the project team were presented to the group and then work-shopped to confirm the understanding of the town structure from a local perspective, test ideas and concepts and identify any alternate thoughts or ideas. This included:

- A review of case studies and learnings
- An examination of character precincts
- Exploration of big ideas
- An understanding of the personality of the centre
- Identifying the heart of the centre
- Understanding parking and access
- Examination of height and scale.

3.1 KEY DIRECTIONS

The key take aways from these discussions have been collated under broad headings and summarised. These take aways have informed the Urban Design Strategy to ensure the outputs align with the community vision and direction for Dunsborough Town Centre.



Personality and Sense of Place

- Architecture not as important as people and places.
- Maintain Dunsborough's low key friendly atmosphere.
- Architecture should reflect a contemporary seaside vernacular.
- The town should celebrate the village green open space in the main street (Lions Park and along Naturaliste Terrace) and offer places to sit and relax.

The Heart

- General Agreement to the Heart being located on Naturaliste Terrace. All suggestions focused around the section between Dunn Bay Road and Hannay Lane as being the core. This was noted as being the original town centre.
- It was noted that there was some capacity to extend the core to include Lions Park (referring to this as the 'Soul') and Dunsborough Tavern with opportunity to extend it further down Dunn Bay Road towards Geographe Bay.

Access and Parking

- Parking on the periphery is an option that should be explored including sites on Clark Street in co-ordination with Dugalup Brook crossing.
- The challenges on crossing Caves Road were noted but not felt to be insurmountable.
- Improvements to the pedestrian realm along Dunn Bay Road would help in movement.
- Parking adjacent to Caves Road should be screened from passing vehicles.
- A connection to Cape Naturaliste Road at the end of Clark Street should be investigated to improve circulation.

Height and Scale

- Retaining a village atmosphere was important.
- Managing scale between different areas was important so that there wasn't a harsh transition.
- View corridors are important both from the centre looking out and from outside looking in.
- There may be opportunities to utilise landscaping to screen height.

These key findings have instructed the development of the Urban Design Strategy as detailed in plans, sections and actions in Section 4.0 .

Pros

Dunn Bay East

Activate the foreshore

Maximise views to the Geographe Bay.

Improve relative affordability of oceanside views

Residences above shops and restaurants can help activate the centre

Push bulk into the middle of the lots to hide it.

Town Centre

Opportunity for height if setback

Maximise use and access to Lions Park

Dunn Bay West

Easy to co-ordinate large land parcels

Opportunity for landmark structure to town

Landscape opportunity along Caves Road

Clark Street

Minimal impact on the Town Centre

Opportunity to maximise views of the Dugalup Brook

Locates residents close to town centre

Cons

Dunn Bay East

Minimise impacts of built form visible from the Geographe Bay

Retain a view corridor down Dunn Bay Road

Ensure scale and transition between areas is managed

Potential for broken streetscape

Must not block views

Manage compatibility between uses (Residences and Bars)

Town Centre

Potential for Wind Tunnel

Hard to co-ordinate smaller lots

Difficult height/ scale balance with small lot frontage and deep lots

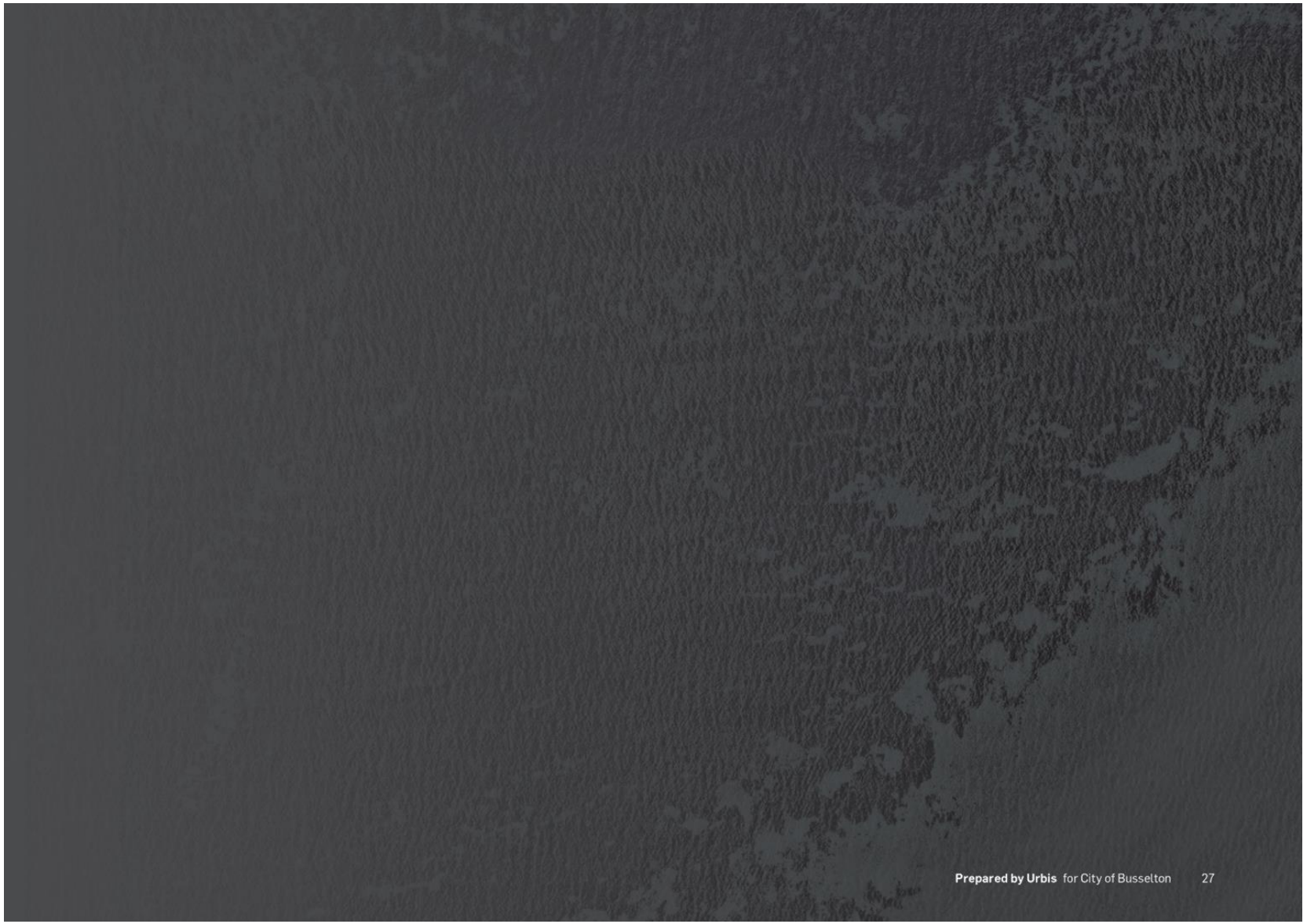
Dunn Bay West

Manage view impacts from Caves Road

Potentially too tight corridor or canyon feel on Dunn Bay Road

Clark Street

No raised concerns


Prepared by Urbis for City of Busselton 27

4.0 URBAN DESIGN STRATEGY

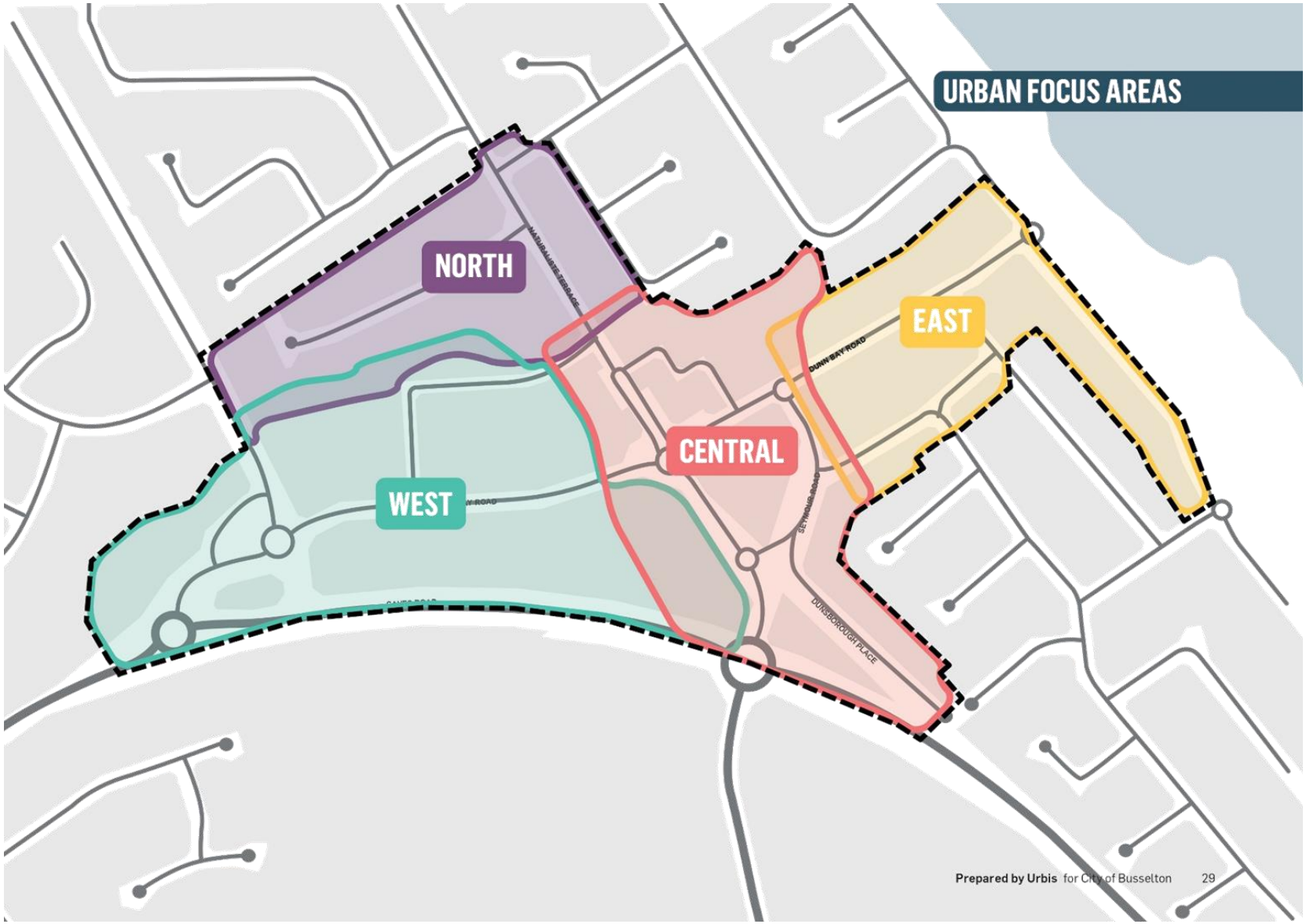
The following urban design strategy consolidates the analysis and community engagement process into a series of actions. These actions have been grouped into STRUCTURE actions that require a change in the urban form of the town and PEOPLE actions that facilitate change in how people use the town centre.

These actions relate to specific desired outcomes that are applicable at a town wide level and also within four identified urban focus areas.

Each of the four urban focus areas has:

- A clear role and purpose. This informs what land uses and activities are appropriate.
- A series of key recommendations that link to the actions and specify intended outcomes.
- An urban section that presents a current and future street and built form condition.
- An urban character that identifies key themes that inform the focus area approach to materials and public realm.

Collectively these focus areas can be used to inform a precinct plan, future upgrades to the public realm or even test development applications against the intent and purpose of each area.


URBAN FOCUS AREAS
NORTH
EAST
CENTRAL
WEST
DUNN BAY ROAD
DUNSBOROUGH PLACE
Prepared by Urbis for City of Busselton 29

STRUCTURE

PARKING: SHORT TERM
Designate parking within the town centre to be short term

PARKING: LONG TERM
Establish long term parking areas out of the concentrated town centre

ADAPTION
Adaption of uses to better support the growing town centre

INTENSITY
Identify suitable locations for increase in development

URBAN INTERFACE
Improve street presence of development and open spaces

BROOK INTERFACE
Acknowledge the presence of the Dugalup Brook and improve the interface and interaction

URBAN STRUCTURE
Define public and private realm boundaries to aid in future development

PEOPLE

FLEXIBILITY
Establish temporary event spaces / open spaces to facilitate more than one function

WAYFINDING
Provide wayfinding / clarity of major routes for pedestrians and vehicles

VIEWS
Maintain views to natural and physical assets

ACCESSIBILITY
Review accessibility to ensure engagement with all users

CHARACTER
Utilise urban characteristics that define urban focus areas

BROOK MOVEMENT
Utilise the Dugalup Brook as an alternate east-west movement system

4.2 URBAN FOCUS AREA - CENTRAL

4.2.1 ROLE AND PURPOSE

The Urban Focus Area - Central is located around the commercial centre of the town site which offers a unique country town centre experience. This area provides a range of activities and captures Dunsborough's essence which is a blend of retail activity and the surrounding natural environment.

As the traditional town centre this can provide local and boutique retail offerings for both locals and visitors alike with a focus for both formal and informal dining and entertainment.

Expansive grassed areas provide opportunities to slow down and enjoy the town atmosphere. The town centre around Lions Park can be expanded to accommodate a weekly market, a minor event or can pedestrianise the entire core for a major event.

The Town Centre also connects to the Dugalup Brook and the nature play areas on the periphery. The connection to Dugalup Brook extends into the town centre helping to green and soften the urban environment.

4.2.2 KEY RECOMMENDATIONS - APPLYING THE ACTIONS

- Link Dugalup Brook to Lions Park through Hannay Lane and Naturaliste Terrace through art, paving and vegetation. Look to extend this further to Caves Road.

- Lease or obtain a licence for part of the Telstra site on Naturaliste Terrace and transform Naturaliste Terrace into a shared zone.
- Transition the service station in the town centre to a use that is more compatible to its central location and improve pedestrian connections across this frontage.

- Establish adaptable and expandable event space around the town centre to accommodate a range of events by utilising existing open spaces and implementing road closures.

- Consolidate the green entry to town and expand the pedestrian network to link Caves Road to Dugalup Brook.

- Maintain a low scale retail offering in keeping with a traditional town centre and enforce active edges along street frontages to provide a contiguous pedestrian experience.

- Rationalise and prioritise short term parking to minimise vehicle through movements and encourage frequent turnover.

4.2.3 URBAN SECTION

The street encourages an open, unique and expansive green entry from Caves Road through the use of wide set backs on the eastern edge and extensive planting. A tighter, more traditional town centre experience is provided between Dunn Bay Road and Hannay Lane.

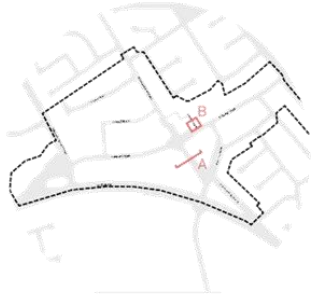
Parking should continue to be provided on street and, where possible, utilised to separate pedestrians from vehicles.

Buildings on the western edge of Dunsborough Place should be setback from the street to provide alfresco seating opportunities that take advantage of the green link opposite. This will create an active and attractive edge.

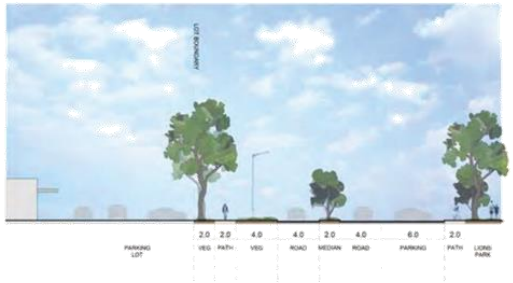
A gateway structure on the intersection of Seymour Boulevard and Caves Road is an ideal location for a landmark building. This building would denote the transition into the town centre and provide opportunity to extend the green edge to Caves Road through setbacks, a planted green wall or similar feature that enhances the green link.

Parking should be accommodated at the rear or internal to the lot, along with service accessways where possible.

Heights in the core present a low scale retail offering to the street edge in keeping with a traditional town centre. Larger structures can be accommodated but should be set back from the street.

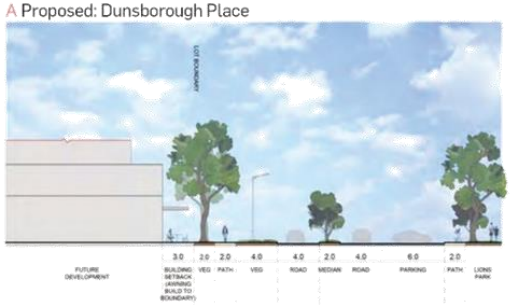


A Existing: Dunsborough Place



B Existing: Hannay Lane

A Proposed: Dunsborough Place



B Proposed: Hannay Lane Activation

Built form and setbacks are subject to guidance in City policy

4.2.4 URBAN CHARACTER

The following features are representative of the desired Central Focus Area character. These both build on existing features and identify desired future conditions.

Traditional - the Town Centre character reflects a traditional village feel with low scale buildings framing the street. Display windows and entries face the active street edge and awnings provide shade and opportunity for signs. Opportunities for shop top exist above the ground floor. 6m to 12m wide retail street frontages allow for a wider range of business opportunities enabling more local and boutique retail offerings.

Formal/casual - the Central Focus Area provides an opportunity to experience a traditional town centre. The Town Centre includes both a gritty urban experience through its art covered laneways and a curated traditional centre in the formalised and manicured frontages and public realm.

Green - vegetation here builds off the verdant vegetation that lines Dugalup Brook and brings it into the town centre. A park setting of grassed areas with large trees provides uninterrupted views to the retail uses and also offers a place of respite.

4.3 URBAN FOCUS AREA - EAST

4.3.1 ROLE AND PURPOSE

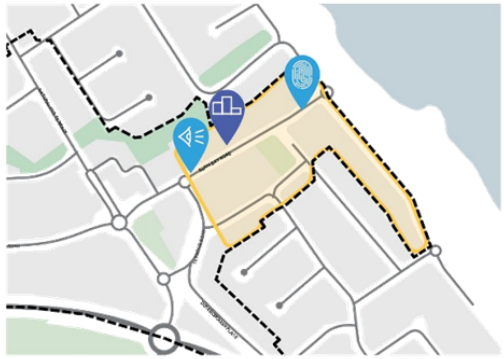
The Urban Focus Area East delivers a tourist experience focused on the beach, nature and a casual shopping and cafe lifestyle. This offers alfresco dining in the street, as well as open space and formal parks and playgrounds to enjoy the outdoors.

Mixed use activity is concentrated on the western end of Dunn Bay Road close to the town centre and transitions into residential uses closer to the foreshore. Tourism related activities are appropriate in this location.

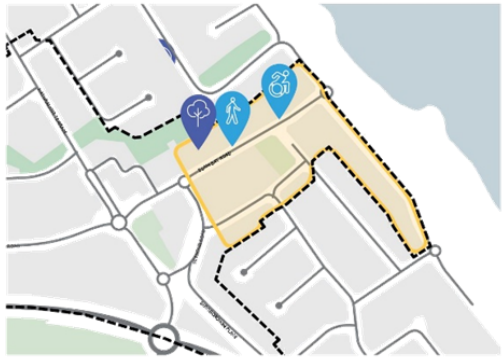
Residences here serve a supporting role to the town centre and offer an opportunity to establish density near the centre. These include a range of short stay and permanent dwellings that ensure the town centre is activated and has passive surveillance year round. This provides the centre with a consistent customer base and will enable the centre to offer a wider range of goods and services.

The street environment should encourage movement between the Town Centre and Geographe Bay to reduce unnecessary vehicle movements through town and to gain the commercial and social benefits of linking these assets. There is currently a disconnect between these two destinations as a result of limited wayfinding, interrupted footpaths and high exposure to the elements (sun, rain, wind). The reconnection of Geographe Bay to the town can be accentuated by the use of a coastal aesthetic being drawn from the beach edge back into the Town Centre. Wider footpaths will aid in making connections to Geographe Bay more obvious. A highlighted entry to the Dugalup Brook movement system will better connect the various pedestrian routes into town.

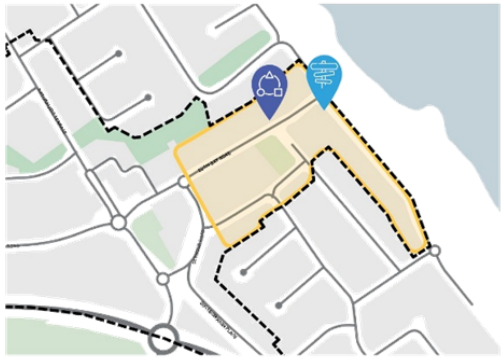
4.3.2 KEY RECOMMENDATIONS - APPLYING THE ACTIONS



- Connect the Town Centre to Geographe Bay through clear visual and textural connections including similar paving treatments, the use of decking similar to Seymour Park, vegetation that reflects the coastal nature and brings that into the town centre.
- Buildings frame the view down Dunn Bay Road but do not impede sightlines.
- Ground floor uses such as office or retail can help to activate the street, particularly on the western end closer to the town centre. This requires buildings with open and active edges (doors and display windows) and includes alfresco dining opportunities adjacent to the street edge.



- Provide unimpeded pedestrian movements between town centre and foreshore.
- Clarify and enhance the pedestrian connection from Dunn Bay Road to Dugalup Brook.
- Improve accessibility through widening pavement and minimising street infrastructure.



- Establish a clear gateway to the town centre from Geographe Bay. This may be in the form of a park feature or a built structure with additional height or detailing.
- Facilitate residential accommodation to better support the town centre and provide activation and passive surveillance to the street. This can be a range of permanent or shortstay accommodation.

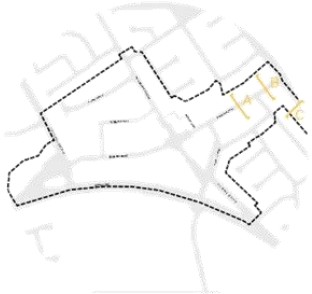
4.3.3 URBAN SECTION

Dunn Bay Road facing east should provide an unimpeded view corridor to encourage views down to Geographe Bay. This section of Dunn Bay Road can encourage pedestrian movements through footpaths on both sides of the street but with wider footpaths on the southern edge to maximise sunlight access and shade and access to open space. This can be achieved through narrowing the carriageway and reassigning this to the footpath.

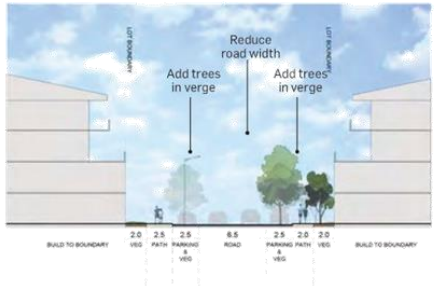
Parking should continue to be provided on both sides of the street to separate vehicles from pedestrian movements on the footpath.

Towards the town centre, buildings can be constructed to the property line to engage with the street with display windows and active edges (Section A).

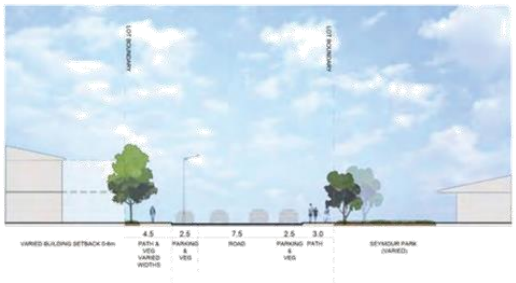
Buildings east of the Dugalup Brook access point on the northern side of the street should be set back a minimum of 2 metres from the property line (Section B). Floors above the 2nd storey should be further setback from the street. Balconies may project towards the street from the built line up to the 2m setback.



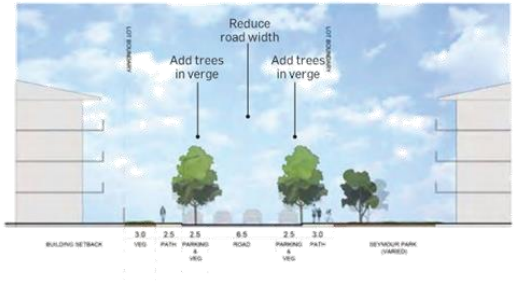
A Existing: Dunn Bay Road



A Proposed: Dunn Bay Road

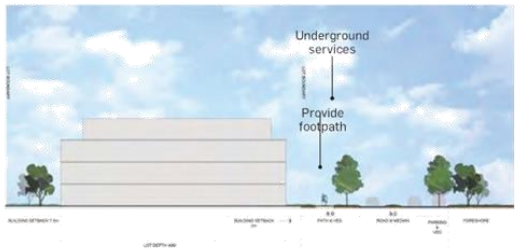


B Existing: Dunn Bay Road



B Proposed: Dunn Bay Road

C Existing: Geographe Bay Road



C Proposed: Geographe Bay Road

Built form and setbacks are subject to guidance in City policy

4.3.4 URBAN CHARACTER

The following features are representative of the desired East Focus Area character. These build on existing features and identify desired future conditions.

Coastal - the environment here reflects a coastal character. Buildings utilise natural materials and include large balconies to maximising views to the coast and assist in passive cooling . Buildings frame the street utilising open balconies to ensure passive surveillance and views of the street and to the coast and town centre.

Casual - the environment here is casual and informal which is reflected in the reuse and repurposing of materials for furniture. Green edges encourage pedestrian movements and opportunity for lingering. Opportunities for seating is provided at intervals on the street edges.

Green - vegetation here reflects the coastal environment through low scale trees offering shade and shelter but minimising impact on views. Low scale vegetation frames the public realm in the form of native coastal grasses and other native coastal plants.

4.4 URBAN FOCUS AREA - WEST

4.4.1 ROLE AND PURPOSE

The western side of town provides a typical main street environment to accommodate the day to day needs of locals and visitors including grocery shopping, banks, clothing stores and medical centres. The main street is focused on Dunn Bay Road and contained between Naturaliste Terrace to Cape Naturaliste Road where it transitions into the surrounding bush. The southern edge fronts Caves Road making it highly visible to passing traffic but has limited access opportunities from here.

Buildings along the eastern end of Dunn Bay Road are closer together, offering a more pedestrian focused environment and enabling uses such as alfresco dining to better extend into the streets. Awnings provide year round shade and shelter and help to enclose the street edges making them more amenable to pedestrians. These treatments can be extended further and transitioned into the wider western end.

The western end of Dunn Bay Road includes a wider carriageway and can accommodate more vehicle intense uses. This also serves as an entry into town and helps to set the scene on what the town centre will offer.

An improved interface with Dugalup Brook helps to activate the northern end of the focus area and provides amenity as well as an alternate pedestrian/ cycle movement system for the centre to engage with.

A green landscaped edge sits adjacent to the highly visible Caves Road frontage. This landscape edge serves as an attractive interface to Caves Road and provides a buffer for uses from this busy road and should be retained. The landscaping also shields the loading and servicing functions located along this edge.

4.4.2 KEY RECOMMENDATIONS - APPLYING THE ACTIONS

- Focus main street type uses between Cyrillean Way and Naturaliste Terrace.
- Land uses address and engage with Dunn Bay Road as the primary frontage.
- Increase intensity of development to support town centre uses.

- Tighten carriageway of Dunn Bay Road between Cyrillean Way and Naturaliste Terrace and extend pedestrian realm to establish a slow speed environment and encourage movement across the street.
- Provide a contiguous awning over a generous pedestrian environment to provide shade and shelter year round.

- Provide on-street parking to encourage regular turnover of activity.
- Locate larger parking lots internally to blocks.
- Establish public parking lots on the periphery of the focus area.

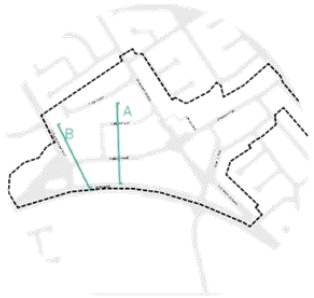
- Maintain views west of the bush and the hills in the background.
- Improve interface with Dugalup Brook and utilise as a secondary movement system.

- Establish a landscaped edge to Caves Road to screen back of house uses and present a green facade.
- Establish a built structure with a highly detailed interface to signify the entry to the town centre as gateway entry from the western approach.

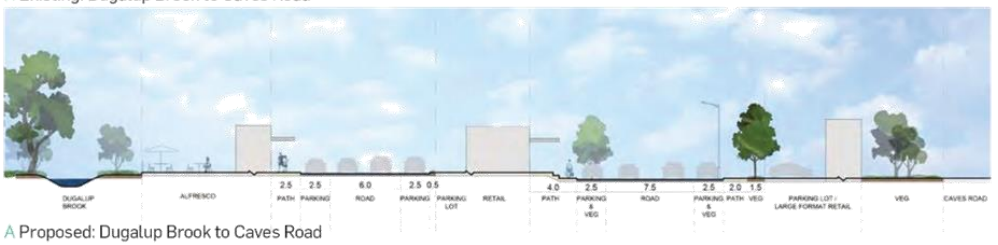
4.4.3 URBAN SECTIONS

Dunn Bay Road serves as the main retail focus for Dunsborough. The section of street between Cyrillean Way and Naturaliste Terrace should have a zero lot setback and encourage direct interface with the street. The carriageway here can be reduced and reallocated to footpaths for pedestrian use. On street parking can be limited to rows of 3 bays before a planted nib is introduced. Trees for shade purposes should be included on each nib. Awnings can project into the street along this length providing shade and shelter for pedestrians. Buildings here are expected to present as two storeys to the street edge. Additional storeys beyond the second floor can be setback from the street edge.

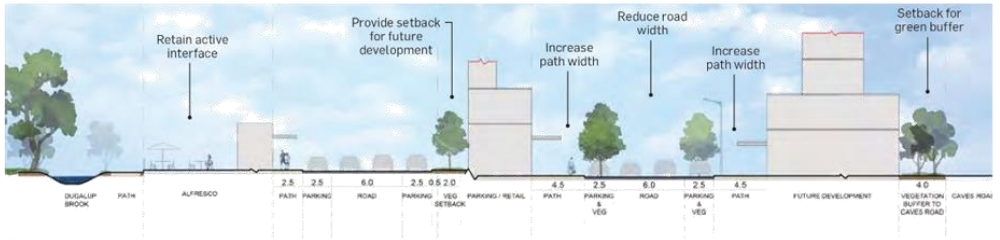
The remainder of Dunn Bay Road West can also retain a retail focus but can accommodate bulkier format uses. The carriageway remains as is providing for circulation and access into town as it approaches the slower central area. On street parking can be provided and accommodates an inset nib every 3 bays maximum. These nibs will introduce street trees at regular intervals. Footpaths are provided on both sides of the street. Buildings should address the street providing an accessible and active frontage to the street but may be setback from the street to preserve existing vegetation within the property boundaries. Buildings here should be expected to present as two storeys to the street edge. Additional storeys beyond the second floor can be setback from the street edge.



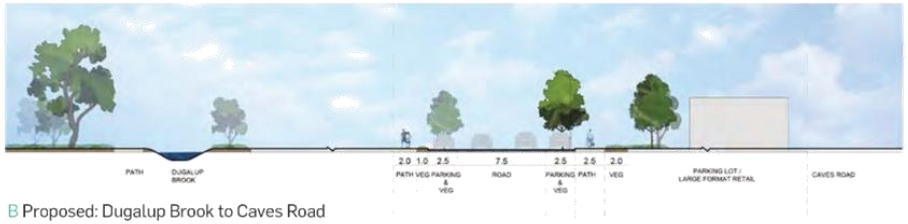
A Existing: Dugalup Brook to Caves Road



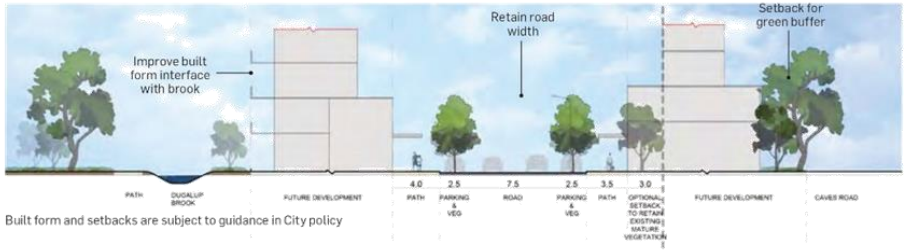
A Proposed: Dugalup Brook to Caves Road



B Existing: Dugalup Brook to Caves Road



B Proposed: Dugalup Brook to Caves Road



Built form and setbacks are subject to guidance in City policy

4.4.4 URBAN CHARACTER

The following features are representative of the desired West Focus Area character. These both build on existing features and identify desired future conditions.

Formal – this represents the formal end of town and presents as a typical main street environment. Awnings and street trees help to frame the street and provide a contained and sheltered environment. Large panel windows display goods and services and offer views into the premises.

Bush – Vegetation here reflects the transition from the surrounding bush into the town centre environment. Peppermint trees frame the entry into town from the west and provide a protective canopy and establish a tone for a green and shaded environment.

4.5 URBAN FOCUS AREA - NORTH

4.5.1 ROLE AND PURPOSE

Clark Street should be re-purposed to a connecting road linking Cape Naturaliste Road to Naturaliste Terrace. Providing this connection will reshape the purpose and function of this street from an industrial backstreet, into a pedestrian focused street that will provide supporting uses for the Town Centre.

This transition area for the Town Centre is within walking distance of the core and should support the town centre with a variety of uses including mixed use residence, office, tourism accommodation, medical and consulting offices. With the built in amenity of Dugalup Brook this area can accommodate an increase in density to accommodate all of these uses. A structured parking area can also be accommodated within this peripheral zone.

In addition to providing a pleasant vista and point of amenity Dugalup Brook also separates the Urban Focus Area - West from the centre and provides an opportunity for connection along this pedestrian movement network.

The northern end of Naturaliste Terrace serves as a gateway point into town and can utilise its existing wide verge and planted edge to facilitate pedestrian and cycle movement from residences to the north into town.

4.5.2 KEY RECOMMENDATIONS - APPLYING THE ACTIONS

- Connect Clark Street through to Cape Naturaliste Road.
- Identify long term peripheral parking opportunities.

- Provide an attractive built edge to Dugalup Brook by ensuring that buildings have an active edge facing the brook and promote the ability to engage with the brook.
- Provide passive surveillance of Dugalup Brook.
- Provide connections to the Dugalup Brook pedestrian network.

- Establish a pedestrian friendly street environment on Clark Street with footpaths, shade and shelter and connect this into the town centre network.
- Consolidate driveway access onto Clark Street and to share parking across property lines and access through reciprocal easements.

- Encourage development along Clark Street and transition to support land uses for the town centre such as mixed use residence, office, tourism accommodation, medical and consulting offices.

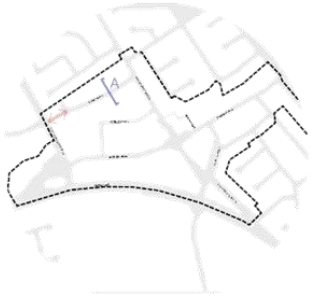
4.5.3 URBAN SECTION

Clark Street extends from Naturaliste Terrace through to Cape Naturaliste Road via a new connection and provides an additional opportunity for circulating around the town.

Clark Street can support angled and parallel on-street parking to maximise bays and also to assist in slowing speeds on the street. A wide footpath and shade trees along the southern boundary will promote pedestrian movement to and from the town centre.

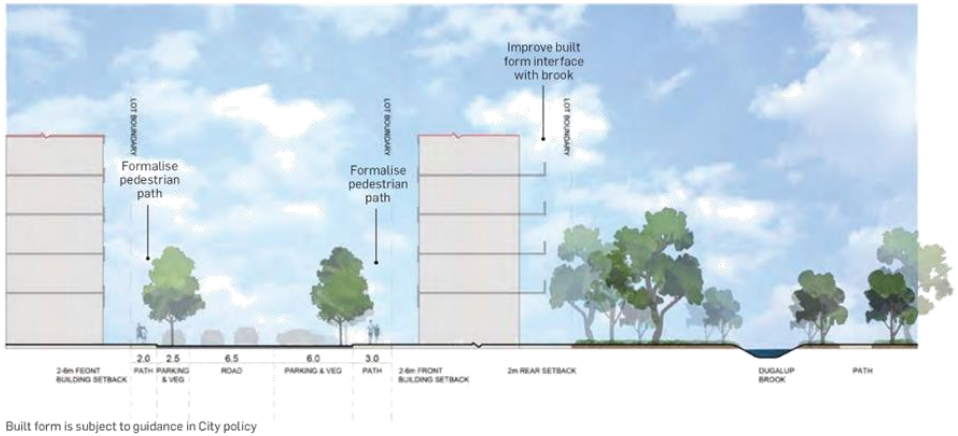
Off street parking will be formalised within each site and opportunities for consolidating entries and parking can be sought across sites. Opportunities for shared parking and access easements across sites for compatible landuses can be explored.

Buildings on the southern edge of Clark Street should have an interface with Dugalup Brook. Structures here should provide an attractive edge and offer passive surveillance to Dugalup Brook and its incorporated movement system. This interface should include alfresco opportunities fronting the brook, locating active areas like staff rooms with large windows and doors to enable access to the brook, and residential balconies from living spaces facing the brook.



A Existing: Clark Street

A Proposed: Clark Street



Built form is subject to guidance in City policy

4.5.4 URBAN CHARACTER

The following features are representative of the desired North Focus Area character. These both build on existing features and identify desired future conditions.

Adaptive – This area allows for the adaption of existing structures but in a manner that better engages with the street. Structures here may be a mix of commercial and residential so may take a range of architectural forms but should address the street and Dugalup Brook although they may be setback from the street edge.

Materials and form may be varied in their selection reflecting the existing eclectic landuses but should utilise the existing palette including pitched tin roofs and the use of brick.

The street can be formalised with parking and footpaths on both sides. Parking may be located to the sides or rear of buildings to enable buildings to address the street.

Lush – Native vegetation can permeate out from Dugalup Brook between buildings to the street, providing a visual connection to the brook and adding a sense of lushness to the public realm.

5.0 IMPLEMENTATION

This implementation schedule identifies short term, medium term and long term actions to be undertaken for the delivery of the strategy. These actions include statutory changes required to policy, plans and schemes , minor actions that can generally be implemented with minimal funding and infrastructure change and major actions that may require longer term planning, acquisition of land and funding.

Collectively these strategies will influence the shape of the town centre. The implementation strategy has been provided as a framework and can accommodate the inclusion of additional updates and actions as they are identified through further design and programming.

STATUTORY UPDATE	Updates to existing planning policies and frameworks
MINOR ACTION	Physical upgrades and actions which can be undertaken at any time and would not necessarily rely on policy updates
MAJOR ACTION	Large projects and upgrades which will drive development into long term strategies and may require policy updates

SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-10 YEARS)	LONG TERM 10+ YEARS
AMEND TOWN PLANNING SCHEME (COMPLETE)	DEVELOP MOVEMENT STRATEGY	STREETSCAPE TOWN CENTRE
DUNN BAY ROAD LANDSCAPE	CAVES ROAD AND ENTRY LANDSCAPE	NATURALISTE TERRACE MOVEMENT AND PARKING LAYOUT
DEVELOP PRECINCT PLAN	STREET LANDSCAPE	CLARK STREET TO CAPE NATURALISTE ROAD CONNECTION
LINK DUGALUP BROOK TO LIONS PARK	DEVELOP PARKING MANAGEMENT PLAN	
IMPLEMENT EVENT SPACE STRATEGY	DEVELOP DESIGN GUIDELINES	

5.1 SHORT TERM

The following outlines short term strategies that can be undertaken immediately or with minimal built intervention. These strategies offer improvements to the town centre or establish a process that will facilitate benefits in the medium to long term.

Statutory Update - Amend Town Planning Scheme to increase intensity of development to support town centre uses (Complete).

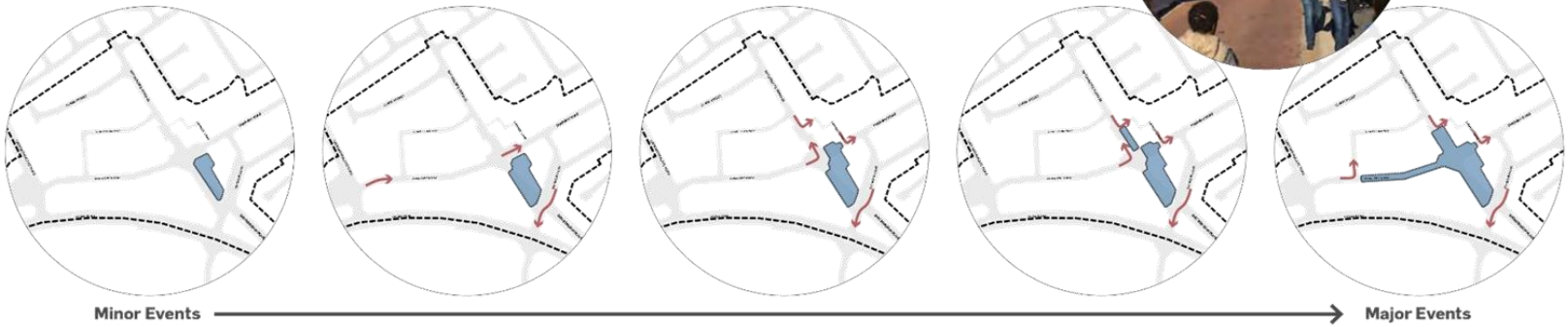
Major Action - Connect the Town Centre to Geographe Bay through clear visual and textural connections including vegetation that reflects the coastal nature and brings that into the town centre (In Process).

Statutory Update - Amendments may need to be made to align the town planning scheme with recommendations. (Specifically in relation to requirement for non-residential uses on ground floor at the eastern end of Dunn Bay Road).

Statutory Update - Development of a Precinct Plan for the Town Centre precinct in compliance with SPP7.2.

Minor Action - Link Dugalup Brook to Lions Park - This can be achieved in the short term through establishing new plantings along Naturaliste Terrace, extending planting along Hannay Lane in planter boxes; providing a painted/ art surface on Hannay Lane to visually and physically link to the Djiljit Mia Community Gathering Place.

Minor Action - Provide expandable event space in town centre - utilising the circulation offered by Cyrillean Way, Hannay Lane and Seymour Boulevard, parts of Dunsborough Place, Naturaliste Terrace and Dunn Bay Road can be closed to create different scaled event spaces focused around the Town Centre. (See diagrams below). These diagrams illustrate the how the various streets can be closed off to accommodate a range of events whilst maintaining vehicle movements.



5.2 MEDIUM TERM

The following outlines medium term strategies that will need additional preparation and planning to implement.

Statutory Update - Develop a movement strategy that seeks to:

- Connect Clark Street through to Cape Naturaliste Road.
- Provide connections to the Dugalup Brook pedestrian network.
- Clarify and enhance the pedestrian connection from Dunn Bay Road to Dugalup Brook.
- Provide unimpeded pedestrian movements between town centre and foreshore.
- Improve accessibility through widening pavement and minimising street infrastructure.
- Establish a pedestrian friendly street environment on Clark Street with footpaths, shade and shelter and connect this into the town centre network.
- Consolidate driveway access onto Clark Street
- Improve interface with Dugalup Brook and utilise as a secondary pedestrian/ cycle movement system.

Major Action - design and implement landscape improvements that will:

- Consolidate the green entry to town and expand the pedestrian network to link Caves Road to Dugalup Brook.
- Establish guidelines for a gateway entry from the western approach.
- Replace existing vegetation that has been lost due to development.
- Establish guidelines for a clear gateway to the Town Centre from Geographe Bay.
- Establish a landscaped edge to Caves Road to screen back of house uses and present a green facade.

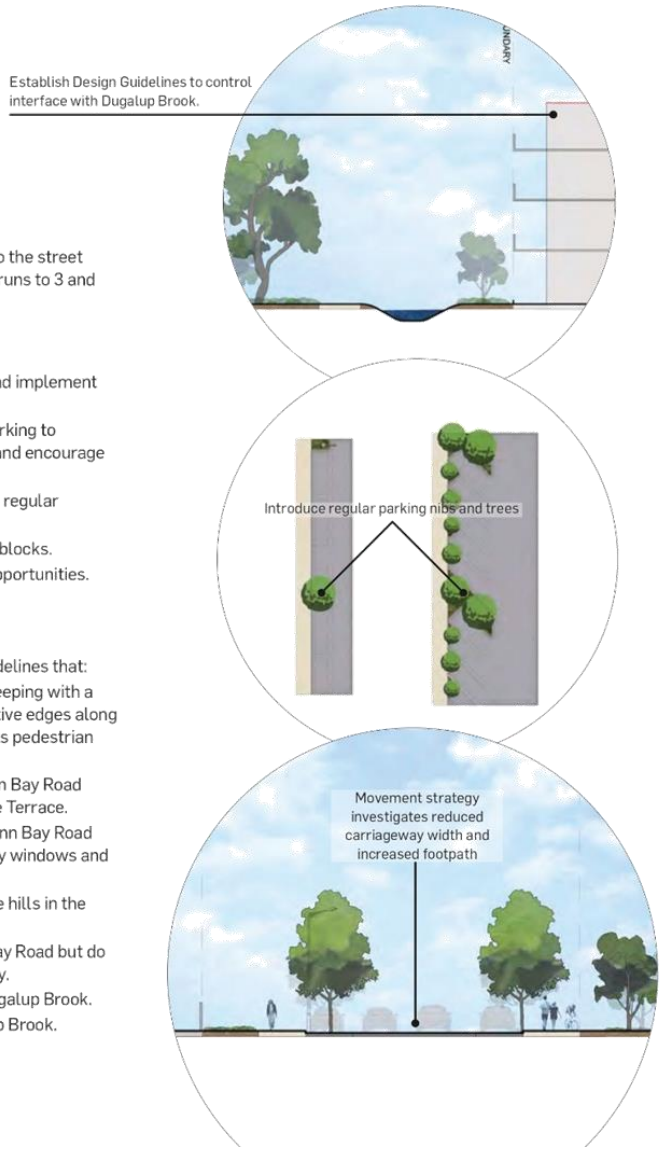
Minor Action - reintroduce vegetation into the street network by reducing length of parking bay runs to 3 and introducing planted nibs (see diagram).

Statutory Update - Continue to review and implement parking policy that seeks to:

- Rationalise and prioritise short term parking to minimise vehicle through movements and encourage frequent turnover.
- Provide on-street parking to encourage regular turnover of activity.
- Locate larger parking lots internally to blocks.
- Identify long term peripheral parking opportunities.

Statutory Update - Establish Design Guidelines that:

- Maintain a low scale retail offering in keeping with a traditional town centre and enforce active edges along street frontages to provide a contiguous pedestrian experience in the Central focus area.
- Focus main street type uses along Dunn Bay Road between Cyrillean Way and Naturaliste Terrace.
- Land uses address and engage with Dunn Bay Road as the primary frontage through display windows and entry points.
- Maintain views west of the bush and the hills in the background.
- Buildings frame the view down Dunn Bay Road but do not impede sightlines to Geographe Bay.
- Establish an attractive built edge to Dugalup Brook.
- Provide passive surveillance of Dugalup Brook.



5.3 LONG TERM

The following outlines long term strategies that will need significant preparation and planning to implement including the purchase and amalgamation of land or significant funding.

Major Action - upgrade the street environment within the town centre including:

- Tighten carriageway of Dunn Bay Road between Cyrillean Way and Naturaliste Terrace and extend pedestrian realm to establish a slow speed environment and encourage movement across the street.
- Provide a contiguous awning over a generous pedestrian environment along Dunn Bay Road between Cyrillean and Naturaliste Terrace.

Major Action - revise Naturaliste Terrace in the central focus area to provide additional parking and an adaptable shared space by:

- Lease or obtain a licence for the Telstra site on Naturaliste Terrace.
- Adapt the service station in the town centre to an alternate format more compatible with its location and improve pedestrian connections across this frontage. (See indicative layout).
- Transform parking area on Naturaliste Terrace into a shared zone through use of a one way system (e.g. Bay View Terrace).
- Convert road reserve near Dugalup Brook into additional parking.

Major Action - Purchase land to enable the connection of Clark Street through to Cape Naturaliste Road.

5.4 CONCLUSION

The Urban Design Study has demonstrated that Dunsborough Town Centre has an eclectic identity that includes both a casual and formal aesthetic. The Town Centre captures the convergence of the bush and the beach overlaid with a low scale cosmopolitan flair ensuring that users are equally comfortable in dress shoes as they are in hiking boots or thongs. This blend of casual and formal offers opportunities to capture a wide range of users.

The centre provides a place built around a large grassed central open space adjacent to a traditional town centre. The primary connection to the centre from Caves Road is a wide green arcade that provides a unique entry feature, showcasing the green credentials of the town. This open space also introduces the more formal retail strip in Dunn Bay Road heading west and a beach street vibe heading east. Dugalup Brook along the northern edge of the Town Centre provides a clear transition line between the core and the periphery and also serves as a secondary east west movement system providing a green alternative to Dunn Bay Road. Clark Street to the north of the centre provides a perfect supporting role to the core and can accommodate a mix of uses that can enhance and enrich the centre without detracting from the centres vibrancy. The strategy acknowledges these roles and offers opportunity to build upon and enhance these.

The ideas and approaches outlined in this urban design strategy provide a framework that can see the evolution of the Dunsborough Town Centre to become the vibrant, functional and attractive centre of the local community as envisaged in the community's vision. Given Dunsborough's location as a gateway into the southwest, this town centre is poised for change. The actions identified within this strategy will assist in managing this change and help to ensure the services and experiences meet the expectations of both the local community and visitors without losing its sense of identify and the unique features that will make Dunsborough the future premier seaside town in the south west region.

APPENDIX 3

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Bushfire Hazard Level Assessment

Dunsborough Activity Centre

21 December 2020

Prepared for:
City of Busselton
Att: Joanna Wilkinson

Limitations Statement

This report has been prepared in accordance with the Agreement between Ecosystem Solutions Pty Ltd and The City of Busselton (**"Client"**). It has been solely prepared for a Bushfire Hazard Level Assessment for the Dunsborough Activity Centre (**"Site"**).

Information

In undertaking this work the authors have made every effort to ensure the accuracy of the information used. Unless otherwise stated in the report, Ecosystem Solutions Pty Ltd has not independently verified such information and cannot guarantee its accuracy or completeness.

Conclusions

Within the limitations imposed by the scope of work, preparation of this report has been undertaken and performed in a professional manner, in accordance with generally accepted practices and using a degree of skill and care ordinarily exercised by reputable bushfire consultants under similar circumstances. No other warranty, expressed or implied, is made.

Reliance

This report is solely for the use of the Client and any reliance on this report by third parties will be at such party's sole risk. This report must only be presented in full and may not be used to support any other purpose than those set out in the report and the Agreement, except where prior written approval with comments are provided by Ecosystem Solutions Pty Ltd. All intellectual property rights in documents created by Ecosystem Solutions Pty Ltd remain the property of Ecosystem Solutions Pty Ltd.

Other parties should not rely on the report or the accuracy or completeness of any conclusions and should make their own enquiries and obtain independent advice in relation to such matters. Ecosystem Solutions Pty Ltd accepts no Liability, or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material subsequently used by others. Please note that the contents of this report may not be directly applicable towards another organisation's needs and may not contain sufficient information for purposes of other parties or for other uses.

Ecosystem Solutions Pty Ltd will not be liable to update or revise the report to take into account any events or emergent circumstances or facts occurring or becoming apparent after the date of this report.

Other limitations

The measures contained in this report cannot guarantee that a structure or building will not be damaged or would survive a bushfire event on every occasion. This is due to the degree of vegetation management,

the unpredictable nature of fire behaviour (knowledge in this field continues to develop) and the unpredictable nature of extreme weather conditions.
The growth, planting or removal of vegetation, poor maintenance of any fire prevention/mitigation measures, addition of structures not included in this report, or other activity can and will change the bushfire threat to all properties detailed in this report. The implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Ecosystem Solutions Pty Ltd has no control. Should changes be made to the Site, a new Bushfire Management Plan is required.
Ecosystem Solutions Pty Ltd accepts no Liability, including Liability for any Loss in connection with:

- a Claim, damage, or injury to property, or persons caused by fire;
- further growth, planting or removal of vegetation on the Site;
- poor maintenance of any fire protection measures;
- additional structures not included in this assessment; or
- any other activity that may change the bushfire threat level.

The Client and owner of the Site each acknowledge that they have been made aware of the exclusions above and that such exclusion of Liability is reasonable in all the circumstances.
This report is valid for a period of two years only from the date of its issue. All BAL ratings identified in this report are indicative and are required to be verified at the time of construction of individual buildings to ensure appropriate setbacks identified in the Site/building have been achieved.

STATEMENT OF CONFORMITY - *PLANNING AND DEVELOPMENT ACT 2005*

Gary McMahon
B.Sc. M. Env Mgmt. PG Dip Bushfire Protection. C.EnvP, BPAD Level 3 (35078)

The signatory declares that this Bushfire Management Plan meets the requirements of State Planning Policy 3.7 and the Guidelines for Planning in Bushfire Prone Areas V1.3.

DISCLAIMER

**All capitalised terms used in the Limitations Statement above that are not defined are defined in the Agreement between Ecosystem Solutions Pty Ltd and the Client.*
*** The limitations above are subject to any relevant rights or remedies that the Client may be entitled to under legislation, including Schedule 2 of the Competition and Consumer Act 2010 (Cth).*

Document Control

Client - City of Busselton

Site - Dunsborough Activity Centre

Version	Revision	Purpose	Author	Reviewer	Submitted	
					Form	Date
Report	Rev A	Initial Report	DP (BPAD Level 1 46554)	GM (BPAD Level 3 35078)	Electronic (email)	4/12/2020
Report	Rev B	Address comments from CoB	DP (BPAD Level 1 46554)	GM (BPAD Level 3 35078)	Electronic (email)	21/12/2020

Filename: Z:\PROJECTS\20942 Dunsborough Activity Centre Area BHL BAL Contour\Reports\Dunsborough Activity Centre BHL Assessment Rev B.docx

Contents

Appendices

List of Figures

1 Proposal Details

This Bushfire Hazard Level Assessment has been prepared by Ecosystem Solutions Pty Ltd for the Dunsborough Activity Centre, located within Clark Street, Cyrillean Way, Dunn Bay Road, Leslie Pearce Court, Dunsborough Place, Chieftain Place, Seymour Boulevard with part Naturaliste Terrace, part Geographe Bay Road and part Caves Road (hereafter referred to as the 'Site'). This area is shown in Figure 1. This report has been prepared by Danae Plowman (B.Sc P.G.Dip Engy & Env, BPAD Level 1 46554) with review provided by Gary McMahon (B.Sc M. Env Mgmt. Grad Dip Bushfire Protection, BPAD Level 3 35078).

This Bushfire Hazard Level Assessment has been prepared to inform a Local Structure Plan for an Activity Centre at the Site and to demonstrate compliance with SPP 3.7 and the associated Guidelines for Planning in Bushfire Prone Areas (V1.3, Dec 2017). The purpose of an Activity Centre Plan is to guide the types of land uses and the overall development that is intended to occur within the Site.

The Site is located within Dunsborough town centre (Figure 1), within the City of Busselton. The combined area is approximately 35.6 ha and has a range of zones under Local Planning Scheme 21 including Centre (mixed use that can include residential and commercial), Residential and Tourism. The commercial use that is currently located in the Site includes a medical centre, shops, offices, restaurants/cafes and a petrol station. The reserves located within the Site for the purpose of Recreation and Public Purpose.

The vegetation within the Site includes remnant native vegetation along Dugalup Brook and predominately managed vegetation in parks and along streets.

The Site sits at approximately 20 m AHD (Australian Height Datum) to the west and slopes east to approximately 0 m AHD where it borders Geographe Bay. Minor undulations occur within the Site down to Dugalup Brook.

A portion of the Site is within a bushfire prone area (Figure 2), as declared by State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7). Currently only 17 of the 163 lots are classified as bushfire prone. For some lots only a small portion of the overall lot is bushfire prone, however for these lots the assessment against SPP 3.7 is still required against the entire lot.

Remnant vegetation along Dugalup Brook that is not currently classified as a bushfire prone area has been classified according to AS3959-2018 in this report and results in this vegetation being a bushfire hazard. This establishes that only eight lots are within a Low Bushfire Hazard Level (Figure 4) or BAL-Low (Figure 5) with the remaining 155 lots located within a moderate or extreme Bushfire Hazard Level or BAL-121.5 or above.

The broader landscape contains large areas of remnant vegetation including Meelup Regional Park to the north, Leeuwin-Naturaliste National Park to the west and the surrounding rural residential lots representing an extreme bushfire hazard.

The Site is situated on the corner of Cape Naturaliste Road and Caves Road. Cape Naturaliste Terrace leads north to Cape Naturaliste and serves as the only evacuation route for people located north of Meelup Regional Park including residents in Eagle Bay and tourists at Bunker Bay. Anyone evacuating from these areas will rely on the evacuation route via Cape Naturaliste Road through Dunsborough town centre to a safe place in relation to the bushfire.

Caves Road will also be relied upon as an evacuation route for people located within Yallingup and within many rural residential lots located between Dunsborough and Yallingup. Evacuation from these areas will rely upon Caves Road and travelling through Dunsborough town centre to a safe place in relation to the bushfire.

The Site therefore represents a safer place in relation to the surrounding areas with consideration to:

- the Site being an urban centre with reticulated parks and gardens;
- the urban road network with two way access to the majority of sites;
- there is reticulated water available to all sites;
- close proximity to emergency services;
- close proximity to existing places that can function as emergency evacuation centres (likely to be used when a bushfire is at a great distance away and not threatening the Site); and
- contextually, located within a surrounding urban area which serves to augment all of the above.

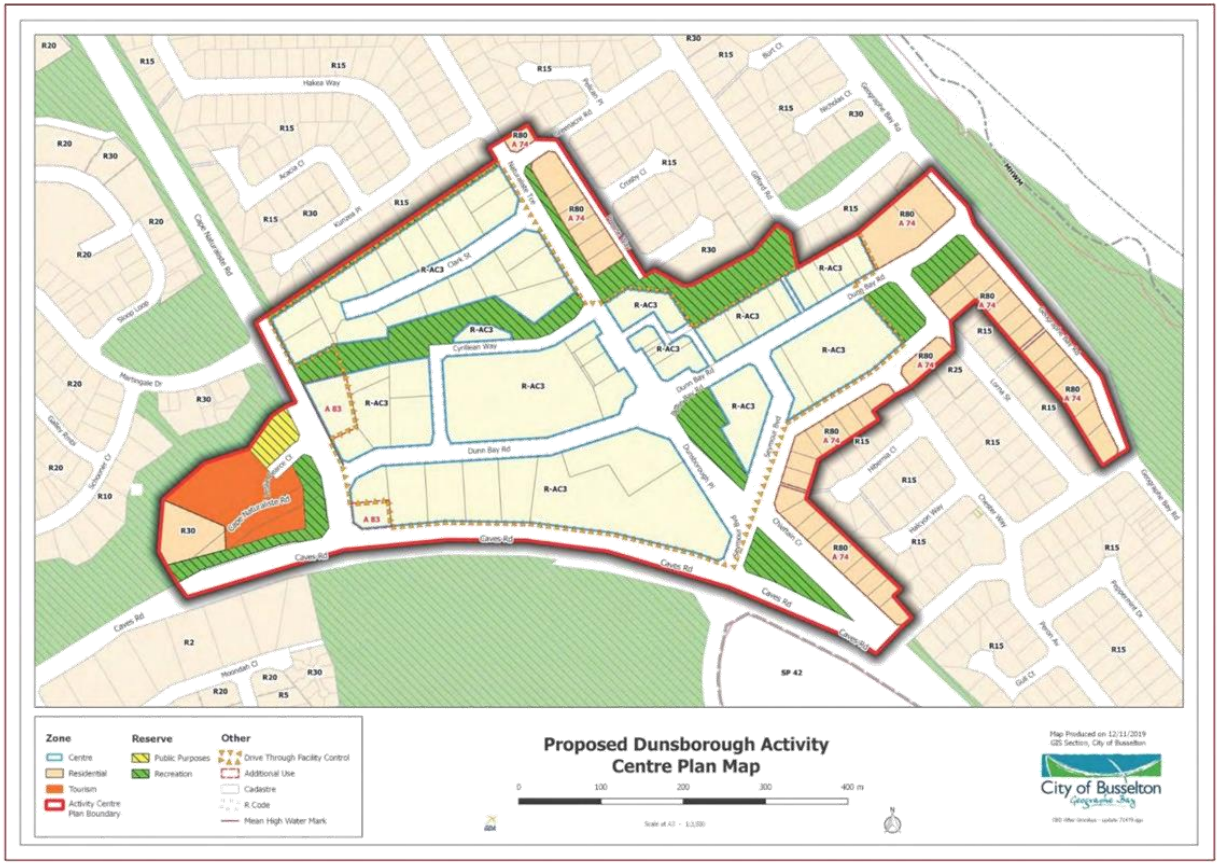


Figure 1 Location Plan for Dunsborough Activity Centre

Figure 2 Extract Map of Bushfire Prone Area indicated by pink with the Dunsborough Activity Centre with a red boundary

2 Environmental Considerations

2.1 Native Vegetation – modification and clearing

The Site includes areas of remnant native vegetation with the majority of the Site containing existing development or cleared lots with non-native grasses managed in a low fuel state. There is no proposed vegetation clearing as a result of this proposal.

It is anticipated that any impacts to ecological values will be determined and assessed at future planning stages where detailed development design is known. Future planning should avoid, where possible, clearing of native vegetation, with any clearing of native vegetation subject to a clearing permit under the *Biodiversity Conservation Act* (WA) and potentially under the *Environment Conservation and Biodiversity Act 1999* (Cmth).

The Site and the surrounding 1 km buffer have been assessed for environmental values using a simple desktop review (Table 1). A Protected Matters Search Tool (*Environment Conservation and Biodiversity Act 1999* (Cmth) and Nature Map (*Biodiversity Conservation Act 2016* (WA)) report identified a number of threatened flora species or species habitat that are likely to occur within the area.

Table 1 Environmental valued areas within and adjacent to the Site identified through publicly available data

Environmental Value	Present within the Site (Yes or No)	Description
Conservation Covenants	No	Not applicable
Bushfire Forever Sites	No	Not applicable
Waterways	Yes	Dugalup Brook is located within the Site which flows from west to east.
Threatened Ecological Communities (TECs)	Yes	The following TECs may occur within the area: • Banksia Woodlands of the Swan Coastal Plain ecological community (Endangered) • Clay Pans of the Swan Coastal Plain (Critically Endangered); and • Tuart Woodlands and Forests of the Swan Coastal Plain ecological communities (Critically Endangered)
Threatened or Priority flora species	Yes	Many threatened flora species were identified as likely to occur within the area including *Caladenia viridescens* (Threatened).

Environmental Value	Present within the Site (Yes or No)	Description
Threatened Fauna	Yes	The following fauna are likely to utilise the vegetation within the Site and are protected under *Environment Conservation and Biodiversity Act 1999* (Cmth) and *Biodiversity Conservation Act* (WA): • Black Cockatoo species including Baudin's and Carnaby's (Endangered/Threatened) and Forest Red-tailed (Vulnerable) which have multiple roosting Sites within 6 m of the Site; • Western Ringtail Possum (Critically Endangered/Threatened) • Dunsborough Burrowing Crayfish (Critically Endangered) • Peregrine Falcon (S) • Coastal Plains Skink (P3) • Quenda (P4)
Significant through Local Planning or Biodiversity Strategy	No	Not applicable
Vegetation associations of complexes with <30% of Pre-European extent remaining outside of constrained areas	Yes	The following vegetation complexes are located within the Site which have native vegetation within them: • Karrakatta Complex-Central and South (23% remaining with 3.9% protected) • Cokelup Complex (10.5% remaining with 2.6% protected) The Quindalup Dune Complex is located within the Site however there is no native vegetation in the Site located on this complex.

Environmental Value	Present within the Site (Yes or No)	Description
Ecological Linkages	Yes	Guiding principles for South West Regional Ecological Linkages Technical Report (WALGA & DEC, 2009) state vegetation <100 m wide should be avoided where it is practical to do so, which the remnant vegetation adjacent to Dugalup Brook represents. The number of linkages connecting to any given patch should be maximised as this improves the overall connectivity across the landscape and long term viability of individual patches. There are several gaps between patches within the Site, due to the location of roads and buildings. High priority for inclusion in the linkage, (which applies to the Site) includes; • Ecological Linkages selected whose directions facilitate normal migration, and aid in the adaptation of species and assemblages to climate change; • Riparian vegetation along waterways including an appropriate buffer of non-riparian vegetation • Patches that enhance the viability of significant biodiversity conservation assets and initiatives through conserving both species and structural heterogeneity and therefore habitat values. Dugalup Brook and the riparian vegetation supports Western Ringtail Possums, listed as Critically Endangered, and this location would likely support the adaption to climate change, being near a water source, and the Site can represent a significant biodiversity asset due to the listing of the Western Ringtail Possum.

2.2 Re-vegetation / Landscape Plans

No revegetation is proposed as part of this proposal.

The final Local Structure Plan includes recreation reserves with managed vegetation for use as public open space. These areas will require management to Asset Protection Zone standards or classification to the appropriate vegetation class based on the mature state of any plantings and taking into the account potential regeneration.

3 Bushfire Hazard Level Assessment

3.1 Assessment Inputs

The on-ground assessment of the Site was undertaken on 26 November 2020 by BPAD Accredited Practitioners for the purpose of classifying vegetation in accordance with AS 3959 - 2018 Simplified Procedure (Method 1).

Vegetation has been classified based on the mature state of any plantings and by taking into account the potential for future revegetation and regeneration. The Site contains many structures with a range of slopes assessed within the Site. A worst case scenario has applied to the slope under the vegetation to consider the different aspects the bushfire threat applies to for the different structures.

All vegetation within 150m of the Site was classified in accordance with Clause 2.2.3 of AS 3959-2018, shown in the photos below with map provided in Figure 3.

Plot	1	Vegetation Classification or Exclusion Clause	A Forest Downslope >0 to 5 degrees

Photo ID: 1

Photo ID: 2

Photo ID: 3

Photo ID: 4

Description / Justification for Classification	Trees with canopy cover of 30 - 70%, includes areas of remnant native vegetation as well as planted species. Vegetation has been classified taking into account the mature state of all plantings.

Plot	2	Vegetation Classification or Exclusion Clause	A Forest Upslope / Flat

Photo ID: 5

Photo ID: 6

Photo ID: 7

Photo ID: 8

Description / Justification for Classification	Trees with canopy cover of 30 - 70%, includes areas of remnant native vegetation as well as planted species. Vegetation has been classified taking into account the mature state of all plantings and the potential for regeneration once grazing is excluded.

Plot	3	Vegetation Classification or Exclusion Clause	B Woodland Downslope >0 to 5 degrees

Photo ID: 9

Photo ID: 10

Description / Justification for Classification	Trees with canopy cover of 10 - 30%, over a predominately cleared understorey. This classification is considered conservative due to the lack of understorey however a worst case scenario has applied.

Plot	4	Vegetation Classification or Exclusion Clause	D Scrub Upslope / Flat

Photo ID: 11

Photo ID: 12

Description / Justification for Classification	Vegetation with maximum height of 6m. This classification is considered conservative due to predominate vegetation under 2 m which is compliant with Class C Shrubland however a worst case scenario has applied.

Plot	5	Vegetation Classification or Exclusion Clause	Excluded Section 2.2.3.2 (a), (e) & (f)

Photo ID: 13

Photo ID: 14

Photo ID: 15

Photo ID: 16

Photo ID: 17

Photo ID: 18

Description / Justification for Classification	Areas greater than 100m from the Site have been excluded from classification under S. 2.2.3.2 (a). Non-vegetated areas including existing roads, buildings and permanent water bodies have been excluded under S 2.2.3.2 (e). Low threat vegetation has been excluded under S. 2.2.3.2 (f) and includes single line of trees and reticulated lawns and gardens on urban lots that

	require management under the City of Busselton's Firebreak and Fuel Hazard Reduction Notice (*which may be subject to review from time to time*), including managing grasses at under 10cm in height. Grasses within the remainder of the Site have also been excluded, as any lot will be required to manage all grasses at under 10cm in height under the City's Firebreak and Fuel Hazard Reduction Notice. Recreation reserves and a nature playground which are currently managed gardens and lawn in a low fuel state have been excluded under S. 2.2.3.2 (f). These areas are used by the public and being within the centre of the town will be managed in perpetuity.

Figure 3 Vegetation Classification

3.2 Assessment Outputs

The results from the Site assessment are provided in Table 2. The Bushfire Hazard Level for the Site has been determined in accordance with Appendix Two of the *Guidelines for Planning in Bushfire Prone Areas, Version 1.1, Feb 2017*, with associated map provided in Figure 4. The Bushfire Attack Level Contour has been determined in accordance with Appendix Three of the *Guidelines for Planning in Bushfire Prone Areas, Version 1.1, Feb 2017*, with associated map provided in Figure 5.

Table 2 Site Assessment Results

Method 1 BAL Determination					
Fire Danger Index - 80 (AS3959-2018 Table 2.1)					
Plot	**Vegetation Classification**	**Effective Slope Under the Classified Vegetation**	**Bushfire Hazard Level (Figure 4)**	**Separation Distance to the Classification Vegetation (metres)**	**Bushfire Attack Level based on separation distance (Figure 5)**
1	Class A Forest	Downslope >0 to 5 degrees	Extreme	0 m	BAL-FZ
2	Class A Forest	Upslope / Flat	Extreme	0 m	BAL-FZ
3	Class B Woodland	Downslope >0 to 5 degrees	Extreme	0 m	BAL-FZ
4	Class D Scrub	Upslope / Flat	Extreme	Min 13 m	BAL-29
5	Excluded Section 2.2.3.2 (a), (e) & (f)	Not Applicable	Moderate within 100 m of Extreme hazard, if greater than 100 m than Low	Not Applicable	BAL-LOW
Determined Bushfire Attack Level					**BAL-FZ***

** Separation distance from the Site to the classified vegetation is 0 m for plots which are located within the Site resulting in a BAL rating of BAL-FZ. A lower BAL rating may be achieved based on assessment of a single structure or lot within the Site.*

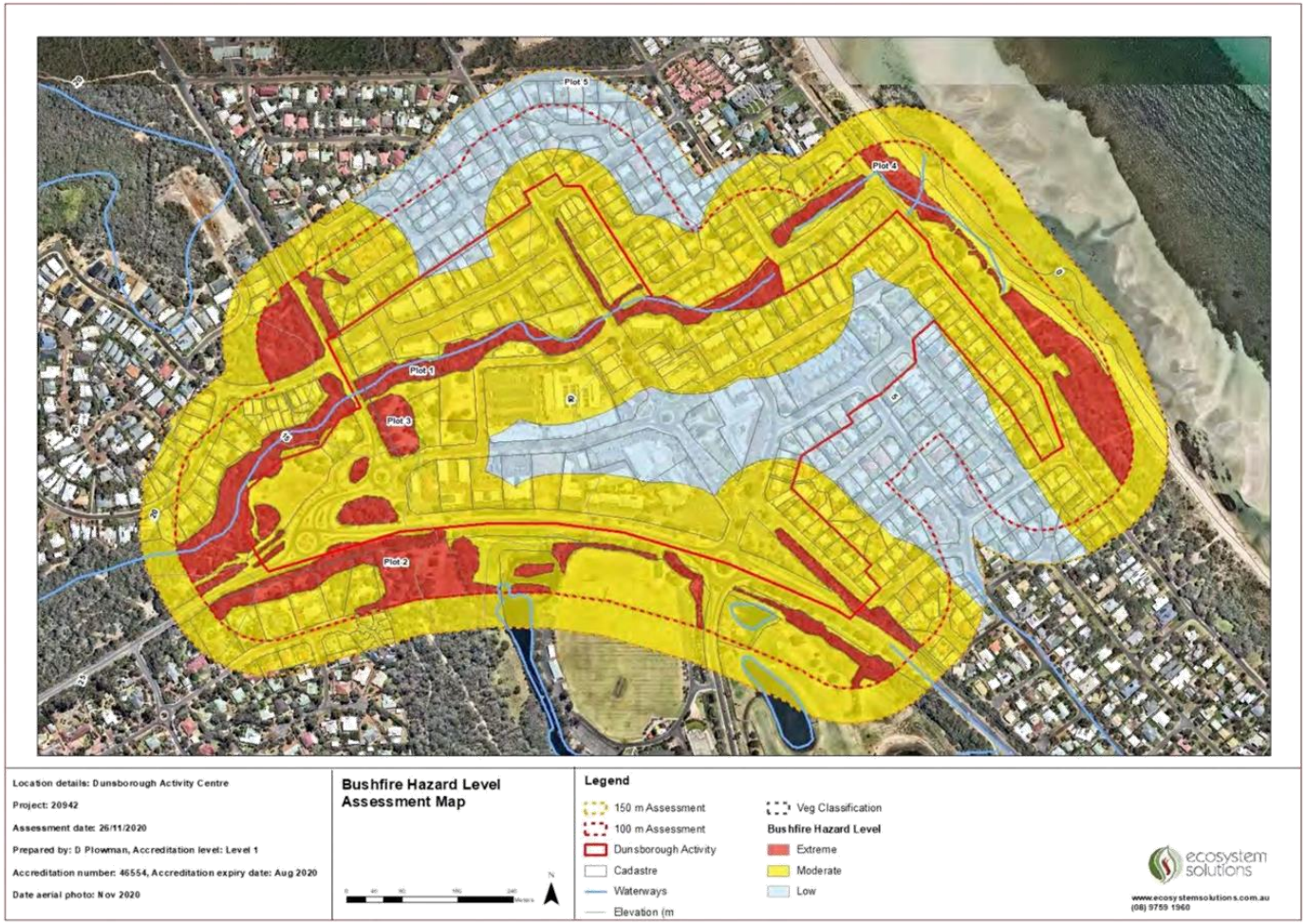


Figure 4 Bushfire Hazard Level Assessment Map

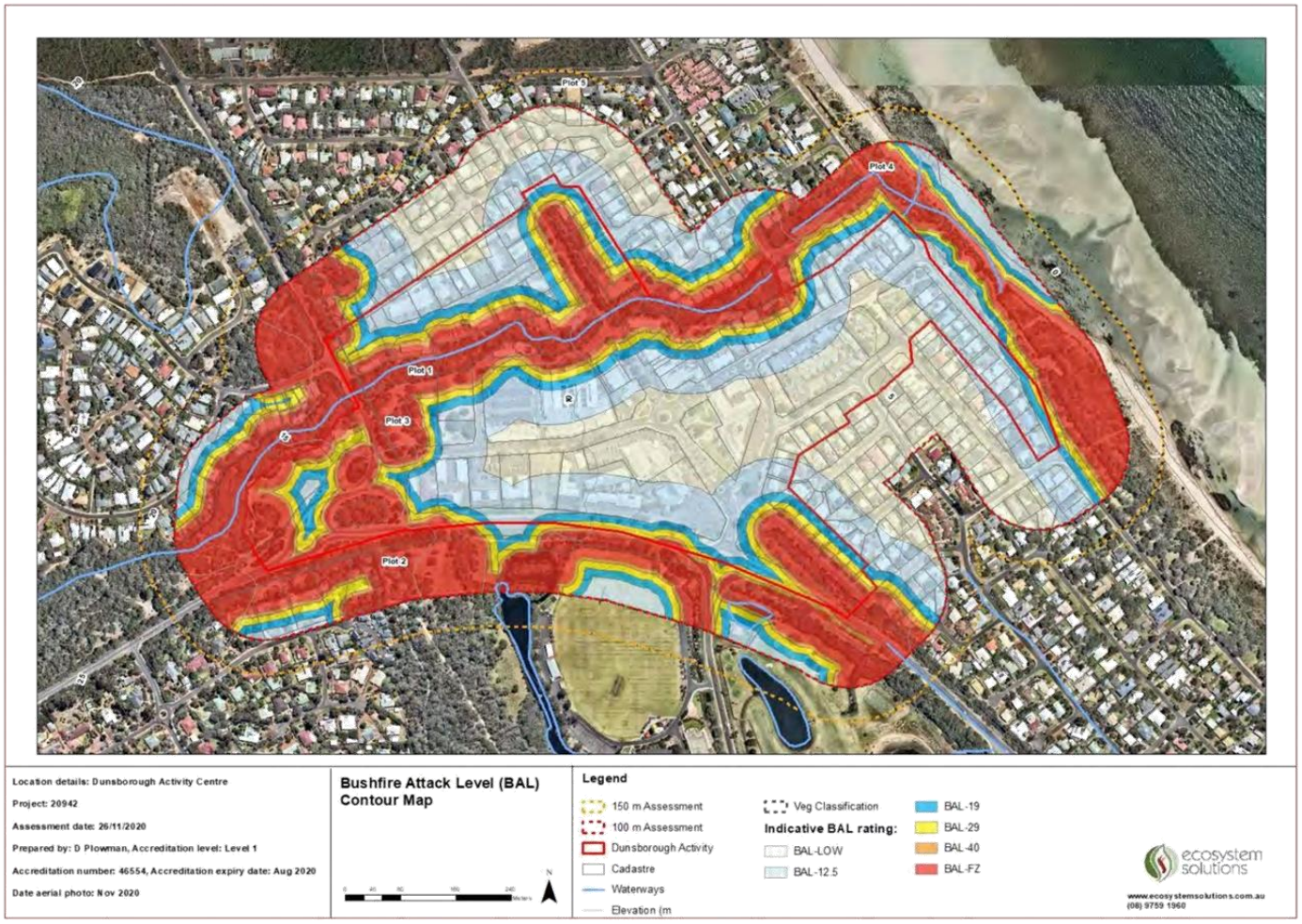


Figure 5 BAL Contour Map

4 Bushfire Protection Elements

4.1 Element 1: Location

ELEMENT 1: LOCATION	
Intent: To ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure	
Acceptable Solution	**Compliance**
A1.1 Development location The strategic planning proposal, subdivision and development application is located in an area that is or will, on completion, be subject to either a moderate or low bushfire hazard level, or BAL-29 or below.	Majority of the lots within the Site have not been located in a bushfire prone area due to the current map (Figure 2) and therefore established development would not have had to comply with the provisions of SPP 3.7. In the case that this map changes future redevelopment proposals will trigger assessment against SPP 3.7. Under the classification shown in Figure 3, areas of the Site are within BAL-40 and BAL-FZ, however there are sufficient areas with a Moderate or Low Hazard Rating (Figure 4) or a BAL-29 or lower rating (Figure 5) to allow for development. Land is most suitable for land use intensification where hazard levels are low or moderate. Where there is an extreme bushfire hazard or requirement for use of BAL-40 or BAL-FZ construction standards, the land is not considered suitable for development unless it meets the definition of minor or unavoidable development. The Site is classified within a residential built out area, as shown in Local Planning Policy 4.2 Bushfire. Development within the Site may be considered minor development with assessment against SPP 3.7 clause 6.7.1, required if any development occurs in areas of BAL-40 or BAL-FZ. It is recommended for any new structure or additions to existing structures that a hazard separation occurs between classified vegetation and proposed development to achieve BAL-29. A hazard separation could contain perimeter roads, carparking, footpaths or low threat vegetation. This will help to ensure appropriate setbacks between classified vegetation and any new structure or additions to existing structures. Prior to subdivision of lots or development of new habitable dwellings, a BMP or BAL assessment will be undertaken to ensure that proposed buildings are able to accommodate appropriate setbacks and have the capacity to achieve BAL-29 or lower.

4.2 Element 2: Siting and design of development

ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT	
Intent: To ensure that the siting and design of development minimises the level of bushfire impact.	
Acceptable Solution	**Compliance**
A2.1 Asset Protection Zone Every habitable building is surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements: • Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29) in all circumstances. • Location: the APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity. • Management: the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones'.	Any new habitable dwelling within a bushfire prone area, and any other structure at the discretion of the Local Government, must have an Asset Protection Zone to achieve a BAL-29 or lower rating in perpetuity, managed to the standard in the Guidelines for Planning in Bushfire Prone Areas (Appendix B). Compliance with the City of Busselton's Firebreak and Fuel Hazard Reduction Notice (which may be subject to review from time to time) will ensure that existing urban lots and recreation reserves used for public open space will be maintained in a low fuel state in perpetuity.

4.3 Element 3: Vehicular access

ELEMENT 3: VEHICULAR ACCESS	
Intent: To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.	
Acceptable Solution	**Compliance**
A3.1 Two access routes Two different vehicular access routes are provided, both of which connect to the public road network, provide safe access and egress to two different destinations and are available to all residents/the public at all times and under all weather conditions.	The public road network can be used to access two different destinations from individual lots. Caves Road can be taken east to access Busselton town centre. Alternatively, Caves Road can be taken west to access Margaret River town centre via Wallcliffe Road.
A3.2 Public road A public road is to meet the requirements in Table 6, Column 1 (Appendix C).	Existing public roads meet the requirements of the Guidelines. All new public roads proposed within the Site must be constructed to the standards in the Guidelines (Appendix C).
A3.3 Cul-de-sac (summarised below) Maximum length (where no alternative exists -ie. lot layout already established): it should otherwise be 200m (but can be increased to 600 if an emergency access is provided between heads) • Requirements/dimensions: Table 6, Column 2 (Appendix C); • Maximum length: 200 metres (if public emergency access is provided between cul-de-sac heads maximum length can be increased to 600 metres provided no more than eight lots are serviced and the emergency access way is no more than 600 metres); and • Turn around including minimum 17.5m diameter head (Appendix C).	Cul-de-sacs are to be avoided in bushfire prone areas unless unavoidable. The Site contains two existing cul-de-sacs, Clarke Street and Chieftain Crescent, which do not comply with the requirements of the Guidelines as the length exceeds 200 m with no Emergency Access Way provided between cul-de-sac heads and with more than eight lots serviced. These cul-de-sacs have adequate horizontal and vertical clearances. It is recommended that any future development considers connecting these cul-de-sacs to a public road to allow through access for evacuation during a bushfire event. This is supported with a connection from Clark Street to Cape Naturaliste Terrace shown in the 2014 Dunsborough Town Centre Conceptual Plan. It is unlikely that any new cul-de-sacs will be required within the Site, however any unavoidable cul-de-sacs will meet the requirements of the Guidelines (Appendix C).
A3.4 Battle-axe (summarised below) • Requirements in Table 6, Column 3 of the Guidelines (Appendix C); • Maximum length 600m; and • Minimum width six metres.	Battle-axe legs should be avoided in bushfire prone areas. It is unlikely that any battle-axe legs will be required within the Site as the intent of the Activity Centre is that there is a focus on mixed use development with an active street interface and, around the periphery, medium density housing. In the case that there is no alternative to a battle-axe leg, the requirements of the Guidelines will be met (Appendix C) with a maximum length of 600 m.

ELEMENT 3: VEHICULAR ACCESS	
A3.5 Private driveway >50m (summarised) • Requirements in Table 6, Column 3 (Appendix C); • Required where a house site is more than 50 metres from a public road; • Passing bays: every 200 metres with a minimum length of 20 metres and a minimum width of two metres (i.e. the combined width of the passing bay and constructed private driveway to be a minimum six metres); • Turn-around areas designed to accommodate type 3.4 fire appliances and to enable them to turn around safely every 500 metres (i.e. kerb to kerb 17.5 metres) and within 50 metres of a house (Appendix C); and • Any bridges or culverts are able to support a minimum weight capacity of 15 tonnes. • All-weather surface (i.e. compacted gravel, limestone or sealed).	Any proposed driveway that exceeds 50 m will meet the criteria set out in the Guidelines (A3.5 and Appendix C).
A3.6 Emergency access way Where no alternative exists, an Emergency Access Way (EAW) is to be provided as an alternative link to a public road and meet the following requirements: • Requirements in Table 6, Column 4 (Appendix C); • No further than 600 m from a public road; • Provided as a right of way or public access easement in gross to ensure accessibility to the public and fire services during an emergency; and • Must be signposted.	The Site achieves two access routes with existing public roads, however any Emergency Access Ways (EAW) proposed within the Site will be required to meet the requirements of the Guidelines (Appendix C) and be no longer than 600 m with a signpost. Any EAW will be provided as a right of way OR public access easement in gross to ensure accessibility to the public. Ongoing management of any EAW will be required by each respective landowner where it occurs on their land OR following establishment will be maintained by the City of Busselton if agreed.

ELEMENT 3: VEHICULAR ACCESS	
A3.7 Fire service access routes • Requirements Table 6, Column 5 (Appendix C); • Provided as right of ways or public access easements in gross to ensure accessibility to the public and fire services during an emergency; • Surface: all-weather (i.e. compacted gravel, limestone or sealed) • Dead end roads are not permitted; • Turn-around areas designed to accommodate type 3.4 appliances and to enable them to turn around safely every 500 metres (i.e. kerb to kerb 17.5 metres) (Appendix C); • No further than 600 metres from a public road; Allow for two-way traffic and; • Must be signposted.	The Site achieves two access routes with existing public roads. It is unlikely Fire Service Access Routes will be required however if utilised compliance with the Guidelines would be required (A3.7 and Appendix C).
A3.8 Firebreaks Lots greater than 0.5 ha must have an internal permitter firebreak of a minimum width of 3 m or to the level prescribed in the local fire break notice issued by the local government.	Compliance with the City of Busselton's Firebreak and Fuel Hazard Reduction Notice (Appendix A - which may be subject to review from time to time) is required, with Category 2 lots, Urban residential & Industrial Commercial. exceeding 2,024 m^2 requiring 3 m wide mineral earth breaks.

4.4 Element 4: Water

ELEMENT 4: WATER	
Intent: To ensure that water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire.	
Acceptable Solution	**Compliance**
A4.1 Reticulated Areas The subdivision, development or land use is provided with a reticulated water supply in accordance with the specifications of the relevant water supply authority and Department of Fire and Emergency Services.	The Site is connected to reticulated water and complies with the Water Corporation's No. 63 Water Reticulation Standard. Any future development will need to be connected to a reticulated water supply in compliance with the Water Corporation's No. 63 Water Reticulation Standard.

ELEMENT 4: WATER	
A4.2 Non-reticulated Areas Water tanks for fire fighting purposes with a hydrant or standpipe are provided: • Volume: minimum 50,000 L per tank; • Ratio of tanks to lots: minimum one tank per 25 lots (or part thereof); • Tank location: no more than 2 km to the further most house site within the residential development to allow a 2.4 fire appliance to achieve a 20 minute turnaround time at legal road speeds; • Hardstand and turn-around areas suitable for a type 3.4 fire appliance (i.e. kerb to kerb 17.5 m) are provided within 3 m of each water tank; and Water tanks and associated facilities are vested in the relevant local government.	Not applicable to this Site.
A4.3 Individual lots within non-reticulated areas Single lots above 500 m^2 need a dedicated static water supply on the lot that has the effective capacity of 10,000 L.	Not applicable to this Site.

5 Responsibilities and Bushfire Measures

Development within the Site may occur over an extended period of time with responsibilities determined with the creation of any bushfire management plan.

While this Activity Centre Plan does not propose any subdivision, any subdivision application is to be accompanied by the following information in accordance with the Guidelines and in accordance with Section 6.4 of SPP 3.7 in the form of a Bushfire Management Plan or an amendment to an existing Plan where one has previously been endorsed:

- BAL Contour Map to determine the indicative acceptable BAL rating;
- Identification of any bushfire hazard issues arising from the BAL Contour map; and
- An assessment against the bushfire protection criteria requirements contained within the Guidelines demonstrating compliance within the boundary of the subdivision site.

Any development application is to be accompanied by the following information in accordance with the Guidelines and in accordance with Section 6.5 of SPP 3.7 in the form of a Bushfire management Plan or an amendment to an existing Plan where one has previously been endorsed:

- BAL Assessment OR BAL Contour Map to determine the indicative acceptable BAL rating;
- Identification of any bushfire hazard issues arising from the BAL Contour map; and
- An assessment against the bushfire protection criteria requirements contained within the Guidelines demonstrating compliance within the boundary of the subdivision site.

Vulnerable or high risk land uses require a Bushfire Management Plan and Bushfire Emergency Evacuation Plan. Assessment against the Position Statement - Tourism in bushfire prone areas (WAPC, Nov 2019) is also recommended.

A building permit issued by the Local Government is required for the construction of a structure with an accompanied BAL Assessment, or a BAL Contour map from a previous approved proposal, for structures in a bushfire prone area. If the BAL Assessment or BAL Contour Map identifies the structure to be within BAL-40 or BAL-FZ, a development application and planning approval is required. It is recommended to apply these requirements on lots less than 1,100 m^2 and greater.

Building construction standards are mandatory for Class 1a, Class 1b, Class 2 or Class 3 residential buildings and associated Class 10a buildings in bushfire prone areas to meet the requirements of AS3959-2018. It is recommended that this building standard applies to all new structures in bushfire prone areas where

planning approval is required, which is at the discretion of the Local Government for building classes that are not mandatory.

A BMP compliance report may be required at the discretion of the Local Government following the completion of work required in an approved Bushfire Management Plan, to allow the issue of a building permit or sale of lots.

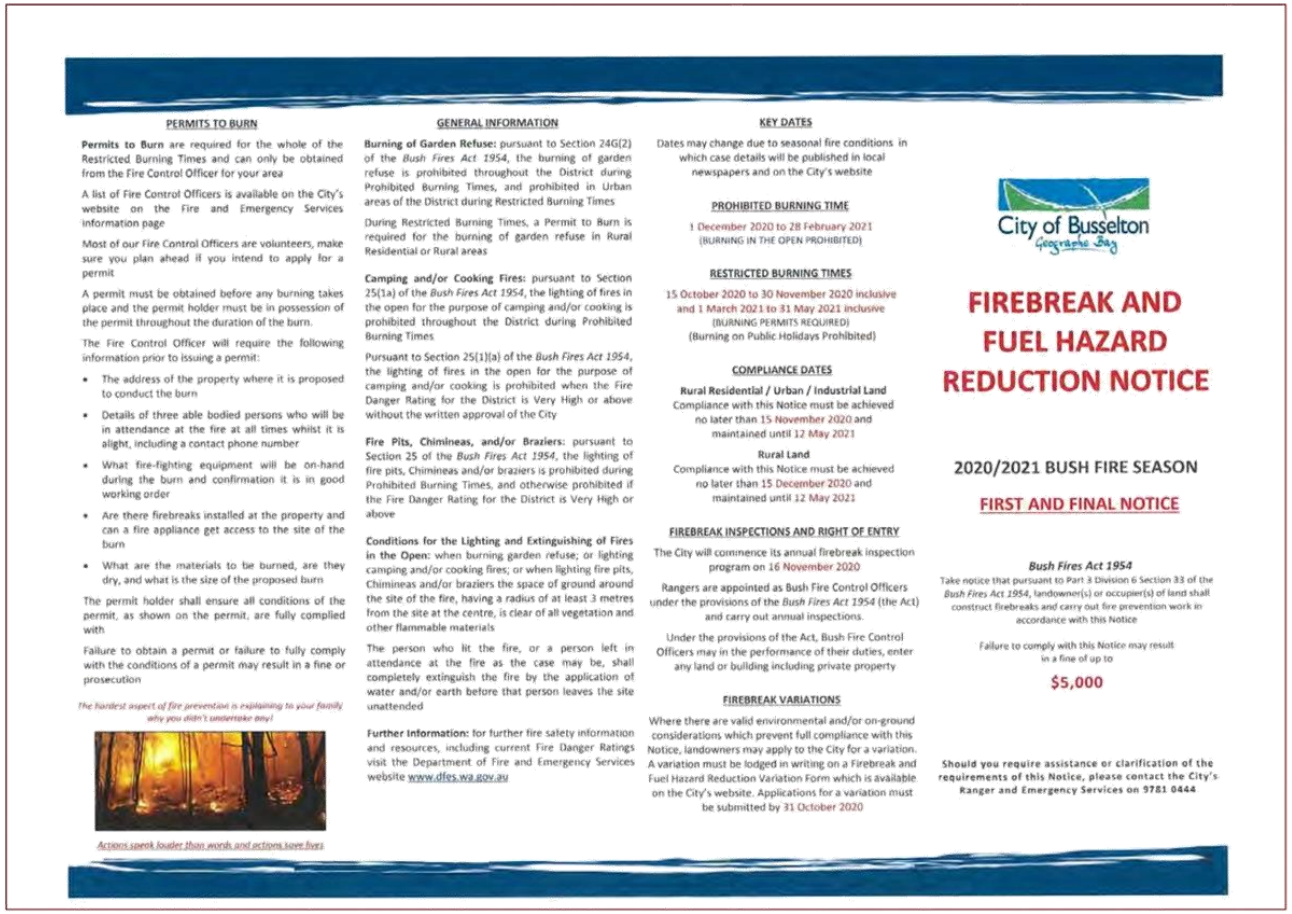
6 Conclusion

This report provides a Bushfire Hazard Level assessment and BAL Contour Assessment, for the Dunsborough Activity Centre, addressing the four bushfire protection criteria detailed in the Guidelines for Planning in Bushfire Prone Areas (Version 1.3, Dec 2017). The information contained within this Bushfire Hazard Level Assessment will inform future proposals for development within the Site.

The Site represents a lower bushfire risk compared to the surrounding landscape due to the surrounding area containing a number of extreme bushfire sources and the Site being a town centre with services such as reticulated water, two access ways and close proximity to emergency services. The Site will be relied upon for any evacuation from the surrounding area as Cape Naturaliste Road and Caves Road are either the only evacuation route, or the main road, for people within the surrounding areas.

Bushfire safety is a shared responsibility between governments, fire agencies, communities and landowners. This BHL addresses how this Site can achieve compliance with Bushfire Protection Criteria, as detailed in the Guidelines for Planning in Bushfire Prone Areas, in subsequent stages in the planning process. Compliance with the criteria within the Guidelines will not remove all risk. The way in which people prepare and maintain their properties, buildings and assets and the actions they take (e.g. evacuate early or stay and defend) greatly influence their personal safety. Anyone within the Site during a bushfire event need to maintain self-reliance and not wait or expect warnings or assistance from emergency services.

Appendix A City of Busselton Firebreak and Fuel Hazard Reduction Notice 2020/2021



PERMITS TO BURN

Permits to Burn are required for the whole of the Restricted Burning Times and can only be obtained from the Fire Control Officer for your area

A list of Fire Control Officers is available on the City's website on the Fire and Emergency Services information page

Most of our Fire Control Officers are volunteers, make sure you plan ahead if you intend to apply for a permit

A permit must be obtained before any burning takes place and the permit holder must be in possession of the permit throughout the duration of the burn.

The Fire Control Officer will require the following information prior to issuing a permit:

- The address of the property where it is proposed to conduct the burn
- Details of three able bodied persons who will be in attendance at the fire at all times whilst it is alight, including a contact phone number
- What fire-fighting equipment will be on-hand during the burn and confirmation it is in good working order
- Are there firebreaks installed at the property and can a fire appliance get access to the site of the burn
- What are the materials to be burned, are they dry, and what is the size of the proposed burn

The permit holder shall ensure all conditions of the permit, as shown on the permit, are fully complied with

Failure to obtain a permit or failure to fully comply with the conditions of a permit may result in a fine or prosecution

The hardest aspect of fire prevention is explaining to your family why you didn't undertake any!

Actions speak louder than words and actions save lives

GENERAL INFORMATION

Burning of Garden Refuse: pursuant to Section 24G(2) of the *Bush Fires Act 1954*, the burning of garden refuse is prohibited throughout the District during Prohibited Burning Times, and prohibited in Urban areas of the District during Restricted Burning Times

During Restricted Burning Times, a Permit to Burn is required for the burning of garden refuse in Rural Residential or Rural areas

Camping and/or Cooking Fires: pursuant to Section 25(1a) of the *Bush Fires Act 1954*, the lighting of fires in the open for the purpose of camping and/or cooking is prohibited throughout the District during Prohibited Burning Times

Pursuant to Section 25(1)(a) of the *Bush Fires Act 1954*, the lighting of fires in the open for the purpose of camping and/or cooking is prohibited when the Fire Danger Rating for the District is Very High or above without the written approval of the City

Fire Pits, Chimineas, and/or Braziers: pursuant to Section 25 of the *Bush Fires Act 1954*, the lighting of fire pits, Chimineas and/or braziers is prohibited during Prohibited Burning Times, and otherwise prohibited if the Fire Danger Rating for the District is Very High or above

Conditions for the Lighting and Extinguishing of Fires in the Open: when burning garden refuse; or lighting camping and/or cooking fires; or when lighting fire pits, Chimineas and/or braziers the space of ground around the site of the fire, having a radius of at least 3 metres from the site at the centre, is clear of all vegetation and other flammable materials

The person who lit the fire, or a person left in attendance at the fire as the case may be, shall completely extinguish the fire by the application of water and/or earth before that person leaves the site unattended

Further Information: for further fire safety information and resources, including current Fire Danger Ratings visit the Department of Fire and Emergency Services website www.dfes.wa.gov.au

KEY DATES

Dates may change due to seasonal fire conditions in which case details will be published in local newspapers and on the City's website

PROHIBITED BURNING TIME

1 December 2020 to 28 February 2021
(BURNING IN THE OPEN PROHIBITED)

RESTRICTED BURNING TIMES

15 October 2020 to 30 November 2020 inclusive and 1 March 2021 to 31 May 2021 inclusive
(BURNING PERMITS REQUIRED)
(Burning on Public Holidays Prohibited)

COMPLIANCE DATES

Rural Residential / Urban / Industrial Land
Compliance with this Notice must be achieved no later than 15 November 2020 and maintained until 12 May 2021

Rural Land
Compliance with this Notice must be achieved no later than 15 December 2020 and maintained until 12 May 2021

FIREBREAK INSPECTIONS AND RIGHT OF ENTRY

The City will commence its annual firebreak inspection program on 16 November 2020

Rangers are appointed as Bush Fire Control Officers under the provisions of the *Bush Fires Act 1954* (the Act) and carry out annual inspections.

Under the provisions of the Act, Bush Fire Control Officers may in the performance of their duties, enter any land or building including private property

FIREBREAK VARIATIONS

Where there are valid environmental and/or on-ground considerations which prevent full compliance with this Notice, landowners may apply to the City for a variation. A variation must be lodged in writing on a Firebreak and Fuel Hazard Reduction Variation Form which is available on the City's website. Applications for a variation must be submitted by 31 October 2020

City of Busselton
Geographe Bay

FIREBREAK AND FUEL HAZARD REDUCTION NOTICE

2020/2021 BUSH FIRE SEASON

FIRST AND FINAL NOTICE

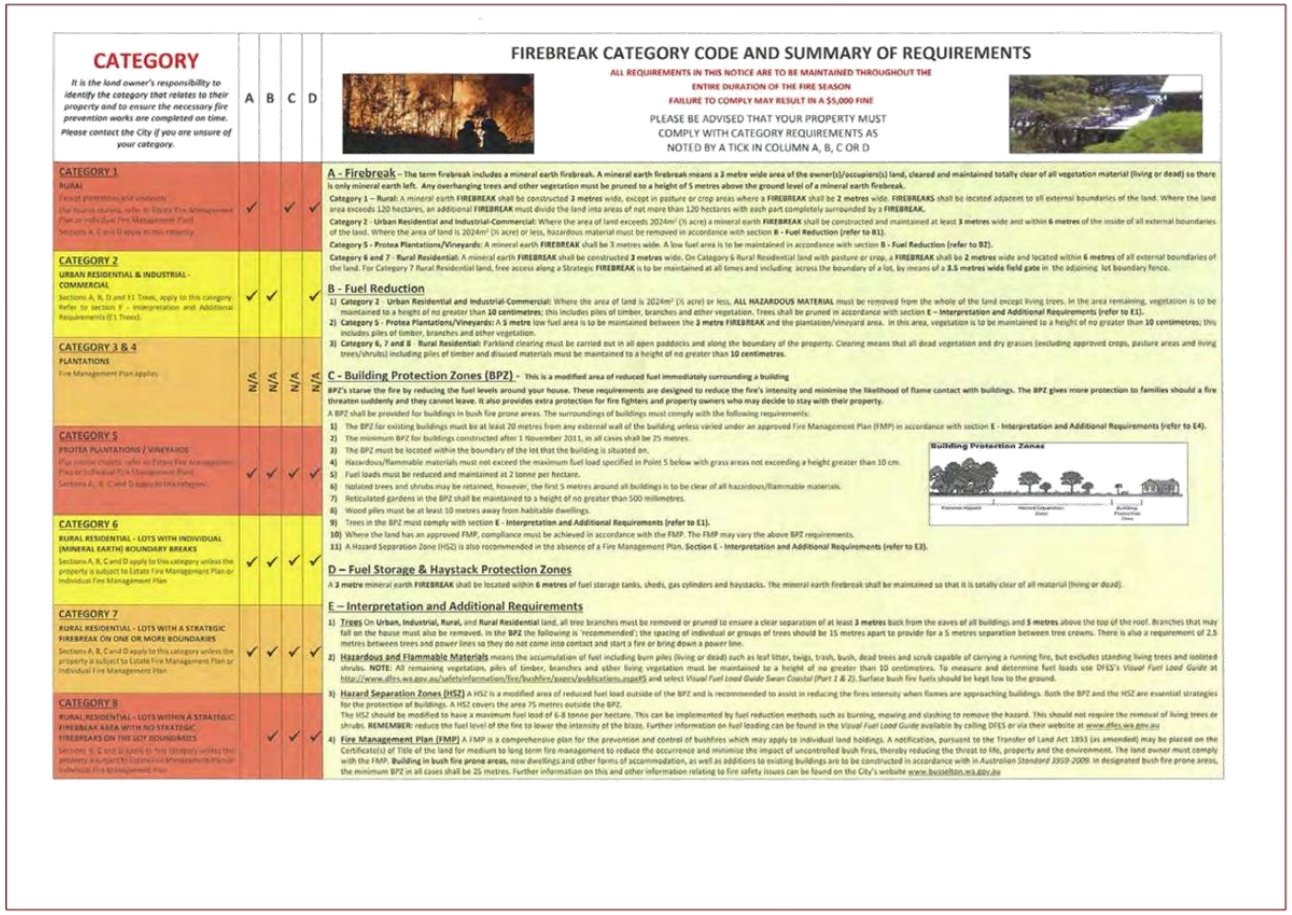
Bush Fires Act 1954

Take notice that pursuant to Part 3 Division 6 Section 33 of the *Bush Fires Act 1954*, landowner(s) or occupier(s) of land shall construct firebreaks and carry out fire prevention work in accordance with this Notice

Failure to comply with this Notice may result in a fine of up to

$5,000

Should you require assistance or clarification of the requirements of this Notice, please contact the City's Ranger and Emergency Services on 9781 0444



CATEGORY

It is the land owner's responsibility to identify the category that relates to their property and to ensure the necessary fire prevention works are completed on time. Please contact the City if you are unsure of your category.

	A	B	C	D
CATEGORY 1 RURAL Except plantations and vineyards (for these classes, refer to Estate Fire Management Plan or Individual Fire Management Plan) Sections A, C and D apply to this category	✓		✓	✓
CATEGORY 2 URBAN RESIDENTIAL & INDUSTRIAL - COMMERCIAL Sections A, B, D and E1 Trees, apply to this category. Refer to section E – Interpretation and Additional Requirements (E1 Trees).	✓	✓		✓
CATEGORY 3 & 4 PLANTATIONS Fire Management Plan applies	N/A	N/A	N/A	N/A
CATEGORY 5 PROTEA PLANTATIONS / VINEYARDS (For these classes, refer to Estate Fire Management Plan or Individual Fire Management Plan) Sections A, B, C and D apply to this category	✓	✓	✓	✓
CATEGORY 6 RURAL RESIDENTIAL - LOTS WITH INDIVIDUAL (MINERAL EARTH) BOUNDARY BREAKS Sections A, B, C and D apply to this category unless the property is subject to Estate Fire Management Plan or Individual Fire Management Plan	✓	✓	✓	✓
CATEGORY 7 RURAL RESIDENTIAL - LOTS WITH A STRATEGIC FIREBREAK ON ONE OR MORE BOUNDARIES Sections A, B, C and D apply to this category unless the property is subject to Estate Fire Management Plan or Individual Fire Management Plan	✓	✓	✓	✓
CATEGORY 8 RURAL RESIDENTIAL - LOTS WITHIN A STRATEGIC FIREBREAK AREA WITH NO STRATEGIC FIREBREAKS ON THE LOT BOUNDARIES Sections B, C and D apply to this category unless the property is subject to Estate Fire Management Plan or Individual Fire Management Plan		✓	✓	✓

FIREBREAK CATEGORY CODE AND SUMMARY OF REQUIREMENTS

ALL REQUIREMENTS IN THIS NOTICE ARE TO BE MAINTAINED THROUGHOUT THE ENTIRE DURATION OF THE FIRE SEASON
FAILURE TO COMPLY MAY RESULT IN A $5,000 FINE

PLEASE BE ADVISED THAT YOUR PROPERTY MUST COMPLY WITH CATEGORY REQUIREMENTS AS NOTED BY A TICK IN COLUMN A, B, C OR D

A - Firebreak – The term firebreak includes a mineral earth firebreak. A mineral earth firebreak means a 3 metre wide area of the owner(s)/occupiers(s) land, cleared and maintained totally clear of all vegetation material (living or dead) so there is only mineral earth left. Any overhanging trees and other vegetation must be pruned to a height of 5 metres above the ground level of a mineral earth firebreak.

Category 1 – Rural: A mineral earth **FIREBREAK** shall be constructed **3 metres** wide, except in pasture or crop areas where a **FIREBREAK** shall be **2 metres** wide. **FIREBREAKS** shall be located adjacent to all external boundaries of the land. Where the land area exceeds 120 hectares, an additional **FIREBREAK** must divide the land into areas of not more than 120 hectares with each part completely surrounded by a **FIREBREAK.**

Category 2 - Urban Residential and Industrial-Commercial: Where the area of land exceeds 2024m² (½ acre) a mineral earth **FIREBREAK** shall be constructed and maintained at least **3 metres** wide and within **6 metres** of the inside of all external boundaries of the land. Where the area of land is 2024m² (½ acre) or less, hazardous material must be removed in accordance with section **B - Fuel Reduction (refer to B1).**

Category 5 - Protea Plantations/Vineyards: A mineral earth **FIREBREAK** shall be 3 metres wide. A low fuel area is to be maintained in accordance with section **B - Fuel Reduction (refer to B2).**

Category 6 and 7 - Rural Residential: A mineral earth **FIREBREAK** shall be constructed **3 metres** wide. On Category 6 Rural Residential land with pasture or crop, a **FIREBREAK** shall be **2 metres** wide and located within **6 metres** of all external boundaries of the land. For Category 7 Rural Residential land, free access along a Strategic **FIREBREAK** is to be maintained at all times and including across the boundary of a lot, by means of a **3.5 metres wide field gate** in the adjoining lot boundary fence.

B - Fuel Reduction

1) **Category 2 - Urban Residential and Industrial-Commercial:** Where the area of land is 2024m² (½ acre) or less, **ALL HAZARDOUS MATERIAL** must be removed from the whole of the land except living trees. In the area remaining, vegetation is to be maintained to a height of no greater than **10 centimetres**; this includes piles of timber, branches and other vegetation. Trees shall be pruned in accordance with section **E – Interpretation and Additional Requirements (refer to E1).**
2) **Category 5 - Protea Plantations/Vineyards:** A **5 metre** low fuel area is to be maintained between the **3 metre FIREBREAK** and the plantation/vineyard area. In this area, vegetation is to be maintained to a height of no greater than **10 centimetres;** this includes piles of timber, branches and other vegetation.
3) **Category 6, 7 and 8 - Rural Residential:** Parkland clearing must be carried out in all open paddocks and along the boundary of the property. Clearing means that all dead vegetation and dry grasses (excluding approved crops, pasture areas and living trees/shrubs) including piles of timber and disused materials must be maintained to a height of no greater than **10 centimetres.**

C - Building Protection Zones (BPZ) - This is a modified area of reduced fuel immediately surrounding a building

BPZ's starve the fire by reducing the fuel levels around your house. These requirements are designed to reduce the fire's intensity and minimise the likelihood of flame contact with buildings. The BPZ gives more protection to families should a fire threaten suddenly and they cannot leave. It also provides extra protection for fire fighters and property owners who may decide to stay with their property.

A BPZ shall be provided for buildings in bush fire prone areas. The surroundings of buildings must comply with the following requirements:

1) The BPZ for existing buildings must be at least 20 metres from any external wall of the building unless varied under an approved Fire Management Plan (FMP) in accordance with section **E - Interpretation and Additional Requirements (refer to E4).**
2) The minimum BPZ for buildings constructed after 1 November 2011, in all cases shall be 25 metres.
3) The BPZ must be located within the boundary of the lot that the building is situated on.
4) Hazardous/flammable materials must not exceed the maximum fuel load specified in Point 5 below with grass areas not exceeding a height greater than 10 cm.
5) Fuel loads must be reduced and maintained at 2 tonne per hectare.
6) Isolated trees and shrubs may be retained, however, the first 5 metres around all buildings is to be clear of all hazardous/flammable materials.
7) Reticulated gardens in the BPZ shall be maintained to a height of no greater than 500 millimetres.
8) Wood piles must be at least 10 metres away from habitable dwellings.
9) Trees in the BPZ must comply with section **E - Interpretation and Additional Requirements (refer to E1).**
10) Where the land has an approved FMP, compliance must be achieved in accordance with the FMP. The FMP may vary the above BPZ requirements.
11) A Hazard Separation Zone (HSZ) is also recommended in the absence of a Fire Management Plan. **Section E - Interpretation and Additional Requirements (refer to E3).**

D – Fuel Storage & Haystack Protection Zones

A **3 metre** mineral earth **FIREBREAK** shall be located within **6 metres** of fuel storage tanks, sheds, gas cylinders and haystacks. The mineral earth firebreak shall be maintained so that it is totally clear of all material (living or dead).

E – Interpretation and Additional Requirements

1) **Trees** On **Urban, Industrial, Rural,** and **Rural Residential** land, all tree branches must be removed or pruned to ensure a clear separation of at least **3 metres** back from the eaves of all buildings and **5 metres** above the top of the roof. Branches that may fall on the house must also be removed. In the **BPZ** the following is 'recommended'; the spacing of individual or groups of trees should be 15 metres apart to provide for a 5 metres separation between tree crowns. There is also a requirement of 2.5 metres between trees and power lines so they do not come into contact and start a fire or bring down a power line.
2) **Hazardous and Flammable Materials** means the accumulation of fuel including burn piles (living or dead) such as leaf litter, twigs, trash, bush, dead trees and scrub capable of carrying a running fire, but excludes standing living trees and isolated shrubs. **NOTE:** All remaining vegetation, piles of timber, branches and other living vegetation must be maintained to a height of no greater than 10 centimetres. To measure and determine fuel loads use DFES's *Visual Fuel Load Guide* at http://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/pages/publications.aspx#5 and select *Visual Fuel Load Guide Swan Coastal (Part 1 & 2).* Surface bush fire fuels should be kept low to the ground.
3) **Hazard Separation Zones (HSZ)** A HSZ is a modified area of reduced fuel load outside of the BPZ and is recommended to assist in reducing the fires intensity when flames are approaching buildings. Both the BPZ and the HSZ are essential strategies for the protection of buildings. A HSZ covers the area 75 metres outside the BPZ.
The HSZ should be modified to have a maximum fuel load of 6-8 tonne per hectare. This can be implemented by fuel reduction methods such as burning, mowing and slashing to remove the hazard. This should not require the removal of living trees or shrubs. **REMEMBER:** reduce the fuel level of the fire to lower the intensity of the blaze. Further information on fuel loading can be found in the *Visual Fuel Load Guide* available by calling DFES or via their website at www.dfes.wa.gov.au
4) **Fire Management Plan (FMP)** A FMP is a comprehensive plan for the prevention and control of bushfires which may apply to individual land holdings. A notification, pursuant to the Transfer of Land Act 1893 (as amended) may be placed on the Certificate(s) of Title of the land for medium to long term fire management to reduce the occurrence and minimise the impact of uncontrolled bush fires, thereby reducing the threat to life, property and the environment. The land owner must comply with the FMP. **Building in bush fire prone areas,** new dwellings and other forms of accommodation, as well as additions to existing buildings are to be constructed in accordance with in *Australian Standard 3959-2009.* In designated bush fire prone areas, the minimum BPZ in all cases shall be 25 metres. Further information on this and other information relating to fire safety issues can be found on the City's website www.busselton.wa.gov.au

Appendix B Asset Protection Zone Standards

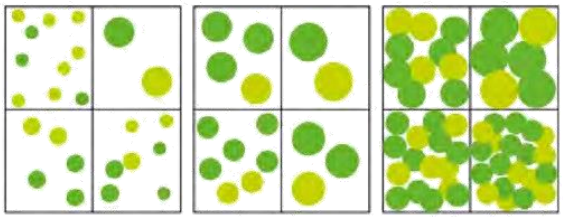
An APZ is an area surrounding a building that is managed to reduce the bushfire hazard to an acceptable level. The width of the required APZ varies with slope and vegetation. The APZ should at a minimum be of sufficient size to ensure the potential radiant heat impact of a fire does not exceed 29kW/m² (BAL-29).

Regardless of whether an Asset Protection Zone exists in accordance with the acceptable solutions and is appropriately maintained, it should be noted that fire fighters are not obliged to protect an asset if they think the separation distance between the dwelling and vegetation is unsafe.

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

- **Fences:** within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:** within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Fine Fuel load:** combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):** trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

Figure 1 Asset Protection Zone Standards (Schedule 1 - Guidelines for Planning in Bushfire Prone Areas version 1.3)

Appendix C Vehicle Access Technical Requirements

Table 6: Vehicular access technical requirements

TECHNICAL REQUIREMENTS	1 Public road	2 Cul-de-sac	3 Private driveway	4 Emergency access way	5 Fire service access routes
Minimum trafficable surface (m)	6*	6	4	6*	6*
Horizontal clearance (m)	6	6	6	6	6
Vertical clearance (m)	4.5	N/A	4.5	4.5	4.5
Maximum grade <50 metres	1 in 10	1 in 10	1 in 10	1 in 10	1 in 10
Minimum weight capacity (t)	15	15	15	15	15
Maximum crossfall	1 in 33	1 in 33	1 in 33	1 in 33	1 in 33
Curves minimum inner radius (m)	8.5	8.5	8.5	8.5	8.5
*Refer to E3.2 Public roads: Trafficable surface					

Figure 1 Vehicular Access Requirements (Table 6 - Guidelines for Planning in Bushfire Prone Areas version 1.3)

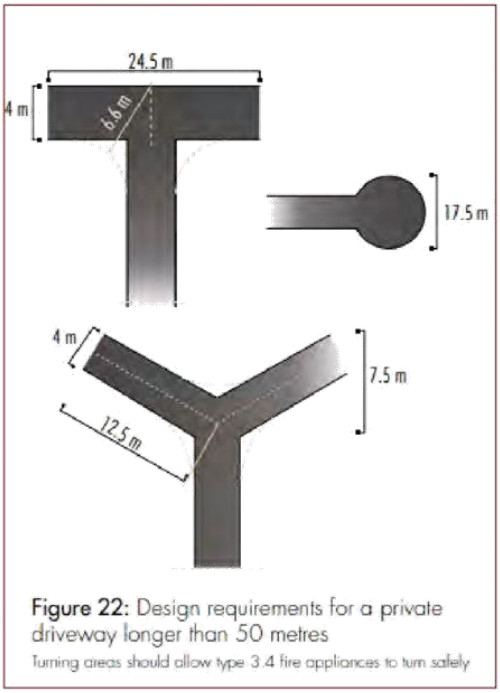


Figure 22: Design requirements for a private driveway longer than 50 metres
Turning areas should allow type 3.4 fire appliances to turn safely

Figure 2 Turn around requirements for a type 3.4 fire appliance (Figure 22 - Guidelines for Planning in Bushfire Prone Areas version 1.3)

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APPENDIX 4

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Technical Memo

Technical Memo No	0001	**Date of Issue**	30 July 2019
Subject/Title	Dunsborough Town Centre Parking Utilisation and Turnover Survey		
Project Name	Technical Memo	**Project Number**	3006347
Discipline	Transport Planning, Logistics and Analysis		
Document Number	3006347_TM_0001 - Final		
Revision Details	01		
Author	Clara Hechei		
Reviewed by	Louise Round		
Approved by	David Freer		
Prepared for	City of Busselton	**Attention**	Matthew Riordan

1 Introduction

The City of Busselton (the City) commissioned SMEC Australia Pty Ltd (SMEC) to undertake a Parking and Utilisation study for the Dunsborough Town Centre, Figure 1 shows the extent of parking areas considered in this study.

The scope of the project includes;

a) Undertaking a typical day and a holiday season Parking Occupancy and Duration Survey for all parking within the Dunsborough Town Centre to inform the performance of the existing parking management, identify areas of short and over parking supply, and analyse if there is a need for change in the current parking management plan. The Survey will be used as an input to the Activity Centre Plan for Dunsborough.
b) Capacity assessment of Cape Naturaliste Rd/ Dunn Bay Rd roundabout and Naturaliste Terrace/ Dunn Bay Rd roundabout to identify the need and time for Clark Street connection to Cape Naturaliste Rd.

Figure 1: Extent of the study area

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1.1 Data Collection

SMEC collected parking survey data from 6:00 am to 10:00 pm and traffic turn counts data from 07:00 am to 07:00 pm on the following days;

- Wednesday the 24 April 2019 (a holiday season), and
- Wednesday 1 May 2019 (a typical day).

Below are the holiday seasons observed during the survey period window;

- Autumn School holidays: 13 April to 28 April
- Easter weekend: 19 April – 22 April
- ANZAC day: 25 April

2 Parking Survey Analysis

The Parking Occupancy and Duration Survey was undertaken between hours of 6:00 am to 10:00 pm using License Plate Recognition (LPR) technology. Appendix A provides Parking zone cells as provided by the City, which represents a total of 1320 parking supply.

2.1 Overall Parking Observation

A total of 3066 individual vehicles were recorded using town centre car parks on a typical day, which is about 11% higher than the traffic observed in the holiday season (2774 cars).

The table below summaries average observed parking data for all town centre parking zones.

Table 1: Observed Data for all parking zones

	Typical Day	Holiday Season	Difference
Parking Turn Over (cars per space)	2.6	2.4	0.2
Average Duration (hrs/car)	2.1	2.0	0.1
Maximum Duration (hrs/car)	2.8	2.5	0.3
Parking Utilization	32%	28%	4%

The survey data has indicated a slight difference in overall parking utilisation and parking turn over per bay during a typical day and the holiday season.

Further analysis of the data has also suggested, there is no significant difference in maximum hourly occupancy rate between a regular day and holiday. A maximum parking occupancy rate of 43% (565 vehicles) was observed during a typical day in contrast to 42% (565 vehicles) on holiday season. A detailed comparison of hourly parking occupancy rate between a typical day and holiday season is provided in section 2.2.

Parking utilisation, total hours occupied, and the maximum duration for parking zone 2 was noted to be substantially higher in all days, in comparison to any other car parks in the town centre. Parking utilisation for this car park was 63% on holiday season and 67% on an average day. Parking zone 2 has no restriction on parking times and was occupied for 10.2 hours during a holiday season and 10.8 hours in a typical day. This finding suggests that the workers in the town centre are likely to be using this parking.

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2.2 Hourly Parking Occupancy Rate

Figure 2 below provides a detailed comparison of hourly parking occupancy rate between a typical day and holiday season.

In summary Figure 2 illustrates;

- The highest parking demands during the holiday season appears earlier than that of a typical day and decline quicker than parking demands for a typical day.
- A regular day has a parking occupancy rate of above 20% between hours of 07:45 am to 07:15 pm and the peak parking occupancy rate of 40% and above occurs between 10:15 am and 02:30 pm.
- During the holiday season, parking occupancy rate above 20% occurs between hours of 08:15 am and 06:30 pm and parking occupancy rate above 40% occurs between hours of 09:00 am and 12:30 pm.

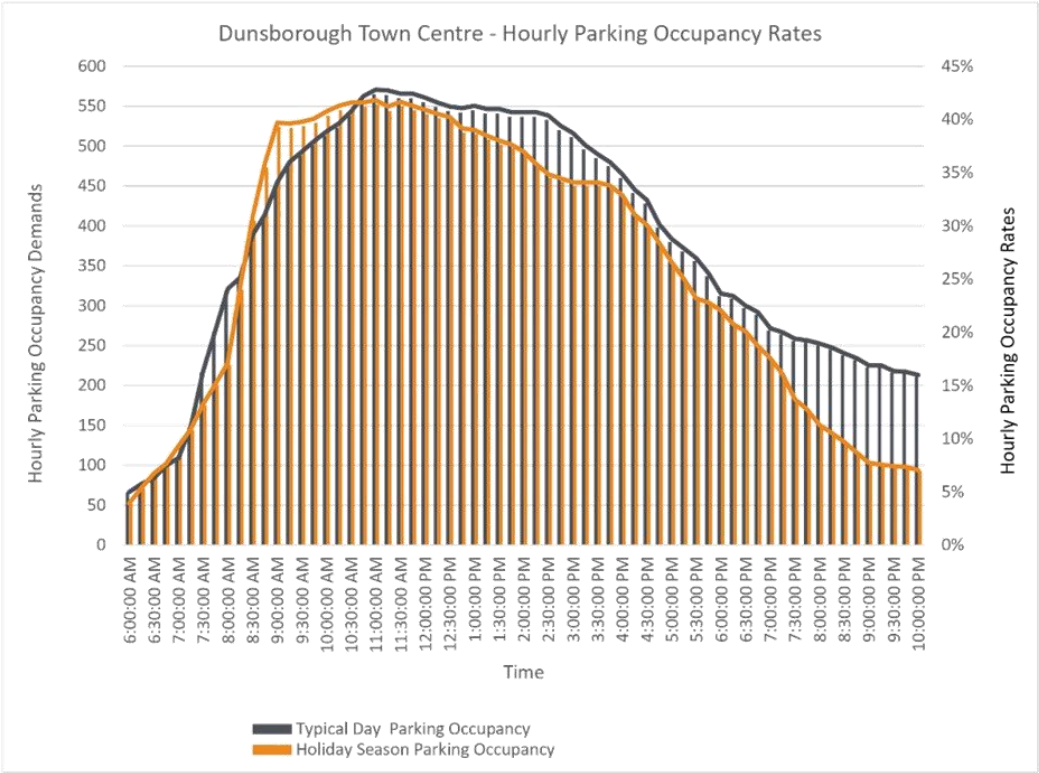

Figure 2: Observed 06:00 am to 10:00 pm hourly parking occupancy rate

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2.3 Parking Zones Utilisation

Figure 3 summarises the total number of vehicles observed accessing the car parks during the survey period and their equivalent percentage to the total surveyed vehicles to that day.

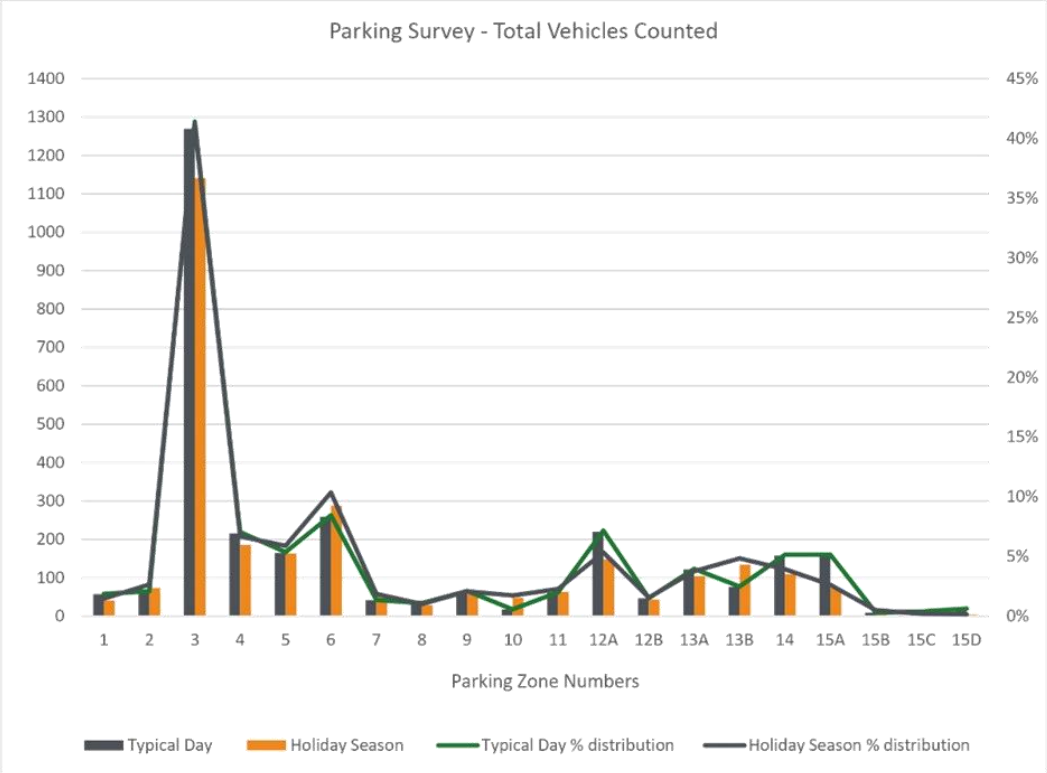

Figure 3: Summary of counted vehicles in each parking zone

Analysis of individual parking zone data indicates;

- 41% of traffic parking in Dunsborough Town Centre are parking in zone 3.
- 8% and 10% of all observed parking traffic on a typical day and holiday season were parked in zone 6.
- 7% of all vehicles parking in the town centre are parking in zone 4.
  During holiday seasons, more vehicles were parked in zones 6, 7,10 and 13B than on a typical day. zone 10 is at walkable distance to Dunsborough Lake Golf Club, Parking zone 7 is the walkable distance to the beach, and 13B is near IGA. Average parking duration of stay for parking zone 7 and 10 are also significantly higher during the holiday season.

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2.4 Vehicles Duration of Stay in Parking Zones

The parking duration of stay analysis has also indicated that parking zones located east of Dunsborough Place, and Naturaliste Terrace are more desirable during the holiday seasons and have higher parking duration during this time.

Figure 4 summaries average parking duration of stay for each parking zone within the study area.

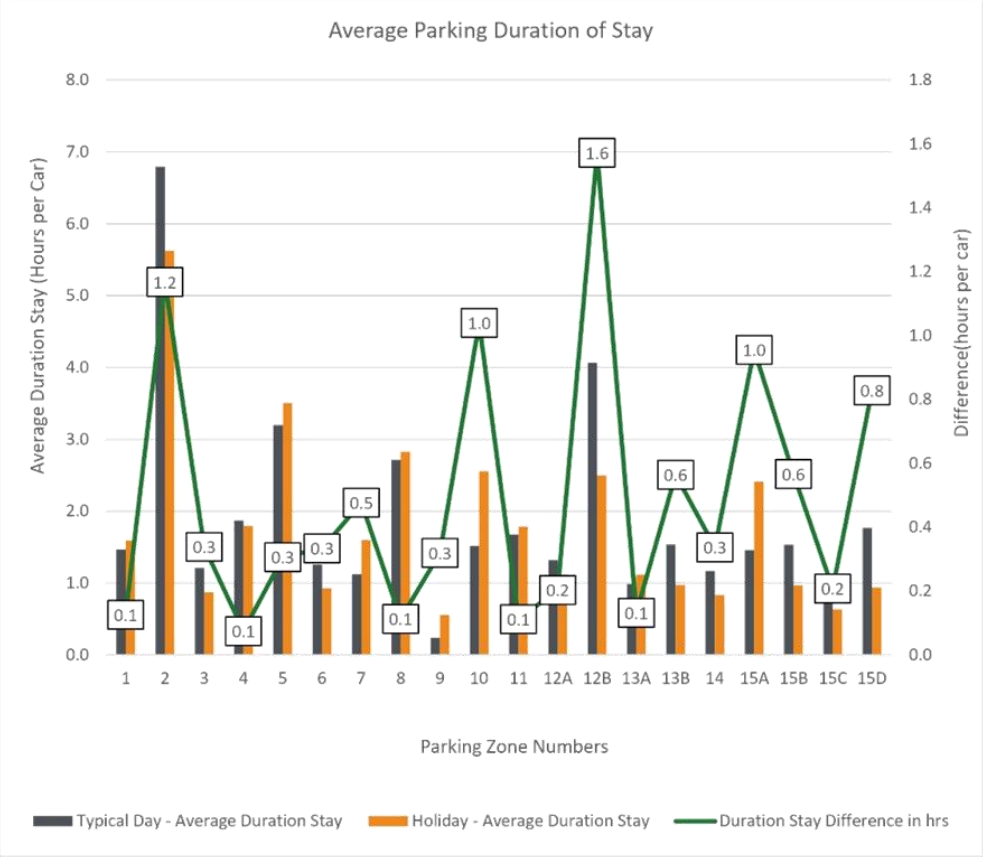

Figure 4: Observed Average Parking Duration of Stays

2.5 Parking Turn Over

70% of car parking zones within the Town Centre has a parking turnover of above one car per parking bay.

Parking turnover for each parking zone is provided in Figure 5, and the following are the critical observations;

- Parking zone 6 has the highest parking turn over, seven cars per space during a holiday peak and 6.3 cars per parking space during a typical day;
- There is no significant turnover difference between typical day and holiday season for parking zone 3. Parking turn over for a typical day is 5.2 cars per space, and during the holiday is 4.7 vehicles per parking bay.
- A holiday and typical day parking turn over difference of above one were observed in parking zones 15A and 14. This difference is due to the low number of parked vehicles during the holiday seasons, as shown and analysed in Figure 3.

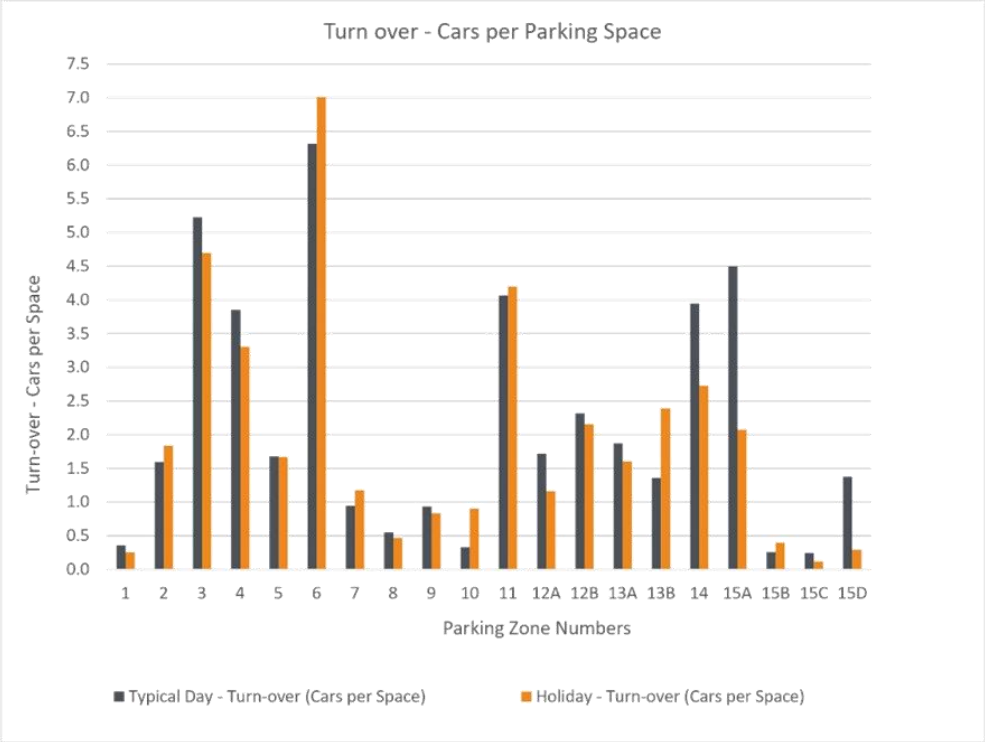

Figure 5: Typical day vs Holiday Season Parking Turn Over Comparison

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3 Intersection Capacity Assessment

On the same days as the parking surveys, SMEC collected vehicle turn counts for the following intersections;

- Cape Naturaliste Rd/ Dunn Bay Rd roundabout and
- Naturaliste Terrace/ Dunn Bay Rd roundabout

The period for the turn counts surveys was 07:00 am to 07:00 pm. Table 2 and Table 3 summarise the observed number of vehicles at the Cape Naturaliste Rd/ Dunn Bay Rd roundabout and Naturaliste Terrace/ Dunn Bay Rd roundabout.

Table 2: Observed Vehicles at Cape Naturaliste Rd/ Dunn Bay Rd roundabout

Approach Name	Typical Day	Holiday Season
North Approach Cape Naturaliste Rd	561	730
East Approach Dunn Bay Rd	992	1054
South Approach Petrol Station	281	351
West Approach Caves Rd	1772	1879
Total	**3606**	**4014**

The above data on Table 2 suggests there are about 11% more traffic movements on the Cape Naturaliste Rd/ Dunn Bay Rd roundabout during a holiday season than on a typical day. The increase is due to a significant increase in traffic movements between Caves Rd and Cape Naturaliste Road during the holiday peak.

Table 3: Observed Vehicles at Naturaliste Terrace/ Dunn Bay Rd roundabout

Approach Name	Typical Day	Holiday Season
North Approach Naturaliste Terrace	2497	2338
East Approach Dunn Bay Rd	408	419
South Approach Dunsborough Pl	2223	2299
West Approach Dunn Bay Rd	1078	1096
Total	**6206**	**6152**

The observed turn counts data for Naturaliste Terrace/ Dunn Bay Rd roundabout summarised in Table 3 indicates the typical day has high traffic volumes in comparison to the holiday season. The difference in traffic volumes are notable higher (159 vehicles) on north approach, Naturaliste Terrace, this difference in traffic volumes aligns with the parking data observation summarised in Figure 2 and Figure 3.

3.1 Level of Service

Peak hour turn counts for Cape Naturaliste Rd/ Dunn Bay Rd roundabout are attached in Appendix B, and for Cape Naturaliste Rd/ Dunn Bay Rd roundabout in Appendix C.

Level of Services assessment for both intersections has quantified both intersections perform at Level of Services A. This finding suggests; the roundabouts have no geometric constraints to accommodate the current traffic demands. Therefore, any observed or perceived delays on the two roundabouts would likely to be due to drivers behaviour of vehicles reversing in and out of car parks along Dunn Bay Road and Dunsborough Place.

4 Conclusions

The survey data has indicated that the Dunsborough Town Centre has no shortage of parking supply, and it is likely that the access to town centre car parks is impacted by drivers behaviour of vehicles reversing in and out of car parks along Dunn Bay Road and Dunsborough Place.

The data also suggests that parking demands for the holiday season are lower than that of an average day, and there is no substantial difference in the maximum hourly occupancy rate between a regular day and holiday season. A maximum parking occupancy rate of 43% (565 vehicles) was observed during a typical day in contrast to 42% (565 vehicles) on holiday season.

The analysis has also shown that the majority of vehicles are parking within the given time parking restrictions except for parking zone 4, 11 and 15A (Dunsborough Medical Centre).

Parking utilisation, total hours occupied, and the maximum duration for parking zone 2 is substantially higher in all days, in comparison to other car parks in the town centre, which suggests, the workers use this parking. Parking zone 2 has no restriction on parking times and was occupied for 10.2 hours during a holiday season and 10.8 hours in a typical day. Parking utilisation for this car park was 63% on holiday season and 67% on an average day.

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Technical Memo

Technical Memo No	0001	**Date of Issue**	06 February 2020
Subject/Title	Dunsborough Town Centre Parking Utilisation and Turnover Survey		
Project Name	Technical Memo	**Project Number**	3006375
Discipline	Transport Planning, Logistics and Analysis		
Document Number	3006375_TM_0001		
Revision Details	02		
Author	Clara Hechei		
Reviewed by	Louise Round		
Approved by	Louise Round		
Prepared for	City of Busselton	**Attention**	Paul Needham & Louise Koroveshi

1.1 Introduction

The City of Busselton (the City) commissioned SMEC Australia Pty Ltd (SMEC) to undertake a supplementary peak parking demand survey for Dunsborough Town Centre. The new survey data will be used to confirm the accuracy of the observed 2019 Easter holiday peak parking demands and to support the development of Dunsborough Town Centre Activity Centre.

The extent of the study area remains the same as the previous survey, and *Figure 1* shows the study area boundaries.

Figure 1: Extent of the study area

This Technical Note documents and compares parking surveys data for two peaks days. To provide completeness of the survey results, the Technical Note for the previous survey results comparisons are attached as Appendix B of this document.

1.2 Data Collection

This Technical Note documents and compares parking demands between Easter holiday peak (Peak Day 1) and end of the year peak (Peak Day 2). On both days, the Parking Occupancy and Duration Survey was undertaken between hours of 6:00 am to 10:00 pm using License Plate Recognition (LPR) technology. Appendix A includes parking zones cells as provided by the City.

A summary of peak survey dates and holidays observed within the survey window time are provided in the below table.

Table 1: Peak Survey Dates and Holidays Observed

PEAK DAY 1	PEAK DAY 2
Wednesday 24 April 2019	Tuesday 7 January 2020
Autumn school holidays: 13 April to 28 April	Summer school holidays: 18 December – 31 January
Easter weekend: 19 April – 22 April	New Year's Day: 1 January
ANZAC Day: 25 April	

A total of 1320 parking supply was counted on Peak Day 1, and a total of 1315 parking supply was observed on the Peak Day 1. A close look at the data has indicated the discrepancy in parking supply is coming from

- Parking Zone 3 (Coles car park) – 1 parking space and
- Parking Zone 9, Dunsborough Park Shopping Centre - Adjacent to Seymour Blvd = 4 Motorbike spaces.

The difference in total parking supply is too insignificant to affect the parking area within Dunsborough Town Centre.

1.3 Overall Parking Observation

A total of 2774 individual vehicles were recorded using town centre car parks on Peak Day 1 survey, which is about 370 fewer vehicles than the parking demands which were counted on Peak Day 2. The 370 vehicles equate to 12% difference in parking demands between the two peaks.

The maximum hourly parking demand for the summer holiday season was 786 vehicles in comparison to 552 vehicles in the Easter holiday period. In the summer holiday season, hourly parking demands above 700 vehicles were observed between 1:15 pm to 3:00 pm. In both surveyed days, parking zone 2 had the maximum utilization rate of 63% on Peak Day 1 and 58% on Peak Day 2.

A Peak Day 1 and Peak Day 2 comparison summary of observed data for all parking zones within the study area are provided in Table 2.

Table 2: Observed Data for all parking zones

	Peak Day 1	Peak Day 2	Difference (Peak Day 2- Peak Day 1)
Parking Turn Over (cars per space)	2.4	2.9	+ 0.5
Average Duration (hrs/car)	2.0	1.7	- 0.3
Maximum Duration (hrs/car)	2.5	2.5	0
Parking Utilization	28%	34%	+ 6%

As shown in Table 2, average parking utilization at the end of the year peak is about 6% higher than that of Easter peak, and parking turn over per bay also increases by 0.5 cars per pay. The parking spaces are occupied longer during the end of the year peak compare to Easter holiday peak.

Hourly occupancy rate comparison between the two surveyed peak days are provided in *Figure 2*. A maximum parking occupancy rate of 60% (786 vehicles) was observed on Peak Day 2 in comparison to 42% (552 vehicles) on Peak Day 1.

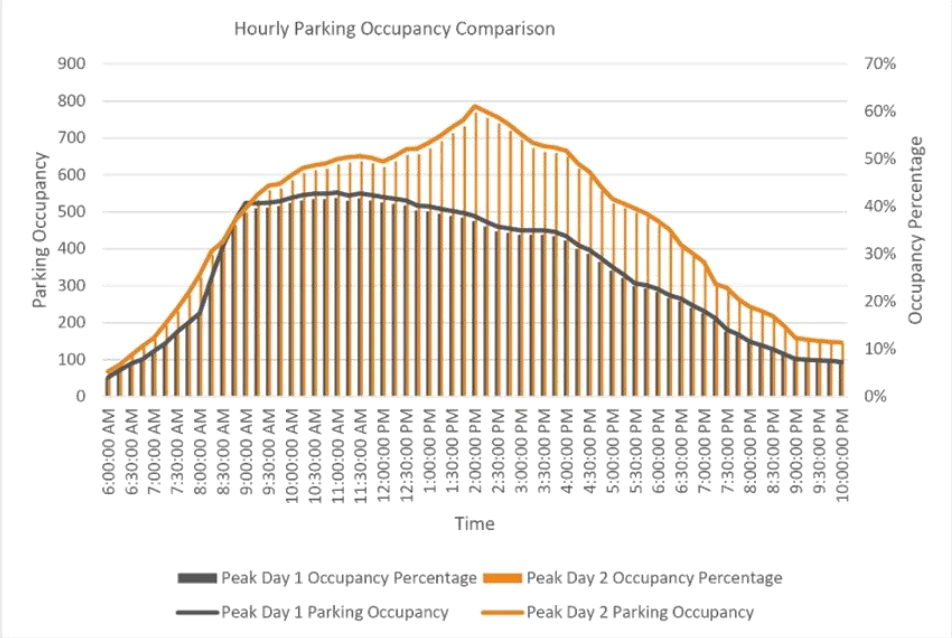

Figure 2: Peak Day 1 vs Peak Day 2 Hourly Parking Occupancy Rates

Analysis of individual zones parking utilization and hours occupied suggests zone 4, 6, 7, 11 and 14 are more utilized and occupied during the end of the year peak in comparison to Easter peak. The absolute parking utilization percentage difference between Peak Day 2 and Peak Day 1 were 18%, 26%, 21%, 26% and 17% for parking zone 4, 6, 7, 11 and 14 respectively.

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1.4 Conclusions

Dunsborough Town Centre additional peak day survey data has shown higher parking demand at the summer holiday season compared to the Easter holiday period. However, the average parking demand is still only 60% of the supply.

The maximum hourly parking demand for the summer holiday season was 786 vehicles in comparison to 552 vehicles in the Easter holiday period. In the summer holiday season, hourly parking demands above 700 vehicles were observed between 1:15 pm to 3:00 pm.

Assessment of individual parking zone utilisation indicates parking demands for zone 4, 6, 7, 11 and 14 also increase significantly during the end of the year holidays. All these zones are located near the land-use that would likely to attract social and commercial activities during holiday peaks.

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Technical Memo

Technical Memo No	0001	**Date of Issue**	30 July 2019
Subject/Title	Dunsborough Town Centre Parking Utilisation and Turnover Survey		
Project Name	Technical Memo	**Project Number**	3006347
Discipline	Transport Planning, Logistics and Analysis		
Document Number	3006347_TM_0001 - Final		
Revision Details	01		
Author	Clara Hechei		
Reviewed by	Louise Round		
Approved by	David Freer		
Prepared for	City of Busselton	**Attention**	Matthew Riordan

1 Introduction

The City of Busselton (the City) commissioned SMEC Australia Pty Ltd (SMEC) to undertake a Parking and Utilisation study for the Dunsborough Town Centre, Figure 1 shows the extent of parking areas considered in this study.

The scope of the project includes;

a) Undertaking a typical day and a holiday season Parking Occupancy and Duration Survey for all parking within the Dunsborough Town Centre to inform the performance of the existing parking management, identify areas of short and over parking supply, and analyse if there is a need for change in the current parking management plan. The Survey will be used as an input to the Activity Centre Plan for Dunsborough.
b) Capacity assessment of Cape Naturaliste Rd/ Dunn Bay Rd roundabout and Naturaliste Terrace/ Dunn Bay Rd roundabout to identify the need and time for Clark Street connection to Cape Naturaliste Rd.

Figure 1: Extent of the study area

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1.1 Data Collection

SMEC collected parking survey data from 6:00 am to 10:00 pm and traffic turn counts data from 07:00 am to 07:00 pm on the following days;

- Wednesday the 24 April 2019 (a holiday season), and
- Wednesday 1 May 2019 (a typical day).

Below are the holiday seasons observed during the survey period window;

- Autumn School holidays: 13 April to 28 April
- Easter weekend: 19 April – 22 April
- ANZAC day: 25 April

2 Parking Survey Analysis

The Parking Occupancy and Duration Survey was undertaken between hours of 6:00 am to 10:00 pm using License Plate Recognition (LPR) technology. Appendix A provides Parking zone cells as provided by the City, which represents a total of 1320 parking supply.

2.1 Overall Parking Observation

A total of 3066 individual vehicles were recorded using town centre car parks on a typical day, which is about 11% higher than the traffic observed in the holiday season (2774 cars).

The table below summaries average observed parking data for all town centre parking zones.

Table 1: Observed Data for all parking zones

	Typical Day	Holiday Season	Difference
Parking Turn Over (cars per space)	2.6	2.4	0.2
Average Duration (hrs/car)	2.1	2.0	0.1
Maximum Duration (hrs/car)	2.8	2.5	0.3
Parking Utilization	32%	28%	4%

The survey data has indicated a slight difference in overall parking utilisation and parking turn over per bay during a typical day and the holiday season.

Further analysis of the data has also suggested, there is no significant difference in maximum hourly occupancy rate between a regular day and holiday. A maximum parking occupancy rate of 43% (565 vehicles) was observed during a typical day in contrast to 42% (565 vehicles) on holiday season. A detailed comparison of hourly parking occupancy rate between a typical day and holiday season is provided in section 2.2.

Parking utilisation, total hours occupied, and the maximum duration for parking zone 2 was noted to be substantially higher in all days, in comparison to any other car parks in the town centre. Parking utilisation for this car park was 63% on holiday season and 67% on an average day. Parking zone 2 has no restriction on parking times and was occupied for 10.2 hours during a holiday season and 10.8 hours in a typical day. This finding suggests that the workers in the town centre are likely to be using this parking.

2.2 Hourly Parking Occupancy Rate

Figure 2 below provides a detailed comparison of hourly parking occupancy rate between a typical day and holiday season.

In summary Figure 2 illustrates;

- The highest parking demands during the holiday season appears earlier than that of a typical day and decline quicker than parking demands for a typical day.
- A regular day has a parking occupancy rate of above 20% between hours of 07:45 am to 07:15 pm and the peak parking occupancy rate of 40% and above occurs between 10:15 am and 02:30 pm.
- During the holiday season, parking occupancy rate above 20% occurs between hours of 08:15 am and 06:30 pm and parking occupancy rate above 40% occurs between hours of 09:00 am and 12:30 pm.

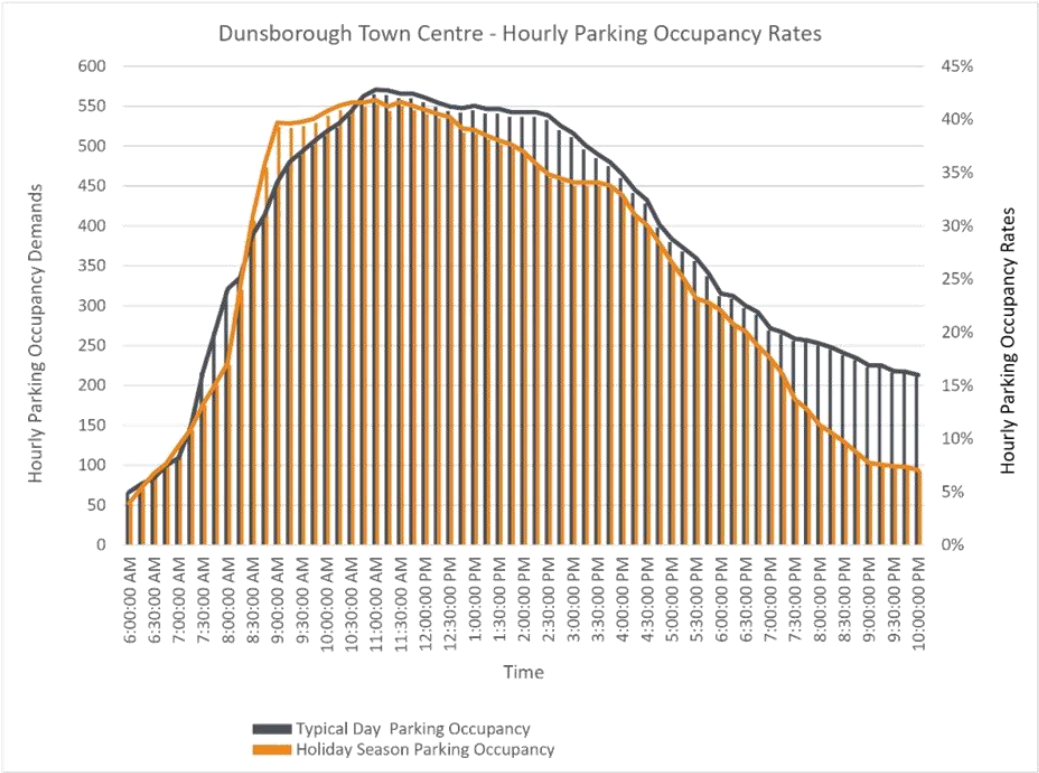

Figure 2: Observed 06:00 am to 10:00 pm hourly parking occupancy rate

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2.3 Parking Zones Utilisation

Figure 3 summarises the total number of vehicles observed accessing the car parks during the survey period and their equivalent percentage to the total surveyed vehicles to that day.

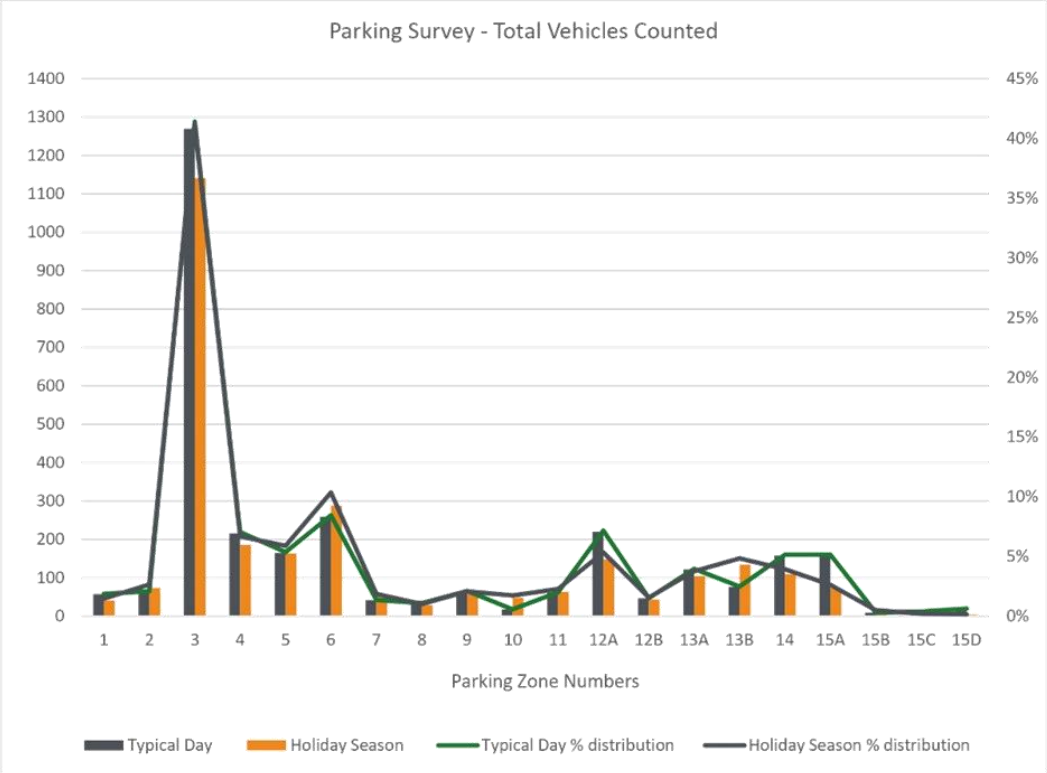

Figure 3: Summary of counted vehicles in each parking zone

Analysis of individual parking zone data indicates;

- 41% of traffic parking in Dunsborough Town Centre are parking in zone 3.
- 8% and 10% of all observed parking traffic on a typical day and holiday season were parked in zone 6.
- 7% of all vehicles parking in the town centre are parking in zone 4.
  During holiday seasons, more vehicles were parked in zones 6, 7,10 and 13B than on a typical day. zone 10 is at walkable distance to Dunsborough Lake Golf Club, Parking zone 7 is the walkable distance to the beach, and 13B is near IGA. Average parking duration of stay for parking zone 7 and 10 are also significantly higher during the holiday season.

2.4 Vehicles Duration of Stay in Parking Zones

The parking duration of stay analysis has also indicated that parking zones located east of Dunsborough Place, and Naturaliste Terrace are more desirable during the holiday seasons and have higher parking duration during this time.

Figure 4 summaries average parking duration of stay for each parking zone within the study area.

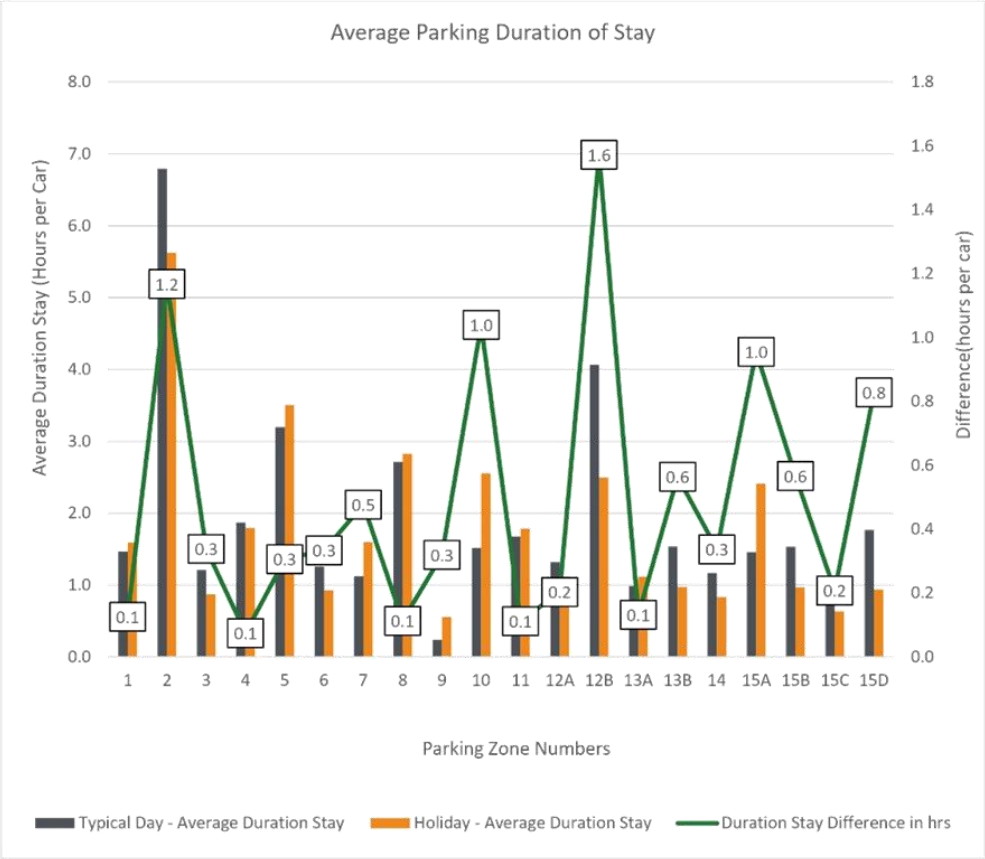

Figure 4: Observed Average Parking Duration of Stays

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2.5 Parking Turn Over

70% of car parking zones within the Town Centre has a parking turnover of above one car per parking bay.

Parking turnover for each parking zone is provided in Figure 5, and the following are the critical observations;

- Parking zone 6 has the highest parking turn over, seven cars per space during a holiday peak and 6.3 cars per parking space during a typical day;
- There is no significant turnover difference between typical day and holiday season for parking zone 3. Parking turn over for a typical day is 5.2 cars per space, and during the holiday is 4.7 vehicles per parking bay.
- A holiday and typical day parking turn over difference of above one were observed in parking zones 15A and 14. This difference is due to the low number of parked vehicles during the holiday seasons, as shown and analysed in Figure 3.

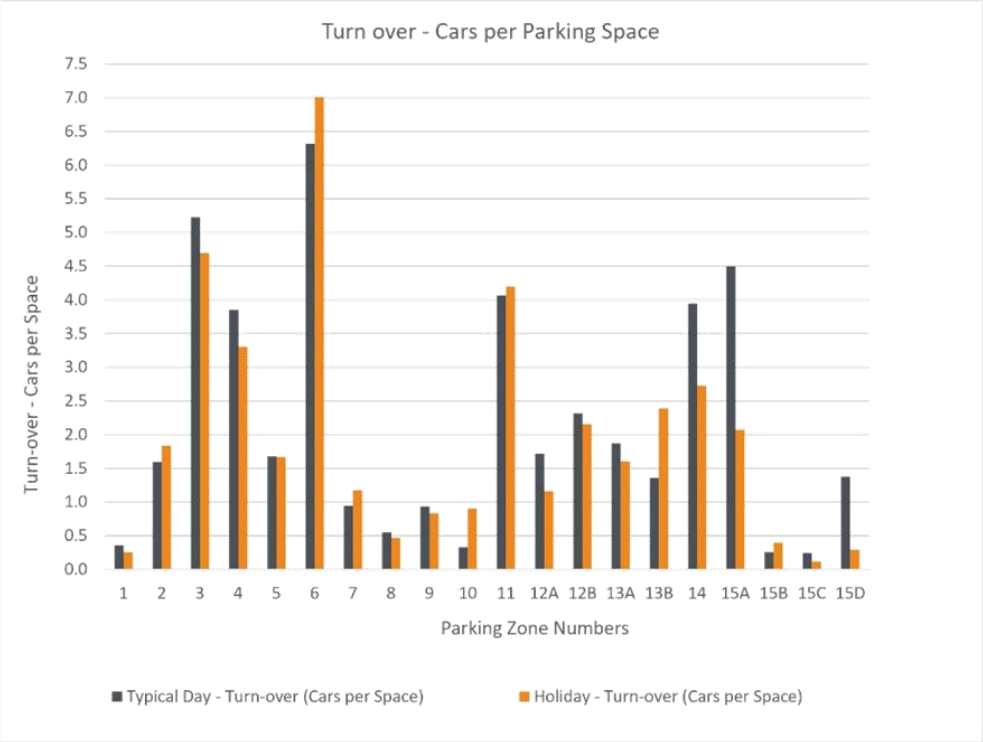

Figure 5: Typical day vs Holiday Season Parking Turn Over Comparison

3 Intersection Capacity Assessment

On the same days as the parking surveys, SMEC collected vehicle turn counts for the following intersections;

- Cape Naturaliste Rd/ Dunn Bay Rd roundabout and
- Naturaliste Terrace/ Dunn Bay Rd roundabout

The period for the turn counts surveys was 07:00 am to 07:00 pm. Table 2 and Table 3 summarise the observed number of vehicles at the Cape Naturaliste Rd/ Dunn Bay Rd roundabout and Naturaliste Terrace/ Dunn Bay Rd roundabout.

Table 2: Observed Vehicles at Cape Naturaliste Rd/ Dunn Bay Rd roundabout

Approach Name	Typical Day	Holiday Season
North Approach Cape Naturaliste Rd	561	730
East Approach Dunn Bay Rd	992	1054
South Approach Petrol Station	281	351
West Approach Caves Rd	1772	1879
Total	**3606**	**4014**

The above data on Table 2 suggests there are about 11% more traffic movements on the Cape Naturaliste Rd/ Dunn Bay Rd roundabout during a holiday season than on a typical day. The increase is due to a significant increase in traffic movements between Caves Rd and Cape Naturaliste Road during the holiday peak.

Table 3: Observed Vehicles at Naturaliste Terrace/ Dunn Bay Rd roundabout

Approach Name	Typical Day	Holiday Season
North Approach Naturaliste Terrace	2497	2338
East Approach Dunn Bay Rd	408	419
South Approach Dunsborough Pl	2223	2299
West Approach Dunn Bay Rd	1078	1096
Total	**6206**	**6152**

The observed turn counts data for Naturaliste Terrace/ Dunn Bay Rd roundabout summarised in Table 3 indicates the typical day has high traffic volumes in comparison to the holiday season. The difference in traffic volumes are notable higher (159 vehicles) on north approach, Naturaliste Terrace, this difference in traffic volumes aligns with the parking data observation summarised in Figure 2 and Figure 3.

3.1 Level of Service

Peak hour turn counts for Cape Naturaliste Rd/ Dunn Bay Rd roundabout are attached in Appendix B, and for Cape Naturaliste Rd/ Dunn Bay Rd roundabout in Appendix C.

Level of Services assessment for both intersections has quantified both intersections perform at Level of Services A. This finding suggests; the roundabouts have no geometric constraints to accommodate the current traffic demands. Therefore, any observed or perceived delays on the two roundabouts would likely to be due to drivers behaviour of vehicles reversing in and out of car parks along Dunn Bay Road and Dunsborough Place.

4 Conclusions

The survey data has indicated that the Dunsborough Town Centre has no shortage of parking supply, and it is likely that the access to town centre car parks is impacted by drivers behaviour of vehicles reversing in and out of car parks along Dunn Bay Road and Dunsborough Place.

The data also suggests that parking demands for the holiday season are lower than that of an average day, and there is no substantial difference in the maximum hourly occupancy rate between a regular day and holiday season. A maximum parking occupancy rate of 43% (565 vehicles) was observed during a typical day in contrast to 42% (565 vehicles) on holiday season.

The analysis has also shown that the majority of vehicles are parking within the given time parking restrictions except for parking zone 4, 11 and 15A (Dunsborough Medical Centre).

Parking utilisation, total hours occupied, and the maximum duration for parking zone 2 is substantially higher in all days, in comparison to other car parks in the town centre, which suggests, the workers use this parking. Parking zone 2 has no restriction on parking times and was occupied for 10.2 hours during a holiday season and 10.8 hours in a typical day. Parking utilisation for this car park was 63% on holiday season and 67% on an average day.

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Appendix A: Parking Zone Cells

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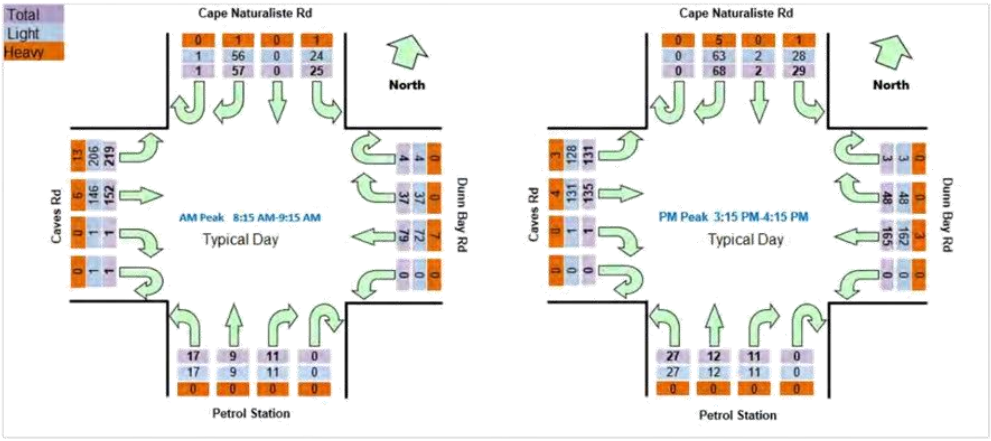
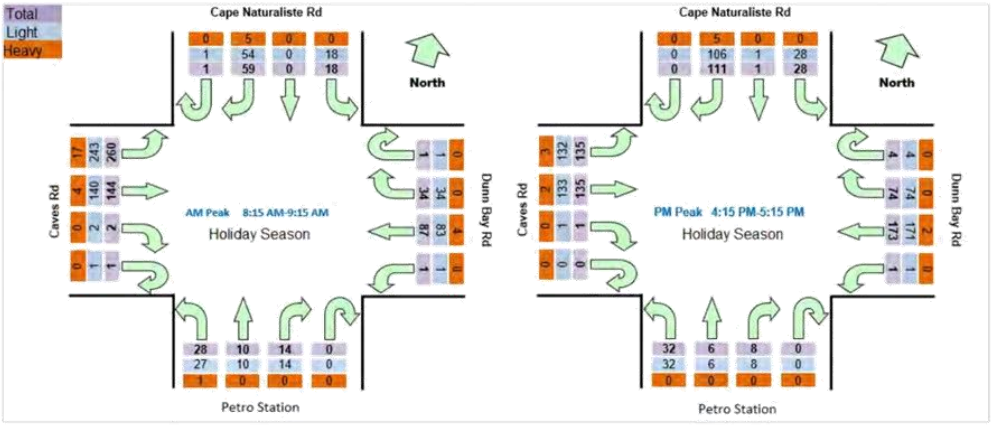
Appendix B: Cape Naturaliste Rd/ Dunn Bay Rd -Turn Counts





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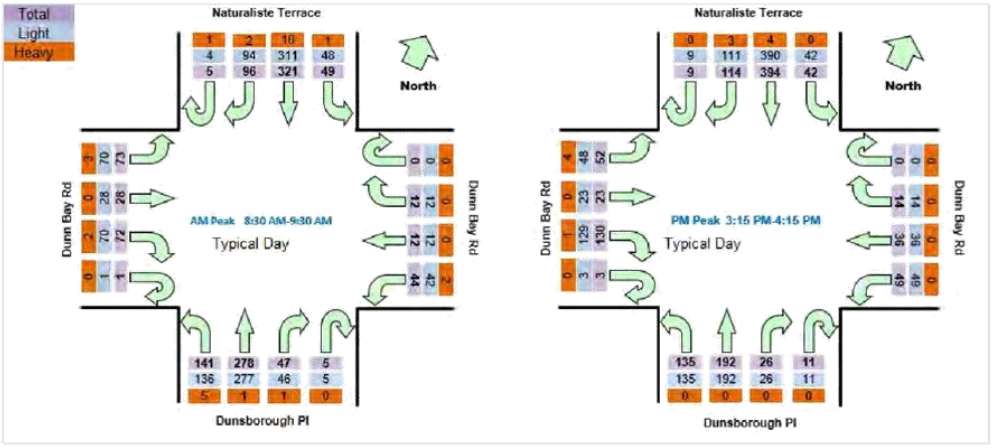
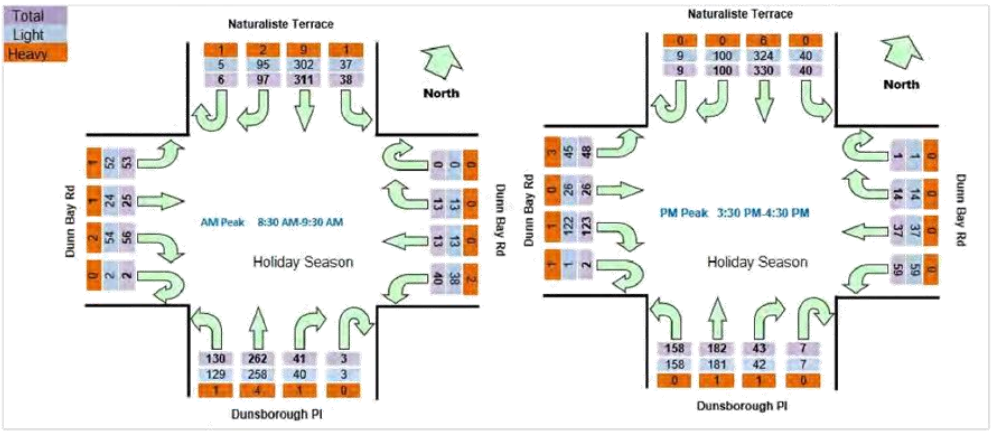
Appendix C: Naturaliste Terrace/ Dunn Bay Rd – Turn Counts





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Appendix D Base Parking Demand for Future Years (July 2020)

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Technical Memo

Technical Memo No	TM0002	**Date of Issue**	27 July 2020
Subject/Title	Base Parking Demand for Future Years		
Project Name	Projected Future Car Parking Needs	**Project Number**	3006375
Discipline	Transport Planning		
Document Number	3006375_TM_0002		
Revision Details	FINAL		
Author	Louise ROUND		
Reviewed by	Clara Hechei		
Approved by	James Parrott		
Prepared for	City of Busselton	**Attention to**	Louise Koroveshi
Attachments			

1 Purpose

The purpose of this Technical Memo is to work with the City to develop specific base year parking demand conditions for the Busselton City Centre and Dunsborough Town Centre. The base conditions are highly dependent on the variation between the 'peak' and 'non-peak' parking demands, which have been determined by survey data.

2 Introduction

2.1 Background

An important part of parking supply is the difference between the 'peak' and 'non-peak'. Providing for the 'peak' can leave large areas of land unused during the majority of the year. This is balanced by the local businesses' assertion that they lose business in the 'peak' due to a lack of parking. Striking the right balance is a key part of the Activity Centre planning process.

This Technical Memo should be read in conjunction with the previous Technical Memos: *Dunsborough Town Centre Parking Utilisation and Turnover Survey* (Feb 2020) and *Busselton City Centre Parking Utilisation and Turnover Survey* (Mar 2020).

2.2 Objectives

The objective of this Technical Memo is to present the methodology that SMEC has used to derive the base demands and consequently obtain agreement from the City for the proposed demands.

The base demands are important as they will form a basis for future demands used in other projects encompassing these areas. As such, SMEC has allowed two weeks in the project timeline as hold point to allow the City to review and agree the base demands.

2.3 Scope

The scope of this memo is as follows:

- Summarise existing parking
- Discussion on industry standards for parking capacity
- Proposed Base Demand

3 Dunsborough Existing Parking

Demand and supply for parking in Dunsborough Town Centre is given in Table 1, showing maximum hourly demand. The peak season survey was conducted on 7 January 2020, and the non-peak survey was conducted on 1 May 2019.

Table 1 - Dunsborough Parking Occupancy

	Peak Season	Non-peak Season
Maximum hourly demand	786	565
Supply	1315	1320
Occupancy	60%	43%

During the hour of maximum demand (14:00) in the peak season there is an ample supply of parking.

3.1 High Demand Areas

During the peak season, in Dunsborough there are three parking areas that have a maximum hourly demand in excess of 85% of supply, refer Table 2.

Table 2 - Dunsborough High Demand Areas

Peak Season	Area 3 – Coles Car Park – Adjacent to Cyrillean Way	Area 4 – Naturaliste Terrace - Adjacent to Cyrillean Way	Area 6 – Dunn Bay Road – Dunsborough Place to Seymour Boulevard
Maximum hourly demand (13:30 – 14:30)	206	54	40
Supply	242	56	41
Occupancy	86%	96%	98%

All these zones are located near the land-use that would likely to attract social and commercial activities during holiday peaks, refer Figure 1. Closer analysis shows that only Area 4 – Naturaliste Terrace and Area 6 – Dunn Bay Road have prolonged demand above 85% occupancy.

Figure 1 - Dunsborough Central Parking Areas

Area 4 has high demand between 09:15 and 14:45. Area 6 has high demand between 12:45 and 15:15.

3.2 Comparison of Peak and Non-peak Demand

In the Dunsborough Town Centre the parking demand is over 500 spaces across the morning and into the afternoon in both the peak and non-peak (09:45 to 15:00). During the peak day, demand is over 600 spaces for most of the working day (10:00 to 16:30). However, demand in the non-peak does not reach 600 spaces, refer Figure 2.

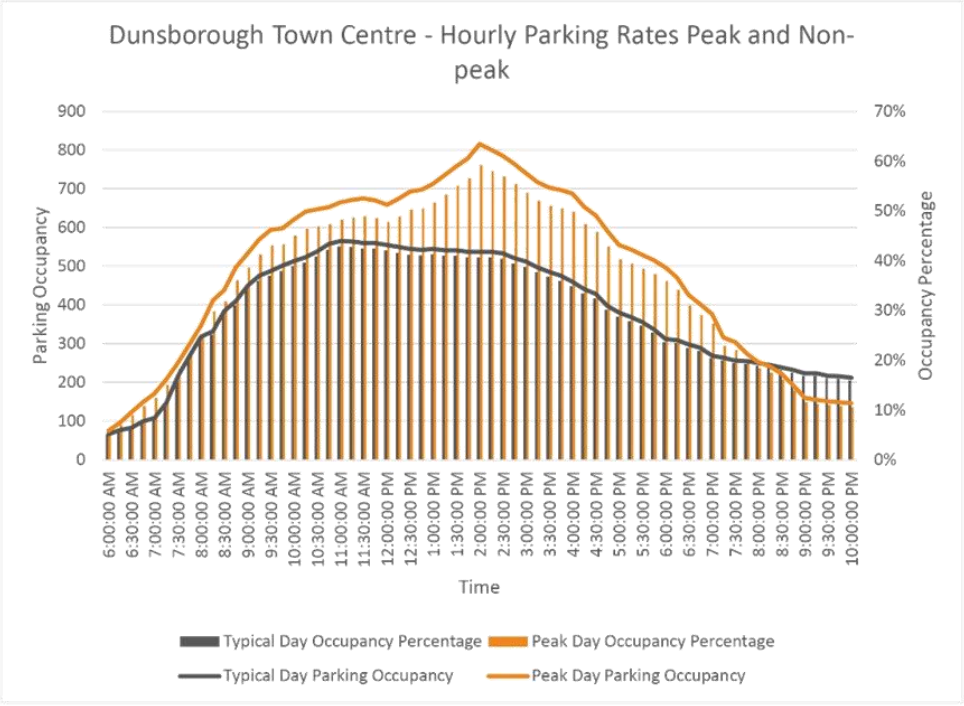

Figure 2 - Dunsborough Comparison of Demands

In the peak, parking demand is over 700 spaces in the early afternoon (13:00 and 15:30). Figure 2 shows this as a clear peak in demand, in comparison to non-peak which has a steady demand.

4 Busselton Existing Parking

Demand and supply for parking in Busselton is given in Table 3, showing maximum hourly demand. The peak season survey was conducted on 7 January 2020, and the non-peak survey was conducted on 4 December 2019.

Table 3 - Busselton Parking Occupancy

	Peak Season	Non-peak Season
Maximum hourly demand	2126	1960
Supply	3774	3774
Occupancy	56%	52%

During the hour of maximum demand (12:00) in the peak season there is ample supply of parking.

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4.1 High Demand Areas – Peak Season

Within Busselton there are several areas that are fully occupied for much of the day in the peak season, refer to Table 4. This high demand is centred on the Busselton Jetty and Queens Street. During the non-peak these areas also have high demand, with many of these areas being over 85% occupied.

Table 4 – Busselton High Demand Areas

Peak Season	Area 1 – Busselton Jetty Car Park	Area 2 – Foreshore Parade (west) and Queens Street (north)	Area 3 – Busselton Tennis Courts	Area 4 – Car Park between Marine Tce – Foreshore Parade	Area 36 – Coles Car Park
Maximum hourly demand (14:00-15:00)	216	24	95	310	112 (12:00-13:00)
Supply	249	24	104	324	117
Occupancy	87%	100%	91%	96%	96%

The high demand is centred around Busselton Jetty, as would be expected in the peak season, refer to Figure 3 for parking locations. Coles car park, in the town centre, is the other high demand area.

Figure 3 - Busselton Jetty High Demand Areas

The only car park that has extended high demand is Area 2. From 10:15 to 18:15 the car park has over 85% occupancy.

4.2 High Demand Areas – Non-peak Season

In Busselton in the Non-peak Season, only the Coles car park reaches over 85% occupancy for more than an hour. This is from 11:30 to 12:45.

4.3 Comparison of Peak and Non-Peak Demand

Parking demand in the Busselton City Centre is reasonably consistent across the working day. There is demand for over 1,900 spaces in the middle of the day in both the peak and non-peak (11:45 to 14:00). During the peak day, demand is over 2,000 spaces during this time for the peak.

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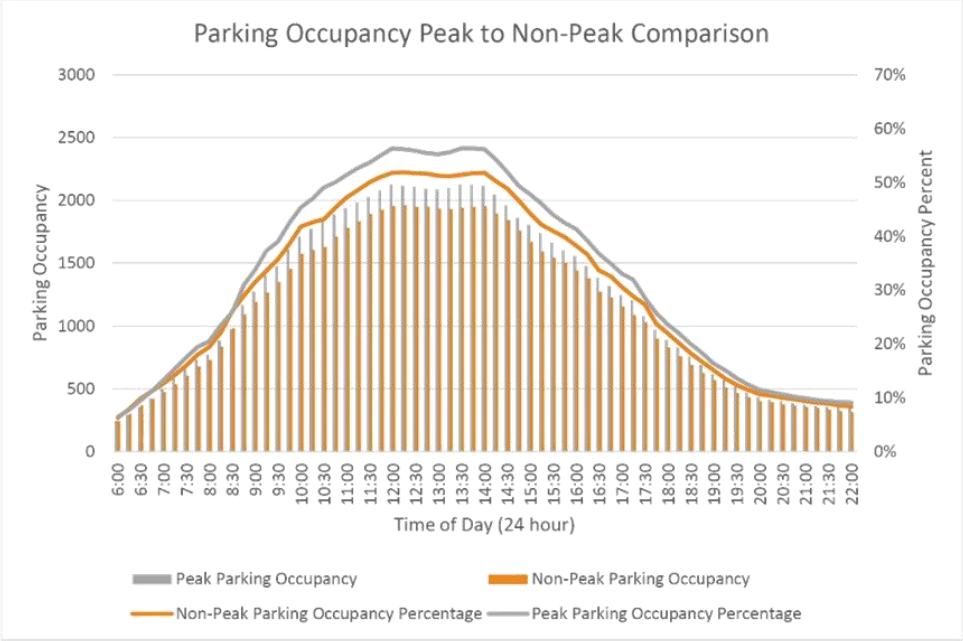

Figure 4 - Busselton Comparison of Demands

5 Industry Standards

An occupancy rate of 85% is taken as the industry standard for an efficient use of a car park. At higher occupancy rates people perceive it as difficult to find a space, leading to frustration. When the occupancy rate is above 85% for an extended period, generally four hours or more, the perception is that there is a lack of parking.

High occupancy rates imply that there is unmet demand and supply should be increased. High occupancy rates also lead to traffic circulating to find a space, which can cause congestion.

5.1 Application of Industry Standards in Dunsborough

Dunsborough has a notable difference in parking demand between Peak Season and Non-peak Season.

As the overall parking demand does not reach over 60% there is no unmet demand.

5.2 Application of Industry Standards in Busselton

Busselton has no notable difference in parking demand between Peak Season and Non-peak Season.

There is unmet parking demand in the vicinity of Busselton Jetty, however, the informal parking that the City provides in Signal Park provides an adequate overflow.

6 Proposed Base Demand

6.1 Demand Levels

The demand levels set will be scaled into future demand. For this reason, a base demand should be set rather than taking the highest demand. Once the demand has been set and scaled then SMEC will look at recommendations for the future supply.

6.2 Dunsborough Town Centre

A parking demand of 670 spaces is recommended for Dunsborough Town Centre.

This demand is exceeded for four hours (12:15 to 16:15) in the peak season, and not at all in the non-peak.

6.3 Busselton City Centre

A parking demand of 1880 spaces is recommended for Busselton City Centre.

This demand is exceeded for four hours (10:45 to 14:45) in the peak season, and for three hours in the non-peak (11:30 to 14:30).

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APPENDIX 5

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Technical Memo

Technical Memo No	TM0003	**Date of Issue**	14 September 2020
Subject/Title	Future Parking Demands		
Project Name	Projected Future Car Parking Needs	**Project Number**	3006375
Discipline	Transport Planning		
Document Number	3006375_TM_0003_Future Parking Demand		
Revision Details	FINAL		
Author	Louise ROUND		
Reviewed by	Kathy Ward		
Approved by	James Parrott		
Prepared for	City of Busselton	**Attention to**	Louise Koroveshi
Attachments	Dunsborough Town Centre Parking Utilisation and Turnover Survey (July 2019) Dunsborough Town Centre Parking Utilisation and Turnover Survey (Feb 2020) Busselton City Centre Parking Utilisation and Turnover Survey (Mar 2020) Base Parking Demand for Future Years (July 2020) Current Proposed Parking Changes		

1 Purpose

The purpose of this Technical Memo is to provide the City of Busselton (the City) with an estimate of future parking demand in the Dunsborough Town Centre and the Busselton City Centre. The estimates will be used as part of the Activity Centre planning being undertaken by the City.

This is intended as an internal document for the City.

2 Introduction

2.1 Background

Parking surveys for peak and non-peak days have been conducted and base levels of parking demand were agreed with the City at a meeting on 23 July. This Technical Memo should be read in conjunction with the previous Technical Memos prepared by SMEC:

- Dunsborough Town Centre Parking Utilisation and Turnover Survey (July 2019)
- Dunsborough Town Centre Parking Utilisation and Turnover Survey (Feb 2020)
- Busselton City Centre Parking Utilisation and Turnover Survey (Mar 2020)
- Base Parking Demand for Future Years (July 2020)

The previous Technical Memos are attached in Appendix A to Appendix D.

2.1.1 Dunsborough Town Centre

A base parking demand of 670 spaces has been agreed for Dunsborough Town Centre.

This demand was exceeded for four hours (12:15 to 16:15) in the peak season survey, and not at all in the non-peak survey.

2.1.2 Busselton City Centre

A base parking demand of 1,880 spaces has been agreed for Busselton City Centre.

This demand was exceeded for four hours (10:45 to 14:45) in the peak season survey, and for three hours (11:30 to 14:30) in the non-peak survey.

2.2 Objectives

The objective of this Technical Memo is to present the methodology that SMEC has used to derive the future parking demands and to compare future parking demand with likely future parking supply.

2.3 Scope

The scope of this memo is as follows:

- Model and analyse the projected future car parking needs for a 20-year timeframe, from 2020 to 2040, for the Busselton City Centre and Dunsborough Town Centre based on
  - Predicted commercial/retail floorspace growth and development within the Busselton City Centre and Dunsborough Town Centre
  - Projected population growth
  - Seasonal holiday-maker visitation periods/trends.
- provide recommended improvements and/or changes required in the provision and management of car parking zones/cells for both the short and longer terms

3 Factors Creating Future Parking

3.1 Population Growth

An increase in the resident population will lead to an increase in demand for parking. This is irrespective of the age groups that are increasing. A positive correlation between population and parking demand exists in the absence of any travel behaviour constraints.

3.2 Driver's Licence Holders

The number of people holding a licence and level of car ownership, and hence car parking demand, are linked. Western Australia (WA) has high levels of licencing and car ownership, or access to a vehicle. Analysis of car ownership in 2016 indicates 96.2% of households in the South West Region had access to a motor vehicle.[1]

[1] https://profile.id.com.au/wapl/car-ownership?WebID=740

There is an increasing number of driver's licence holders in Australia[2]. Whilst younger drivers are delaying obtaining a licence, the number of people over 60 years old with a driver's licence continues to rise. Looking at the next 20 years, there will continue to be an increase in driving licence holders as nearly everyone in the current age group 40 – 60 years old has a driver's licence.

In addition, the generation 40 – 60 years old has grown up with the car dependency culture. This generation will continue to drive as long as infrastructure, such as parking, is provided. This predict and provide approach gives rise to "the continual expansion of transport infrastructure to meet inferred latent demand"[3]. Therefore, this approach perpetuates the car dependency culture.

3.3 Tourism

Both Dunsborough and Busselton attract large numbers of tourists, particularly in the school summer holidays. Busselton is located just over 200km or two and a half hours south of Perth, and Dunsborough is a further half hour west. Most of the tourism is domestic and is set to increase in the next 10 years.

As both Dunsborough and Busselton are a relatively easy drive from Perth, the majority of tourists have a car. The attractions are widespread and there is no public transport, further making a private vehicle advantageous. Therefore, an increase in tourists will inevitably result in an increase in parking demand.

3.4 Technology

Much is made of changes in technology that will bring about autonomous vehicles, which have different parking demands. However, given the large number of barriers still to be overcome with the technology it is unlikely to have an impact on parking demand in the next 20 years.

The deployment of technology for car parking management has become common place, both for enforcement and for wayfinding to available spaces.

3.5 Changes to Land Use

For both Dunsborough and Busselton, peak demand is concentrated to a few locations with particular land uses. The Busselton Foreshore Redevelopment is a good example of this, incorporating future hotel developments and commercial venues.

Changes of land use to complementary activities will assist in smoothing out the demand, through reciprocity and increasing demand in the evening.

3.6 Public Transport

The provision of public transport is a key measure for limiting parking demand in areas of intense activity or where land for car parking is constrained. However, it is not expected that activity will increase in the next 20 years to levels that would require a comprehensive public transport system.

3.7 Dominant Factors

The two dominant factors in predicting future demand will be the future population of people with a driver's licence and future tourism.

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[2] https://chartingtransport.com/2015/03/09/trends-in-drivers-license-ownership-in-australia/

[3] Murray Goulden, Tim Ryley, Robert Dingwall *Beyond 'predict and provide': UK transport, the growth paradigm and climate change* - https://doi.org/10.1016/j.tranpol.2014.01.006

Member of the Surbana Jurong Group

local people
global experience

4 Dunsborough Town Centre

4.1 Population

Figures supplied by the City indicate that the resident population of Dunsborough, including the adjoining localities, is estimated to be 9,820 in 2020 and this will increase to 16,390 by 2040. This is a 67% increase.

Taking the base parking demand of 670 spaces and applying a 67% increase, to reflect population growth, gives a parking demand of 1,118 spaces. It is unknown how much of the parking is tourism related, using population gives a slight overestimate of future demand.

4.2 Tourism

Tourism visitor nights in Dunsborough are increasing at a slower rate than population, approximately 49% from 2020 to 2040 (refer to *Dunsborough City Centre Commercial Growth Analysis* Pracsys 2018).

Taking the base parking demand of 670 spaces and applying a 49% increase, to reflect tourism growth, gives a parking demand of 996 spaces. It is unknown how much of the parking is by tourists, using tourism gives a slight underestimate of future demand.

4.3 Land Use

The report *Dunsborough City Centre Commercial Growth Analysis* (Pracsys 2018) indicates an increasing demand for retail/shop, entertainment/recreation/cultural, health/welfare/community services, and office/business. All these land uses will generate demand for private and public parking.

Pracsys 2018 suggests that the growth in demand for the floor spaces noted above increases faster than population increase. However, future demand for other floor space is increasingly likely to be accommodated outside the town centre, examples of such land use are storage/ distribution and utilities / communication, thereby reducing the amount of this floor space in the Town Centre.

Assuming complementary land uses, the increase in floor space will be offset by reciprocity of parking demand and will increase the length of time that people stay in the town centre.

4.4 Future Demand and Supply

A future demand of 1,118 spaces is estimated for the Dunsborough Town Centre. The main increase in demand will come from an increasing population.

For efficient car parking, demand should be 85% of supply. Therefore, 1,316 bays should be provided in the Dunsborough Town Centre by 2040. The existing parking supply across public and private parking is 1,160 formal bays.

It should be noted that public parking in the Dunsborough Town Centre is quite limited, with the private parking in the Dunsborough Centrepoint Shopping Centre being used by 41% of cars parking in the Town Centre.

4.4.1 Proposed Parking Changes

Currently, there are an estimated 160 informal bays in a vacant lot at the corner of Cyrillean Way and Dunn Bay Road. It is assumed that these bays will be unavailable in the future.

Proposed changes to Dunsborough parking are that Naturaliste Terrace (Cyrillean Way to Dunn Bay Road) will have streetscaping, which may reduce parking supply, in conjunction with an increase in supply in the car park off Chieftain Crescent, refer Appendix E.

The City is also looking at the potential for additional parking on the southern side of Caves Road, around the Dunsborough playing fields, which may yield around 60 additional bays. There are ongoing discussions with Main Roads regarding pedestrian movement across Caves Road for access to the Town Centre from the Dunsborough Playing Fields.

The City is in negotiation to acquire an area of land in a vacant block to the north of the Cape Naturaliste Road / Caves Road roundabout for 300 bays of additional parking. Negotiations on this acquisition have stalled so it cannot be assumed that the City will be successful in purchasing this land.

These changes will yield approximately 360 additional bays.

4.4.2 Summary

The current oversupply of parking in the Dunsborough Town Centre may continue into 2040 if the predicted increase in of 360 bays eventuates, refer Table 1.

Table 1 - Dunsborough Town Centre Parking Provision

	2020	Additional Parking Spaces (potential)	Medium Term 2030	Long Term 2040
Demand	670		894	1,118
Required Supply (85% occupancy)	788		1,052	1,316
Supply	1,160	360	1,520	1,520
+Over / -under Supply	+372		+468	+204

4.5 Parking Management

The Dunsborough Town Centre's parking supply is sufficient for the next 20 years, allowing that at peak times the most popular parking areas will be congested and that the Town relies on the continued provision of private parking. To echo the comments in the *Dunsborough City Centre Commercial Growth Analysis*, the location of the parking is just as important as the quantity.

The 2019 parking survey by SMEC showed that the majority of vehicles are parking within the given time parking restrictions. The exceptions, in public parking areas, were the on-street parking in Naturliste Terrace and Dunsborough Place. Naturaliste Terrace has occupancy greater than 80% in the peak season for most of the day.

The City has noted that Dunsborough has only recently had enforced parking management. However, this was interrupted by the impact of Covid 19, with fewer tourists and more people working from home. Now that intrastate travel is possible there will be a return to enforcement.

5 Busselton City Centre

5.1 Population

Figures supplied by the City indicate that the resident population of Busselton, including the adjoining localities, is estimated to be 29,460 in 2020 and this will increase to 49,169 by 2040. This is a 67% increase.

Taking the base parking demand of 1,880 spaces and applying a 67% increase gives a parking demand of 3,691 spaces.

5.2 Tourism

The *Busselton City Centre Retail & Commercial Analysis* (Urbis 2020) anticipates a small growth in tourism between 2019 and 2029, and notes that "Busselton City Centre has a significant level of spending generated by tourists."

5.3 Land Use

The Urbis Report 2020 recommends that the retail strategy in the Activity Centre Plan, over the next 15 years, should be focused "on consolidation and enhancement of the mix and overall revitalisation of the precinct, rather than an increase in floorspace." Therefore, it is anticipated that there will not be an increase in demand for parking spaces related to retail but consideration of demand for parking spaces for other land uses is required.

The report further identifies an "undersupply of several non-retail uses in the City Centre, particularly commercial and entertainment/leisure focussed developments." A recommendation of the Urbis Report is to provide more entertainment in and around the City Centre to attract more activity in the evenings and to increase visitors' length of stay, both during the day and into the evening.

5.4 Future Demand and Supply

It is anticipated that from 2020 to 2030 there will be a consolidation of the City Centre in terms of land use, with the provision of complementary land uses. This should see visitors staying longer and higher demand in the evenings, without an increase in the peak demand. This will allow better usage of the existing public car parks.

Existing supply in Busselton is 3,374 formal spaces, which is well in excess of the 2,212 spaces that would cater for the existing demand of 1,880 spaces.

5.4.1 Proposed Parking Changes

At the time of the parking surveys there were an estimated 200 informal spaces in Signal Park and a further estimated 200 informal spaces on vacant land at the south west corner of Brown Street and Harris Road.

Proposed changes to parking in Busselton include the addition of a 600 seat Performing Arts Centre, located at the top end of Queen Street. The Centre will rely on existing public parking as most of the demand for parking will be in the evenings. Similarly, a microbrewery is under construction on the foreshore with an expected opening in spring 2020. The microbrewery has a capacity for 700 patrons and relies on public parking.

There are three hotels proposed for Foreshore Precinct. Other than Site 2 (development of which is imminent), it is not known what car parking supply and demand for those sites will be, but for the purposes of this work, it is reasonable to assume they will require some dedicated car parking (30 bays,

30 bays and 60 bays) and that will result in the loss of some public parking. The City proposes 176 additional public parking close to the tennis courts at the Foreshore. Over time, this additional parking will compensate for the loss of public parking from the hotel developments. Therefore, there is no net gain of parking bays.

5.4.2 Summary

Assuming a 1% per annum increase in parking demand, there will still be an oversupply of parking spaces, refer Table 2.

Should parking supply be increased in line with population growth there may be an undersupply of parking spaces in the City Centre by 2040, refer Table 2. However, this is unlikely due to the changing nature of the land uses within the City Centre.

Table 2 - Busselton City Centre Parking Provision

	2020	Additional Parking Spaces (potential)	Medium Term 2030 (1.0% growth in demand)	Long Term 2040 (1.0% growth in demand)	Long Term 2040 (In line with population)
Demand	1,880		2,077	2,294	3,138
Required Supply (85% occupancy)	2,212		2,443	2,699	3,691
Supply	3,374	120	3,494	3,494	3,494
+Over / -under Supply	+1,162		+1,051	+795	-197

5.5 Parking Management

There is an oversupply of parking in the Busselton City Centre for both the Medium and Long Term.

There is strong parking management for the Busselton City Centre.

6 Recommendations

6.1 Peak Season Parking

The use of additional parking in the peak season should be continued. This allows the City to limit the oversupply of parking outside the summer months.

6.2 Parking Policy

The City does not have direct control over private parking but can set policies that ensure that there is not an oversupply.

It is inevitable that high private vehicle usage will continue across the City of Busselton, particularly for tourists, and therefore policies around travel demand management and public transport will not be appropriate in the next ten years. These types of policies should be revisited in 2030.

6.3 Dunsborough Town Centre Parking Supply

6.3.1 Medium Term 2030

A parking supply of 1,052 spaces, across public and major private car parks, is recommended for Dunsborough Town Centre by 2030.

Currently, public parking in the Dunsborough Town Centre is limited and the City should consider increasing the ratio of public to private parking.

6.3.2 Long Term 2040

A parking supply of 1,316 spaces, across public and major private car parks, is recommended for Dunsborough Town Centre by 2040.

6.4 Busselton City Centre Parking Supply

6.4.1 Medium Term 2030

A parking supply of 2,443 spaces across public and major private car parks, is recommended for Busselton City Centre by 2030.

6.4.2 Long Term 2040

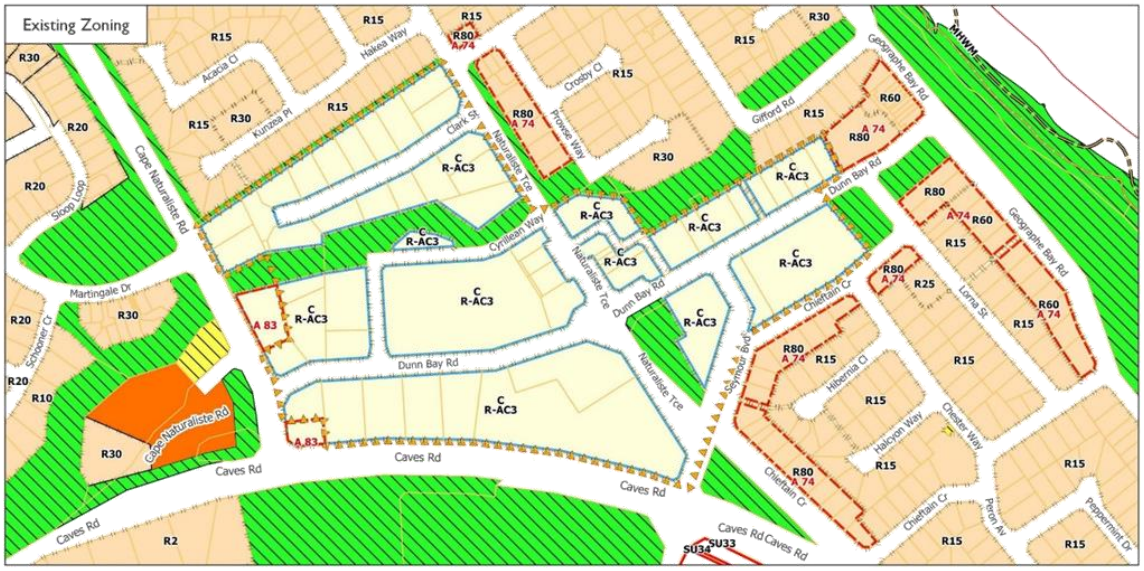
A parking supply of 2,699 spaces, across public and major private car parks, is recommended for Busselton City Centre by 2040. This assumes that the land use recommendations of the *Busselton City Centre Retail & Commercial Analysis* (Urbis 2020) are implemented, resulting in visitors staying longer in the City and additional visitors in the evenings.

SCHEME AMENDMENT MAP

City of Busselton

Local Planning Scheme No.21 Amendment No.52

Sheets 9 - Dunsborough City Centre, Dunsborough



Zone
- Centre
- District Centre
- Residential
- Special Use
- Tourism

Reserve
- Public Purposes
- Recreation

Other
- R Code
- Cadastre
- MHWM
- LGA Boundary
- Scheme Boundary

Area
- Drive Through Facility Control
- Building Height Area
- Additional Use

3 - 3 Storey BHA
4 - 4 Storey BHA
5 - 5 Storey BHA
C - Centre
CP - Car Park
DC - District Centre

Scale at A3 - 1:4,700
0 100 200 m

Map Produced on 29/4/2022
GIS Section, City of Busselton

City of Busselton
Geographe Bay

LPS21 Amendment 52 - 118138.qgz

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

Your ref: AMD21/0050
Our ref: TPS/2751
Enquiries: Schemes Team
Email: localplanningschemes@dplh.wa.gov.au

Chief Executive Officer
City of Busselton
Locked Bag 1
BUSSELTON WA 6280

Transmission via electronic mail to: city@busselton.wa.gov.au

Dear Sir/Madam

LOCAL PLANNING SCHEME NO. 21 - AMENDMENT NO. 50

The Western Australian Planning Commission (Commission) has considered Amendment No 50 and submitted its recommendation to the Minister in accordance with section 87(1) of the *Planning and Development Act 2005* (the Act).

The Minister has required the amendment to be modified in the manner specified in the Attachment 5 - Schedule of modifications in accordance with section 87(2)(b) of the Act, before it is resubmitted under section 87(1):

In order for the amendment documents to be finalised in a timely manner, please ensure the following:

- the maps in the modified document accurately reflect the intentions of the amendment as detailed in the amending text; and
- in carrying out modification to the amendment document, previous Council resolutions pursuant to clauses 35(1), 41(3) and/or 50(3) are not to be modified.

Please forward two copies of the modified amendment document directly to the Perth office and email the final modified text of the amendment, in word format, to localplanningschemes@dplh.wa.gov.au to assist in limiting Government Gazette publishing costs.

Please direct any queries about this matter to localplanningschemes@dplh.wa.gov.au

Yours sincerely

Ms Sam Fagan
Secretary
Western Australian Planning Commission
19 April 2022

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Attachment 5

CITY OF BUSSELTON
AMENDMENT 50 TO LOCAL PLANNING SCHEME 21
SCHEDULE OF MODIFICATIONS

No.	Proposed Modification	Reason
1.	That the Amendment be modified to exclude lots 115 and 116 Geographe Bay Road .	• The proposed designation of the R60 coding on Lots 115 and 116 (26-28) Geographe Bay Road, whilst retaining the R80 coding on Lots 139 and 140 (23-25) Lorna Street, is potentially confusing given that the lots will be amalgamated to form one development site, with development approval for one building. • The R80 coding will not affect the validity of the R80 type approval already issued for these lots. • The valid development approval for R80 type development is substantially commenced and is expected to be completed. • It makes no practical sense to have any coding other than R80.
2.	That the Amendment be modified so that clause 4.3.2 of the Scheme is amended to state: *Building height provisions as specified under –* *(a) Table 3 ~~and Table 4~~, and Deemed-to-Comply provision 5.1.6 C6 ~~and 6.1.2 C2~~ of Volume 1 of the R-Codes, and* *(b) Table 2.1, and Acceptable Outcome A2.2.1 of Volume 2 of the R-Codes;* *do not apply, except for on land coded R-AC3. In all other areas, maximum building height requirements are required to comply with the provisions of clause 4.8 of the Scheme.*	• Updates references to the R-Codes, to reflect amendments to Volume 1 and the introduction of Volume 2. • Reference to R80 an R60 lots is unnecessary as the Scheme allows discretion to consider and apply Design Principles and Element Objectives of the R Codes to lots Coded R80 and R60. • It is unnecessary to clarify that the clause should be read in accordance with amended versions of the R-Codes, as the R Codes are read into the Scheme pursuant to clause 4.2.1 of the Scheme.
3	The amendment to be modified so that clause 4.8.1 of the Scheme is amended to state: *A person must not erect any building that –*	• For the purposes of clarity.

Attachment 5

	(a) contains more than two storeys or exceeds a height of 9 metres above natural ground level, where the land is within 150 metres of the mean high water mark; or *(b) contains more than three storeys or exceeds a height of 12 metres above natural ground level* where the land is more than 150 metres from the mean high water mark, except where otherwise provided for in the Scheme.	
4.	That the Amendment be modified so that clause 4.8.3 of the Scheme is amended to state: *In respect to clauses 4.8.1 and 4.8.2 above, the local government, upon receipt of an application for development approval, may approve building heights which exceed those maximum height limitations as specified, subject to the local government being satisfied that the building height is consistent with the relevant assessment criteria specified under clause 67 of the Deemed Provisions and the Design Principles specified under 5.1.6 P6 of Volume 1 of the R-Codes; or the Element Objectives specified under O2.2.1-O2.2.4 of Volume 2 of the R-Codes as applicable.*	• Updates references to the R-Codes, to reflect amendments to Volume 1 and the introduction of Volume 2.